Future 2017 No-Build Conditions

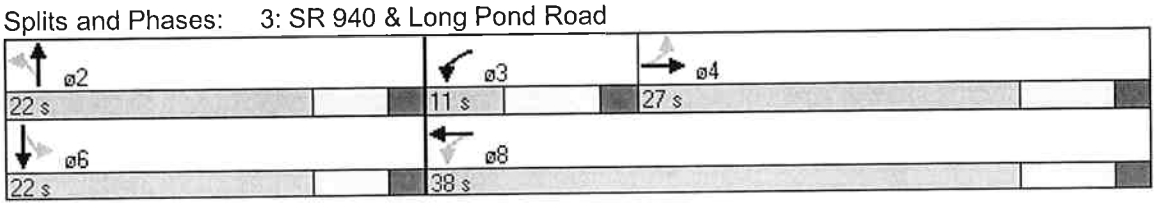
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995			0.879			0.981	
Flt Protected	0.950			0.950				0.995			0.965	
Satd. Flow (prot)	1711	1852	0	1770	3522	0	0	1629	0	0	1822	0
Flt Permitted	0.436			0.148				0.959			0.408	
Satd. Flow (perm)	785	1852	0	276	3522	0	0	1570	0	0	770	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			10			296			14	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	24	555	24	169	508	19	47	4	429	71	14	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	603	26	184	552	21	51	4	466	77	15	15
Lane Group Flow (vph)	26	629	0	184	573	0	0	521	0	0	107	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		11.0	23.0		22.0	22.0		22.0	22.0	
Total Split (s)	27.0	27.0	0.0	11.0	38.0	0.0	22.0	22.0	0.0	22.0	22.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	18.3%	63.3%	0.0%	36.7%	36.7%	0.0%	36.7%	36.7%	0.0%
Maximum Green (s)	20.0	20.0		4.0	31.0		16.0	16.0		16.0	16.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	23.0	23.0		34.0	34.0			18.0			18.0	
Actuated g/C Ratio	0.38	0.38		0.57	0.57			0.30			0.30	
v/c Ratio	0.09	0.88		0.56	0.29			0.77			0.44	
Control Delay	12.9	34.5		14.0	7.1			17.6			22.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	12.9	34.5		14.0	7.1			17.6			22.0	
LOS	B	C		B	A			B			C	
Approach Delay		33.7			8.8			17.6			22.0	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	6	204		29	48			66			26	
Queue Length 95th (ft)	20	#390		65	73			#220			69	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	301	712		331	2000			678			241	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.09	0.88		0.56	0.29			0.77			0.44	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 78.7% 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.

Splits and Phases: 3: SR 940 & Long Pond Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	849	206	0	593	102	0	0	0	184	0	103
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)	0	923	224	0	645	111	0	0	0	200	0	112
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	755			1147			1357	1678	923	1623	1847	378
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	755			1147			1357	1678	923	1623	1847	378
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	0	100	82
cM capacity (veh/h)	851			605			88	94	272	68	74	620

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	923	224	430	326	312
Volume Left	0	0	0	0	200
Volume Right	0	224	0	111	112
cSH	1700	1700	1700	1700	100
Volume to Capacity	0.54	0.13	0.25	0.19	3.11
Queue Length 95th (ft)	0	0	0	0	Err
Control Delay (s)	0.0	0.0	0.0	0.0	Err
Lane LOS					F
Approach Delay (s)	0.0		0.0		Err
Approach LOS					F

Intersection Summary			
Average Delay	1408.8		
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.995					0.950					
Satd. Flow (prot)	0	3404	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted		0.801					0.950					
Satd. Flow (perm)	0	2740	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						42			134			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	97	888	0	0	575	39	120	0	123	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	965	0	0	625	42	130	0	134	0	0	0
Lane Group Flow (vph)	0	1070	0	0	625	42	130	0	134	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	66.6	66.6	0.0	0.0	66.6	66.6	33.4	0.0	33.4	0.0	0.0	0.0
Total Split (%)	66.6%	66.6%	0.0%	0.0%	66.6%	66.6%	33.4%	0.0%	33.4%	0.0%	0.0%	0.0%
Maximum Green (s)	60.1	60.1			60.1	60.1	26.9		26.9			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0		0			
Act Effct Green (s)		62.6			62.6	62.6	29.4		29.4			
Actuated g/C Ratio		0.63			0.63	0.63	0.29		0.29			
v/c Ratio		0.62			0.29	0.04	0.27		0.25			
Control Delay		13.5			9.0	2.4	28.9		6.1			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		13.5			9.0	2.4	28.9		6.1			
LOS		B			A	A	C		A			
Approach Delay		13.5			8.6							
Approach LOS		B			A							
Queue Length 50th (ft)		201			87	0	63		0			
Queue Length 95th (ft)		265			116	12	113		43			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)		1715			2142	1007	486		529			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.62			0.29	0.04	0.27		0.25			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 55
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps

ø2	ø4
33.4 s	66.6 s
	ø8
	66.6 s

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	4	18	63	65	90	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	20	68	71	98	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1202		
pX, platoon unblocked						
vC, conflicting volume	305	98	98			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	305	98	98			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	95			
cM capacity (veh/h)	655	958	1495			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	4	20	46	93	98	77
Volume Left	4	0	46	23	0	0
Volume Right	0	20	0	0	0	77
cSH	655	958	1495	1495	1700	1700
Volume to Capacity	0.01	0.02	0.05	0.05	0.06	0.05
Queue Length 95th (ft)	1	2	4	4	0	0
Control Delay (s)	10.5	8.8	7.5	2.1	0.0	0.0
Lane LOS	B	A	A	A		
Approach Delay (s)	9.1		3.9		0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	20.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	44	332	17	84	93	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	48	361	18	91	101	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				460		
pX, platoon unblocked						
vC, conflicting volume	184	101	101			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184	101	101			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	61	99			
cM capacity (veh/h)	778	935	1489			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	48	361	18	46	46	101	15
Volume Left	48	0	18	0	0	0	0
Volume Right	0	361	0	0	0	0	15
cSH	778	935	1489	1700	1700	1700	1700
Volume to Capacity	0.06	0.39	0.01	0.03	0.03	0.06	0.01
Queue Length 95th (ft)	5	46	1	0	0	0	0
Control Delay (s)	9.9	11.3	7.4	0.0	0.0	0.0	0.0
Lane LOS	A	B	A				
Approach Delay (s)	11.1		1.3			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	32.1%	ICU Level of Service	A
Analysis Period (min)	15		

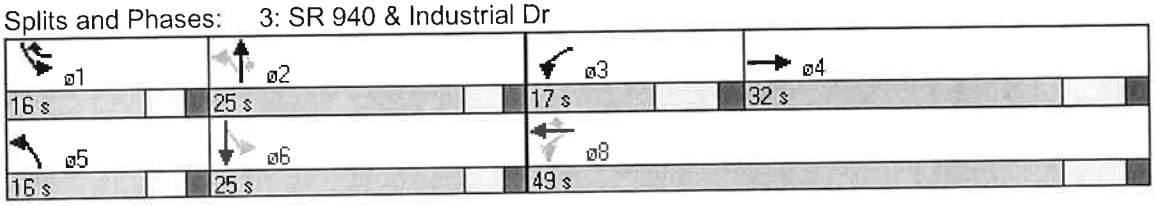
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850		0.866	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3536	0	1770	3539	1583	1770	2111	1583	1829	1667	0
Flt Permitted				0.255			0.714			0.533		
Satd. Flow (perm)	0	3536	0	475	3539	1583	1330	2111	1583	1026	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				174			25		59	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	540	5	24	480	160	82	165	23	44	6	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	587	5	26	522	174	89	179	25	48	7	59
Lane Group Flow (vph)	0	592	0	26	522	174	89	179	25	48	66	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	32.0	0.0	17.0	49.0	16.0	16.0	25.0	25.0	16.0	25.0	0.0
Total Split (%)	0.0%	35.6%	0.0%	18.9%	54.4%	17.8%	17.8%	27.8%	27.8%	17.8%	27.8%	0.0%
Maximum Green (s)		25.0		10.0	42.0	11.0	11.0	20.0	20.0	11.0	20.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		19.3		23.8	23.5	34.4	29.9	23.5	23.5	28.0	22.6	
Actuated g/C Ratio		0.30		0.33	0.36	0.52	0.45	0.36	0.36	0.42	0.35	
v/c Ratio		0.56		0.08	0.40	0.19	0.14	0.23	0.04	0.09	0.11	
Control Delay		22.7		14.4	15.7	1.6	12.5	20.9	10.0	12.7	9.0	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.7		14.4	15.7	1.6	12.5	20.9	10.0	12.7	9.0	
LOS		C		B	B	A	B	C	A	B	A	
Approach Delay		22.7			12.3			17.4			10.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		25.0		7.2	39.2	8.5	10.9	22.4	22.4	8.5	20.0	
90th %ile Term Code		Max		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		21.1		6.5	34.6	7.3	9.0	21.7	21.7	7.3	20.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		14.8		0.0	14.8	6.2	6.9	20.7	20.7	6.2	20.0	
50th %ile Term Code		Gap		Skip	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
30th %ile Green (s)		12.8		0.0	12.8	5.7	6.2	20.5	20.5	5.7	20.0	
30th %ile Term Code		Gap		Skip	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
10th %ile Green (s)		8.6		0.0	8.6	0.0	0.0	20.0	20.0	0.0	20.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	MaxR	
Queue Length 50th (ft)		90		6	77	0	13	42	0	7	2	
Queue Length 95th (ft)		188		20	121	21	58	134	19	36	34	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1387		378	1891	888	676	769	593	586	622	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.43		0.07	0.28	0.20	0.13	0.23	0.04	0.08	0.11	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 64.6
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 16.6 — Intersection LOS: B
Intersection Capacity Utilization 42.0% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 87.1
70th %ile Actuated Cycle: 80.6
50th %ile Actuated Cycle: 58.7
30th %ile Actuated Cycle: 56
10th %ile Actuated Cycle: 40.6

Splits and Phases: 3: SR 940 & Industrial Dr



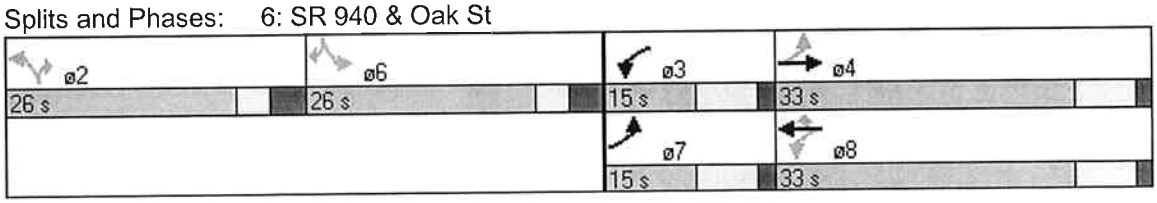
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.236			0.287			0.950			0.950		
Satd. Flow (perm)	440	3529	0	535	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				96			54			41
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	82	508	12	48	587	88	18	0	50	74	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	552	13	52	638	96	20	0	54	80	0	41
Lane Group Flow (vph)	89	565	0	52	638	96	20	0	54	80	0	41
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	15.0	33.0	0.0	15.0	33.0	33.0	26.0	0.0	26.0	26.0	0.0	26.0
Total Split (%)	15.0%	33.0%	0.0%	15.0%	33.0%	33.0%	26.0%	0.0%	26.0%	26.0%	0.0%	26.0%
Maximum Green (s)	8.0	26.0		8.0	26.0	26.0	20.0		20.0	20.0		20.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	40.0	29.0		40.0	29.0	29.0	22.0		22.0	22.0		22.0
Actuated g/C Ratio	0.40	0.29		0.40	0.29	0.29	0.22		0.22	0.22		0.22
v/c Ratio	0.28	0.55		0.15	0.62	0.18	0.05		0.14	0.11		0.11
Control Delay	19.0	32.3		17.4	33.9	6.6	31.3		9.9	31.7		10.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	19.0	32.3		17.4	33.9	6.6	31.3		9.9	31.7		10.7
LOS	B	C		B	C	A	C		A	C		B
Approach Delay		30.5			29.5							
Approach LOS		C			C							
Queue Length 50th (ft)	33	159		19	185	0	10		0	21		0
Queue Length 95th (ft)	63	214		41	244	37	30		31	40		27
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	322	1025		350	1026	527	389		390	755		380
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.28	0.55		0.15	0.62	0.18	0.05		0.14	0.11		0.11

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 28.9 Intersection LOS: C
Intersection Capacity Utilization 34.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.962				0.850		0.993			0.995	
Flt Protected		0.971			0.958		0.950			0.950		
Satd. Flow (prot)	0	2056	0	0	1987	2850	1801	3533	0	1733	1886	0
Flt Permitted		0.971			0.958		0.154			0.154		
Satd. Flow (perm)	0	2056	0	0	1987	2850	292	3533	0	281	1886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				387		4			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	55	11	26	59	8	356	10	244	12	391	685	22
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	60	12	28	64	9	387	11	265	13	425	745	24
Lane Group Flow (vph)	0	100	0	0	73	387	11	278	0	425	769	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	38.0	0.0	43.0	71.0	0.0
Total Split (%)	14.8%	14.8%	0.0%	14.8%	14.8%	14.8%	8.7%	33.0%	0.0%	37.4%	61.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		14.3			14.2	14.2	34.0	36.0		67.0	69.0	
Actuated g/C Ratio		0.13			0.13	0.13	0.30	0.32		0.59	0.61	
v/c Ratio		0.37			0.29	0.56	0.06	0.25		0.62	0.67	
Control Delay		43.4			48.7	7.9	28.1	29.3		12.5	3.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		5.7	3.0	
Total Delay		43.4			48.7	7.9	28.1	29.3		18.2	6.7	
LOS		D			D	A	C	C		B	A	
Approach Delay		43.4			14.4			29.3			10.8	

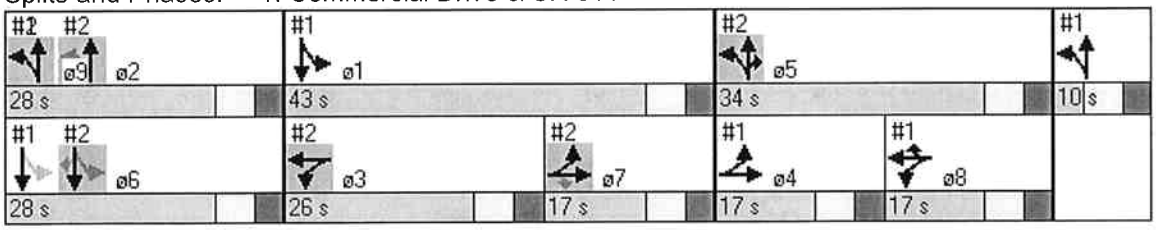
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			B	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Hold		
30th %ile Green (s)	9.5	9.5		9.1	9.1	9.1	3.0			36.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	7.1	7.1		7.0	7.0	7.0	3.0			36.0		
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
Queue Length 50th (ft)		59			50	0	6	79		170	46	
Queue Length 95th (ft)		113			96	48	20	115		m180	m40	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		284			262	712	194	1123		690	1148	
Starvation Cap Reductn		0			0	0	0	0		204	268	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.28	0.54	0.06	0.25		0.87	0.87	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 113.5
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 15.8 Intersection LOS: B
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 115
70th %ile Actuated Cycle: 115
50th %ile Actuated Cycle: 115
30th %ile Actuated Cycle: 113.6
10th %ile Actuated Cycle: 109.1

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

Splits and Phases: 1: Commercial Drive & SR 611



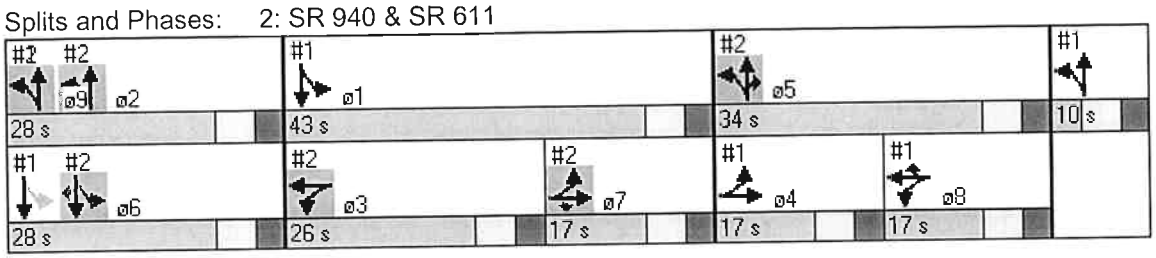
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3601	1611
Flt Permitted	0.950			0.950			0.158				0.747	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	299	1895	1611	0	2690	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240						208			231
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	191	124	221	340	124	1	293	271	191	4	537	325
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	208	135	240	370	135	1	318	295	208	4	584	353
Lane Group Flow (vph)	208	135	240	370	136	0	318	295	208	0	588	353
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	26.0	26.0	0.0	44.0	72.0	34.0	28.0	28.0	28.0
Total Split (%)	14.8%	14.8%	14.8%	22.6%	22.6%	0.0%	38.3%	62.6%	29.6%	24.3%	24.3%	24.3%
Maximum Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.0	15.0	15.0	24.0	24.0		66.5	68.5	30.5		26.0	26.0
Actuated g/C Ratio	0.13	0.13	0.13	0.21	0.21		0.59	0.60	0.27		0.23	0.23
v/c Ratio	0.85	0.52	0.59	1.01	0.35		0.45	0.26	0.36		0.95	0.65
Control Delay	77.6	54.3	12.2	94.0	41.5		23.0	7.0	13.8		70.6	19.9
Queue Delay	0.0	0.0	0.1	54.1	0.0		0.8	0.5	0.3		0.0	0.0
Total Delay	77.6	54.3	12.3	148.2	41.5		23.8	7.5	14.1		70.6	19.9
LOS	E	D	B	F	D		C	A	B		E	B
Approach Delay		45.3			119.5			15.5			51.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			F			B			D	
90th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				25.6	21.0	21.0	21.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				21.1	21.0	21.0	21.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	153	95	0	~291	87		120	60	7		228	78
Queue Length 95th (ft)	#286	160	76	#479	147		167	67	64		#345	184
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	246	259	409	368	393		709	1141	603		616	547
Starvation Cap Reductn	0	0	0	0	0		168	479	104		0	0
Spillback Cap Reductn	0	0	6	48	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.85	0.52	0.60	1.16	0.35		0.59	0.45	0.42		0.95	0.65

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 113.5
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 52.0 Intersection LOS: D
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 115
70th %ile Actuated Cycle: 115
50th %ile Actuated Cycle: 115
30th %ile Actuated Cycle: 113.6
10th %ile Actuated Cycle: 109.1
~ 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: 2: SR 940 & SR 611



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	66	438	123	393	766	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	72	476	134	427	833	22
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1324	427	854			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1324	427	854			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	41	17	83			
cM capacity (veh/h)	122	576	781			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	548	276	285	555	299
Volume Left	72	134	0	0	0
Volume Right	476	0	0	0	22
cSH	387	781	1700	1700	1700
Volume to Capacity	1.41	0.17	0.17	0.33	0.18
Queue Length 95th (ft)	688	15	0	0	0
Control Delay (s)	228.5	6.1	0.0	0.0	0.0
Lane LOS	F	A			
Approach Delay (s)	228.5	3.0		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	64.6		
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		

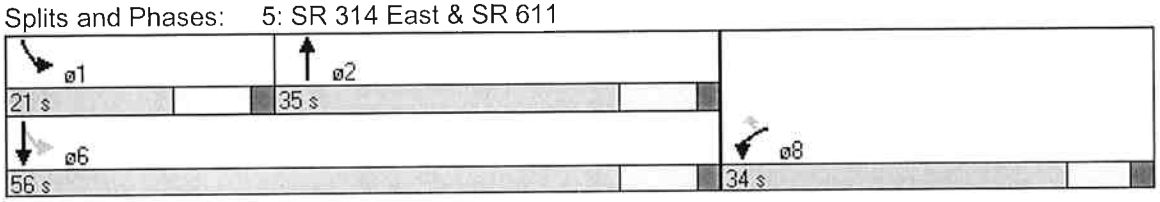
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.928			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3284	0	1770	3539
Flt Permitted	0.950				0.114	
Satd. Flow (perm)	1770	1583	3284	0	212	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		68	283			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	360	63	453	418	228	976
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	391	68	492	454	248	1061
Lane Group Flow (vph)	391	68	946	0	248	1061
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	34.0	34.0	35.0	0.0	21.0	56.0
Total Split (%)	37.8%	37.8%	38.9%	0.0%	23.3%	62.2%
Maximum Green (s)	27.0	27.0	27.0		13.0	48.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	25.4	25.4	33.3		52.2	52.2
Actuated g/C Ratio	0.30	0.30	0.39		0.61	0.61
v/c Ratio	0.74	0.13	0.65		0.62	0.49
Control Delay	36.6	6.3	18.1		21.7	10.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	36.6	6.3	18.1		21.7	10.9
LOS	D	A	B		C	B
Approach Delay	32.1		18.1			13.0
Approach LOS	C		B			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	27.0	27.0	27.0		13.0	48.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	27.0	27.0	27.0		13.0	48.0
70th %ile Term Code	Max	Max	MaxR		Max	MaxR
50th %ile Green (s)	24.0	24.0	27.9		12.1	48.0
50th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
30th %ile Green (s)	20.1	20.1	30.7		9.3	48.0
30th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
10th %ile Green (s)	14.7	14.7	32.8		7.2	48.0
10th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
Queue Length 50th (ft)	188	0	158		68	160
Queue Length 95th (ft)	289	28	244		153	228
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	590	573	1451		428	2158
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	0.66	0.12	0.65		0.58	0.49

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 18.0 — Intersection LOS: B
Intersection Capacity Utilization 68.5% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 87
30th %ile Actuated Cycle: 83.1
10th %ile Actuated Cycle: 77.7

Splits and Phases: 5: SR 314 East & SR 611



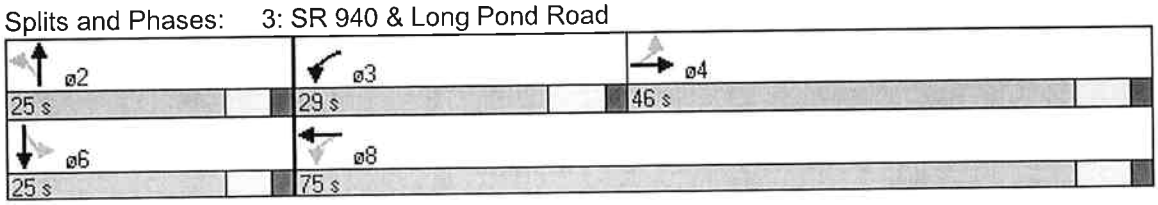
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.986			0.891			0.972	
Flt Protected	0.950			0.950				0.992			0.968	
Satd. Flow (prot)	1711	1835	0	1770	3490	0	0	1646	0	0	1811	0
Flt Permitted	0.304			0.087				0.932			0.379	
Satd. Flow (perm)	547	1835	0	162	3490	0	0	1547	0	0	709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			27			188			12	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	20	587	67	435	786	81	61	8	285	53	11	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	638	73	473	854	88	66	9	310	58	12	18
Lane Group Flow (vph)	22	711	0	473	942	0	0	385	0	0	88	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		11.0	23.0		22.0	22.0		22.0	22.0	
Total Split (s)	46.0	46.0	0.0	29.0	75.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	46.0%	46.0%	0.0%	29.0%	75.0%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%
Maximum Green (s)	39.0	39.0		22.0	68.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	42.0	42.0		71.0	71.0			21.0			21.0	
Actuated g/C Ratio	0.42	0.42		0.71	0.71			0.21			0.21	
v/c Ratio	0.10	0.92		0.91	0.38			0.81			0.56	
Control Delay	19.0	45.9		40.5	3.9			34.2			45.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	19.0	45.9		40.5	3.9			34.2			45.5	
LOS	B	D		D	A			C			D	
Approach Delay		45.1			16.1			34.2			45.5	
Approach LOS		D			B			C			D	
Queue Length 50th (ft)	8	415		239	70			122			43	
Queue Length 95th (ft)	25	#653		#424	111			#277			#105	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	230	775		517	2486			473			158	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.10	0.92		0.91	0.38			0.81			0.56	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 90.1% 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: 3: SR 940 & Long Pond Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	747	177	0	1188	207	0	0	0	57	0	114
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)	0	812	192	0	1291	225	0	0	0	62	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)												
pX, platoon unblocked												
vC, conflicting volume	1516			1004			1582	2328	812	2216	2408	758
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1516			1004			1582	2328	812	2216	2408	758
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	0	100	65
cM capacity (veh/h)	437			685			47	37	322	24	33	349

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	812	192	861	655	186
Volume Left	0	0	0	0	62
Volume Right	0	192	0	225	124
cSH	1700	1700	1700	1700	64
Volume to Capacity	0.48	0.11	0.51	0.39	2.92
Queue Length 95th (ft)	0	0	0	0	474
Control Delay (s)	0.0	0.0	0.0	0.0	1004.4
Lane LOS					F
Approach Delay (s)	0.0		0.0		1004.4
Approach LOS					F

Intersection Summary			
Average Delay	69.0		
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.995					0.950					
Satd. Flow (prot)	0	3404	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted		0.658					0.950					
Satd. Flow (perm)	0	2251	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						177			173			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	75	740	0	0	1112	163	283	0	159	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	804	0	0	1209	177	308	0	173	0	0	0
Lane Group Flow (vph)	0	886	0	0	1209	177	308	0	173	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	62.1	62.1	0.0	0.0	62.1	62.1	37.9	0.0	37.9	0.0	0.0	0.0
Total Split (%)	62.1%	62.1%	0.0%	0.0%	62.1%	62.1%	37.9%	0.0%	37.9%	0.0%	0.0%	0.0%
Maximum Green (s)	55.6	55.6			55.6	55.6	31.4		31.4			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0		0			
Act Effct Green (s)		58.1			58.1	58.1	33.9		33.9			
Actuated g/C Ratio		0.58			0.58	0.58	0.34		0.34			
v/c Ratio		0.68			0.61	0.18	0.55		0.28			
Control Delay		7.5			15.2	1.9	31.4		5.0			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		7.5			15.2	1.9	31.4		5.0			
LOS		A			B	A	C		A			
Approach Delay		7.5			13.5							
Approach LOS		A			B							
Queue Length 50th (ft)		76			245	0	158		0			
Queue Length 95th (ft)		m124			310	27	245		45			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)		1308			1988	994	560		615			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.68			0.61	0.18	0.55		0.28			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 13.0 Intersection LOS: B
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SR 940 & I-380 NB Ramps

ø2	ø4
37.9 s	62.1 s
	ø8
	62.1 s

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	20	255	147	93	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	22	277	160	101	53
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1202		
pX, platoon unblocked						
vC, conflicting volume	815	101	101			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	815	101	101			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	81			
cM capacity (veh/h)	282	954	1491			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	22	185	252	101	53
Volume Left	2	0	185	92	0	0
Volume Right	0	22	0	0	0	53
cSH	282	954	1491	1491	1700	1700
Volume to Capacity	0.01	0.02	0.19	0.19	0.06	0.03
Queue Length 95th (ft)	1	2	17	17	0	0
Control Delay (s)	17.8	8.9	8.0	4.0	0.0	0.0
Lane LOS	C	A	A	A		
Approach Delay (s)	9.7		5.6		0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	27.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	90	88	49	312	85	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	98	96	53	339	92	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				460		
pX, platoon unblocked						
vC, conflicting volume	368	92	92			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	368	92	92			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	83	90	96			
cM capacity (veh/h)	583	947	1500			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	98	96	53	170	170	92	32
Volume Left	98	0	53	0	0	0	0
Volume Right	0	96	0	0	0	0	32
cSH	583	947	1500	1700	1700	1700	1700
Volume to Capacity	0.17	0.10	0.04	0.10	0.10	0.05	0.02
Queue Length 95th (ft)	15	8	3	0	0	0	0
Control Delay (s)	12.4	9.2	7.5	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	10.8		1.0			0.0	
Approach LOS	B						

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	21.0%	ICU Level of Service	A
Analysis Period (min)	15		

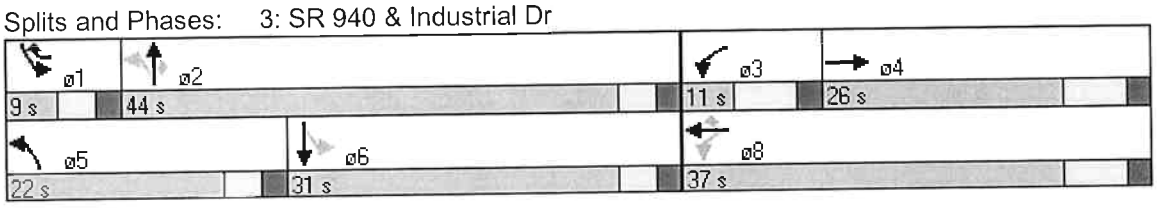
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.874	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3532	0	1770	3539	1583	1770	2111	1583	1829	1682	0
Flt Permitted				0.154			0.129			0.654		
Satd. Flow (perm)	0	3532	0	287	3539	1583	240	2111	1583	1259	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				58			80		105	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	728	10	106	637	53	361	149	74	126	72	385
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	791	11	115	692	58	392	162	80	137	78	418
Lane Group Flow (vph)	0	802	0	115	692	58	392	162	80	137	496	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	26.0	0.0	11.0	37.0	9.0	22.0	44.0	44.0	9.0	31.0	0.0
Total Split (%)	0.0%	28.9%	0.0%	12.2%	41.1%	10.0%	24.4%	48.9%	48.9%	10.0%	34.4%	0.0%
Maximum Green (s)		19.0		4.0	30.0	4.0	17.0	39.0	39.0	4.0	26.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		22.1		30.8	30.6	39.7	49.1	40.1	40.1	33.1	28.1	
Actuated g/C Ratio		0.25		0.34	0.35	0.45	0.56	0.46	0.46	0.38	0.32	
v/c Ratio		0.90		0.54	0.56	0.08	0.91	0.17	0.10	0.27	0.81	
Control Delay		47.7		29.4	24.9	4.1	48.4	15.4	4.0	13.8	35.2	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		47.7		29.4	24.9	4.1	48.4	15.4	4.0	13.8	35.2	
LOS		D		C	C	A	D	B	A	B	D	
Approach Delay		47.7			24.1			34.4			30.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			C			C	
90th %ile Green (s)		19.0		4.0	30.0	4.0	17.0	39.0	39.0	4.0	26.0	
90th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)		19.0		4.0	30.0	4.0	17.0	39.0	39.0	4.0	26.0	
70th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)		19.0		4.0	30.0	4.0	17.0	39.0	39.0	4.0	26.0	
50th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)		19.0		4.0	30.0	4.0	17.0	39.0	39.0	4.0	26.0	
30th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)		19.0		0.0	19.0	4.0	12.4	39.0	39.0	4.0	30.6	
10th %ile Term Code		Max		Skip	Hold	Max	Gap	MaxR	MaxR	Max	Hold	
Queue Length 50th (ft)		234		44	160	0	164	54	0	36	213	
Queue Length 95th (ft)		#350		82	214	20	#333	93	24	65	#394	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		888		214	1298	747	444	964	767	507	610	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.90		0.54	0.53	0.08	0.88	0.17	0.10	0.27	0.81	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 87.8
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 34.2 — Intersection LOS: C
Intersection Capacity Utilization 87.2% — ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 90
30th %ile Actuated Cycle: 90
10th %ile Actuated Cycle: 79
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 940 & Industrial Dr



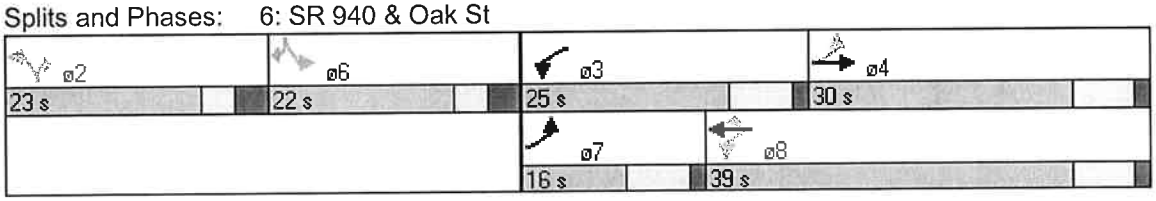
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.983				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.540			0.133			0.950			0.950		
Satd. Flow (perm)	1006	3479	0	248	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				480			130			168
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	202	619	78	300	326	442	33	0	120	240	0	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	220	673	85	326	354	480	36	0	130	261	0	168
Lane Group Flow (vph)	220	758	0	326	354	480	36	0	130	261	0	168
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	16.0	30.0	0.0	25.0	39.0	39.0	23.0	0.0	23.0	22.0	0.0	22.0
Total Split (%)	16.0%	30.0%	0.0%	25.0%	39.0%	39.0%	23.0%	0.0%	23.0%	22.0%	0.0%	22.0%
Maximum Green (s)	9.0	23.0		18.0	32.0	32.0	17.0		17.0	16.0		16.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	38.0	26.0		51.0	35.0	35.0	19.0		19.0	18.0		18.0
Actuated g/C Ratio	0.38	0.26		0.51	0.35	0.35	0.19		0.19	0.18		0.18
v/c Ratio	0.46	0.83		0.73	0.29	0.55	0.11		0.32	0.42		0.40
Control Delay	18.4	43.4		32.0	24.3	5.0	34.6		8.7	38.8		8.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.4	43.4		32.0	24.3	5.0	34.6		8.7	38.8		8.8
LOS	B	D		C	C	A	C		A	D		A
Approach Delay		37.8			18.4							
Approach LOS		D			B							
Queue Length 50th (ft)	75	236		139	84	0	19		0	76		0
Queue Length 95th (ft)	121	#315		#248	121	66	47		49	115		55
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	474	914		446	1239	866	336		406	618		423
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.46	0.83		0.73	0.29	0.55	0.11		0.32	0.42		0.40

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 26.5 Intersection LOS: C
Intersection Capacity Utilization 53.1% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.981				0.850		0.995			0.989	
Flt Protected		0.963			0.961		0.950			0.950		
Satd. Flow (prot)	0	2084	0	0	1994	2850	1801	3543	0	1733	1875	0
Flt Permitted		0.963			0.961		0.105			0.105		
Satd. Flow (perm)	0	2084	0	0	1994	2850	199	3543	0	192	1875	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				728		2			5	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	265	32	50	99	22	670	26	833	27	659	772	60
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	288	35	54	108	24	728	28	905	29	716	839	65
Lane Group Flow (vph)	0	377	0	0	132	728	28	934	0	716	904	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	26.0	26.0	0.0	17.0	17.0	17.0	10.0	50.0	0.0	52.0	92.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	11.7%	11.7%	11.7%	6.9%	34.5%	0.0%	35.9%	63.4%	0.0%
Maximum Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		24.0			15.0	15.0	46.0	48.0		88.0	90.0	
Actuated g/C Ratio		0.17			0.10	0.10	0.32	0.33		0.61	0.62	
v/c Ratio		1.08			0.64	0.77	0.18	0.80		1.10	0.78	
Control Delay		125.9			77.4	10.1	36.0	50.0		79.4	6.5	
Queue Delay		457.9			0.0	6.1	0.0	29.2		212.8	34.3	
Total Delay		583.8			77.4	16.2	36.0	79.2		292.2	40.8	
LOS		F			E	B	D	E		F	D	
Approach Delay		583.8			25.6			77.9			151.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			C			E			F	
90th %ile Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
30th %ile Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
30th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
10th %ile Green (s)	19.0	19.0		10.0	10.0	10.0	3.0			45.0		
10th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
Queue Length 50th (ft)		~393			122	0	18	421		~725	96	
Queue Length 95th (ft)		#602			195	64	42	505		m#694	m109	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		349			206	948	152	1174		648	1166	
Starvation Cap Reductn		0			0	0	0	0		197	314	
Spillback Cap Reductn		171			0	170	0	283		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		2.12			0.64	0.94	0.18	1.05		1.59	1.06	

Intersection Summary

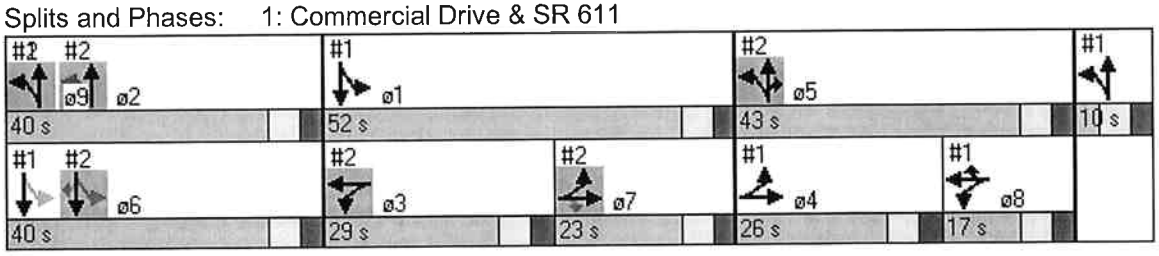
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 145
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 147.5 Intersection LOS: F
Intersection Capacity Utilization 92.5% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 145
70th %ile Actuated Cycle: 145
50th %ile Actuated Cycle: 145
30th %ile Actuated Cycle: 145
10th %ile Actuated Cycle: 145

~ 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: Commercial Drive & SR 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.105				0.722	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	199	1895	1611	0	2600	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			434						365			198
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	181	243	493	313	128	1	375	711	683	7	685	428
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	197	264	536	340	139	1	408	773	742	8	745	465
Lane Group Flow (vph)	197	264	536	340	140	0	408	773	742	0	753	465
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	23.0	23.0	23.0	29.0	29.0	0.0	53.0	93.0	43.0	40.0	40.0	40.0
Total Split (%)	15.9%	15.9%	15.9%	20.0%	20.0%	0.0%	36.6%	64.1%	29.7%	27.6%	27.6%	27.6%
Maximum Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	21.0	21.0	21.0	27.0	27.0		89.0	91.0	41.0		38.0	38.0
Actuated g/C Ratio	0.14	0.14	0.14	0.19	0.19		0.61	0.63	0.28		0.26	0.26
v/c Ratio	0.73	0.93	0.91	1.05	0.40		0.59	0.65	1.03		1.11	0.82
Control Delay	75.7	98.8	32.4	119.2	56.0		44.3	7.7	71.5		115.9	41.1
Queue Delay	0.0	0.0	7.7	0.0	0.0		19.9	2.0	82.9		275.3	0.0
Total Delay	75.7	98.8	40.1	119.2	56.0		64.2	9.6	154.3		391.2	41.1
LOS	E	F	D	F	E		E	A	F		F	D
Approach Delay		62.7			100.7			77.0			257.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		E			F			E			F	
90th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
50th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
30th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
30th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
10th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				36.0	33.0	33.0	33.0
10th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
Queue Length 50th (ft)	181	250	101	~349	118		277	138	~405		~425	252
Queue Length 95th (ft)	#286	#421	#328	#549	187		m344	m157	m#482		#556	#429
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	270	284	592	324	346		686	1189	717		681	568
Starvation Cap Reductn	0	0	0	0	0		272	261	117		0	0
Spillback Cap Reductn	0	0	40	0	0		0	0	0		245	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.73	0.93	0.97	1.05	0.40		0.99	0.83	1.24		1.73	0.82

Intersection Summary

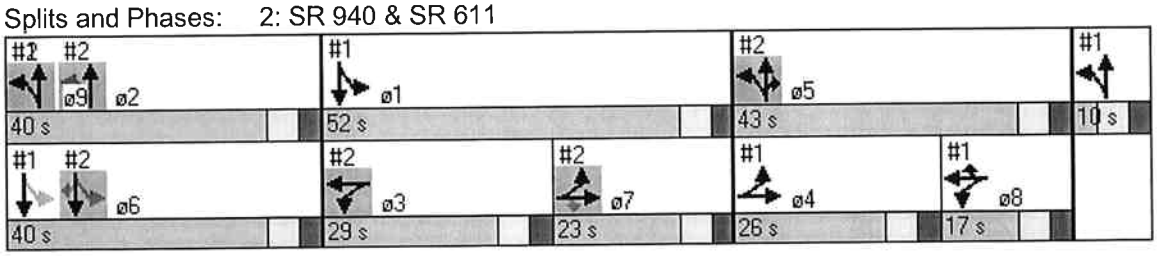
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 145
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 124.0 Intersection LOS: F
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 145
70th %ile Actuated Cycle: 145
50th %ile Actuated Cycle: 145
30th %ile Actuated Cycle: 145
10th %ile Actuated Cycle: 145

~ 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: 2: SR 940 & SR 611



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	16	171	421	870	713	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	17	186	458	946	775	42
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2184	409	817			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2184	409	817			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	69	43			
cM capacity (veh/h)	17	592	806			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	203	773	630	517	301
Volume Left	17	458	0	0	0
Volume Right	186	0	0	0	42
cSH	151	806	1700	1700	1700
Volume to Capacity	1.34	0.57	0.37	0.30	0.18
Queue Length 95th (ft)	314	91	0	0	0
Control Delay (s)	248.9	13.3	0.0	0.0	0.0
Lane LOS	F	B			
Approach Delay (s)	248.9	7.3		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	25.1		
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

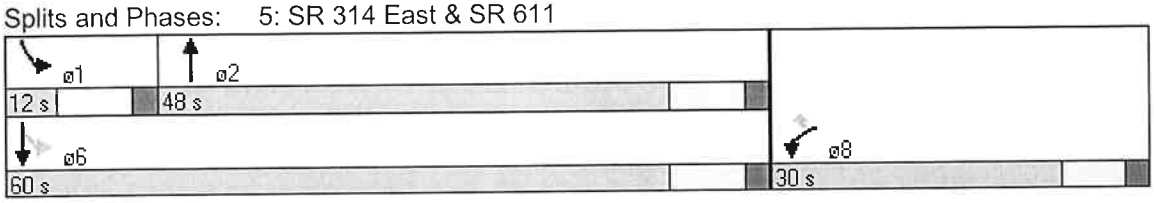
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.971			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3437	0	1770	3539
Flt Permitted	0.950				0.083	
Satd. Flow (perm)	1770	1583	3437	0	155	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		127	45			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	397	117	1174	280	102	782
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	432	127	1276	304	111	850
Lane Group Flow (vph)	432	127	1580	0	111	850
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	30.0	30.0	48.0	0.0	12.0	60.0
Total Split (%)	33.3%	33.3%	53.3%	0.0%	13.3%	66.7%
Maximum Green (s)	23.0	23.0	40.0		4.0	52.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	25.2	25.2	46.5		56.1	56.0
Actuated g/C Ratio	0.28	0.28	0.52		0.61	0.63
v/c Ratio	0.87	0.24	0.87		0.47	0.38
Control Delay	49.5	5.9	26.3		16.2	8.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	49.5	5.9	26.3		16.2	8.9
LOS	D	A	C		B	A
Approach Delay	39.6		26.3			9.7
Approach LOS	D		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	23.0	23.0	40.0		4.0	52.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	23.0	23.0	40.0		4.0	52.0
70th %ile Term Code	Max	Max	MaxR		Max	MaxR
50th %ile Green (s)	23.0	23.0	40.0		4.0	52.0
50th %ile Term Code	Max	Max	MaxR		Max	MaxR
30th %ile Green (s)	23.0	23.0	40.0		4.0	52.0
30th %ile Term Code	Max	Max	MaxR		Max	MaxR
10th %ile Green (s)	19.0	19.0	52.0		0.0	52.0
10th %ile Term Code	Gap	Gap	Hold		Skip	MaxR
Queue Length 50th (ft)	230	0	413		23	114
Queue Length 95th (ft)	#391	40	#587		60	150
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	511	548	1813		236	2222
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	0.85	0.23	0.87		0.47	0.38

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.2
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.6 — Intersection LOS: C
Intersection Capacity Utilization 79.0% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 90
30th %ile Actuated Cycle: 90
10th %ile Actuated Cycle: 86
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 314 East & SR 611



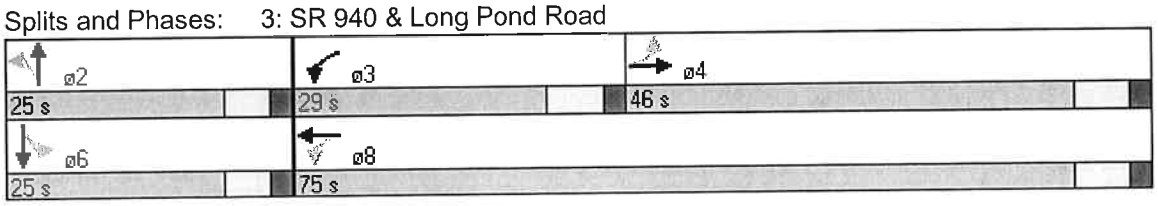
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.981			0.981			0.885			0.973	
Flt Protected	0.950			0.950				0.993			0.964	
Satd. Flow (prot)	1711	1827	0	1770	3472	0	0	1637	0	0	1805	0
Flt Permitted	0.440			0.246				0.954			0.528	
Satd. Flow (perm)	792	1827	0	458	3472	0	0	1573	0	0	989	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			39			215			11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	29	403	59	312	454	65	30	4	198	44	4	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	438	64	339	493	71	33	4	215	48	4	13
Lane Group Flow (vph)	32	502	0	339	564	0	0	252	0	0	65	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		11.0	23.0		22.0	22.0		22.0	22.0	
Total Split (s)	46.0	46.0	0.0	29.0	75.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Split (%)	46.0%	46.0%	0.0%	29.0%	75.0%	0.0%	25.0%	25.0%	0.0%	25.0%	25.0%	0.0%
Maximum Green (s)	39.0	39.0		22.0	68.0		19.0	19.0		19.0	19.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	42.0	42.0		71.0	71.0			21.0			21.0	
Actuated g/C Ratio	0.42	0.42		0.71	0.71			0.21			0.21	
v/c Ratio	0.10	0.65		0.52	0.23			0.50			0.30	
Control Delay	18.7	27.5		7.3	3.2			11.3			32.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.7	27.5		7.3	3.2			11.3			32.8	
LOS	B	C		A	A			B			C	
Approach Delay		27.0			4.8			11.3			32.8	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	12	245		79	39			19			29	
Queue Length 95th (ft)	32	360		138	52			90			70	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	333	773		653	2476			500			216	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.10	0.65		0.52	0.23			0.50			0.30	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 13.5 Intersection LOS: B
Intersection Capacity Utilization 65.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	487	111	0	778	112	0	0	0	50	0	53
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)	0	529	121	0	846	122	0	0	0	54	0	58
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	967			650			1010	1497	529	1436	1557	484
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	967			650			1010	1497	529	1436	1557	484
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	42	100	89
cM capacity (veh/h)	708			932			173	122	494	94	112	529

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	529	121	564	404	112
Volume Left	0	0	0	0	54
Volume Right	0	121	0	122	58
cSH	1700	1700	1700	1700	163
Volume to Capacity	0.31	0.07	0.33	0.24	0.69
Queue Length 95th (ft)	0	0	0	0	101
Control Delay (s)	0.0	0.0	0.0	0.0	65.2
Lane LOS					F
Approach Delay (s)	0.0		0.0		65.2
Approach LOS					F

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

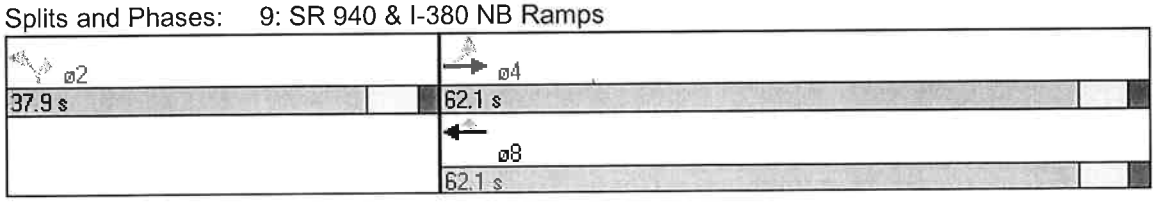
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.995					0.950					
Satd. Flow (prot)	0	3404	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted		0.795					0.950					
Satd. Flow (perm)	0	2720	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96			232			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	60	495	0	0	687	88	203	0	213	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	538	0	0	747	96	221	0	232	0	0	0
Lane Group Flow (vph)	0	603	0	0	747	96	221	0	232	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	62.1	62.1	0.0	0.0	62.1	62.1	37.9	0.0	37.9	0.0	0.0	0.0
Total Split (%)	62.1%	62.1%	0.0%	0.0%	62.1%	62.1%	37.9%	0.0%	37.9%	0.0%	0.0%	0.0%
Maximum Green (s)	55.6	55.6			55.6	55.6	31.4		31.4			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0		0			
Act Effct Green (s)		58.1			58.1	58.1	33.9		33.9			
Actuated g/C Ratio		0.58			0.58	0.58	0.34		0.34			
v/c Ratio		0.38			0.38	0.10	0.39		0.35			
Control Delay		5.6			11.9	2.2	27.8		4.9			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		5.6			11.9	2.2	27.8		4.9			
LOS		A			B	A	C		A			
Approach Delay		5.6			10.8							
Approach LOS		A			B							
Queue Length 50th (ft)		52			125	0	107		0			
Queue Length 95th (ft)		52			163	20	173		51			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)		1580			1988	960	560		654			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.38			0.38	0.10	0.39		0.35			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	14	69	114	69	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	15	75	124	75	52
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1202		
pX, platoon unblocked						
vC, conflicting volume	349	75	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	349	75	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	95			
cM capacity (veh/h)	616	986	1524			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	15	50	149	75	52
Volume Left	2	0	50	25	0	0
Volume Right	0	15	0	0	0	52
cSH	616	986	1524	1524	1700	1700
Volume to Capacity	0.00	0.02	0.05	0.05	0.04	0.03
Queue Length 95th (ft)	0	1	4	4	0	0
Control Delay (s)	10.9	8.7	7.5	1.6	0.0	0.0
Lane LOS	B	A	A	A		
Approach Delay (s)	9.0		3.1		0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	21.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	72	60	30	111	54	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	78	65	33	121	59	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				460		
pX, platoon unblocked						
vC, conflicting volume	184	59	59			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	184	59	59			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	90	93	98			
cM capacity (veh/h)	771	995	1543			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	78	65	33	60	60	59	17
Volume Left	78	0	33	0	0	0	0
Volume Right	0	65	0	0	0	0	17
cSH	771	995	1543	1700	1700	1700	1700
Volume to Capacity	0.10	0.07	0.02	0.04	0.04	0.03	0.01
Queue Length 95th (ft)	8	5	2	0	0	0	0
Control Delay (s)	10.2	8.9	7.4	0.0	0.0	0.0	0.0
Lane LOS	B	A	A				
Approach Delay (s)	9.6		1.6			0.0	
Approach LOS	A						

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

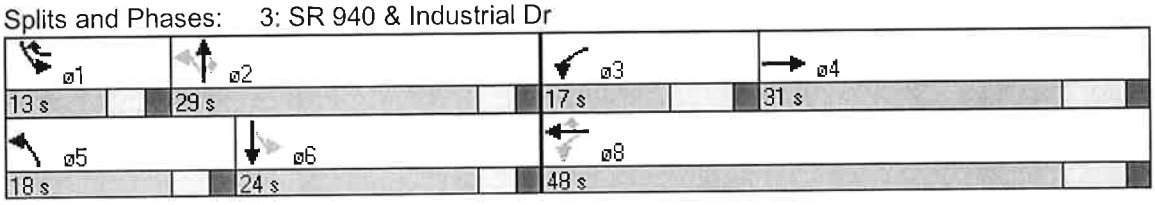
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.895	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3529	0	1770	3539	1583	1770	2111	1583	1829	1723	0
Flt Permitted				0.232			0.561			0.724		
Satd. Flow (perm)	0	3529	0	432	3539	1583	1045	2111	1583	1394	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				39			118		75	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	556	11	99	460	36	179	47	109	49	29	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	604	12	108	500	39	195	51	118	53	32	75
Lane Group Flow (vph)	0	616	0	108	500	39	195	51	118	53	107	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	31.0	0.0	17.0	48.0	13.0	18.0	29.0	29.0	13.0	24.0	0.0
Total Split (%)	0.0%	34.4%	0.0%	18.9%	53.3%	14.4%	20.0%	32.2%	32.2%	14.4%	26.7%	0.0%
Maximum Green (s)		24.0		10.0	41.0	8.0	13.0	24.0	24.0	8.0	19.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		21.6		33.2	33.1	44.1	34.7	26.7	26.7	28.6	23.5	
Actuated g/C Ratio		0.28		0.42	0.43	0.56	0.44	0.35	0.35	0.36	0.30	
v/c Ratio		0.62		0.29	0.33	0.04	0.35	0.07	0.19	0.10	0.19	
Control Delay		28.5		15.1	14.7	2.3	17.4	23.2	6.1	15.6	12.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.5		15.1	14.7	2.3	17.4	23.2	6.1	15.6	12.5	
LOS		C		B	B	A	B	C	A	B	B	
Approach Delay		28.5			14.0			14.5			13.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		24.0		10.0	41.0	8.0	13.0	24.0	24.0	8.0	19.0	
90th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)		23.2		9.5	39.7	7.7	13.0	24.3	24.3	7.7	19.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		20.3		8.4	35.7	6.9	11.3	24.0	24.0	6.9	19.6	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
30th %ile Green (s)		16.7		7.3	31.0	6.1	9.2	24.0	24.0	6.1	20.9	
30th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
10th %ile Green (s)		9.5		0.0	9.5	0.0	0.0	24.0	24.0	0.0	24.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		147		31	82	0	62	19	0	15	13	
Queue Length 95th (ft)		210		61	118	11	118	49	39	40	57	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1185		394	1800	867	569	731	625	555	577	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.52		0.27	0.28	0.04	0.34	0.07	0.19	0.10	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 77.2
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 19.1 — Intersection LOS: B
Intersection Capacity Utilization 47.8% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 88.7
50th %ile Actuated Cycle: 83.6
30th %ile Actuated Cycle: 78.1
10th %ile Actuated Cycle: 45.5

Splits and Phases: 3: SR 940 & Industrial Dr



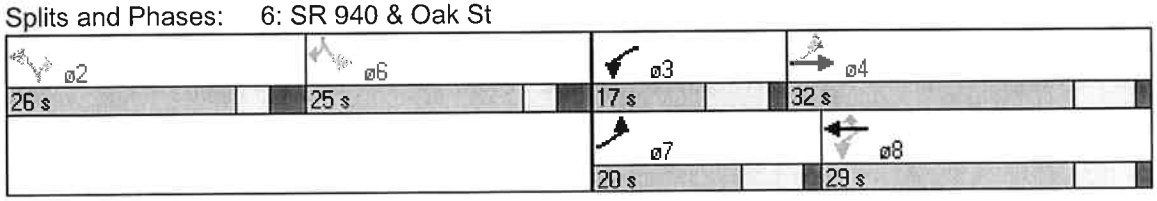
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.983				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.316			0.255			0.950			0.950		
Satd. Flow (perm)	589	3479	0	475	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				220			165			137
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	173	519	66	117	408	202	43	0	152	200	0	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	564	72	127	443	220	47	0	165	217	0	137
Lane Group Flow (vph)	188	636	0	127	443	220	47	0	165	217	0	137
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	20.0	32.0	0.0	17.0	29.0	29.0	26.0	0.0	26.0	25.0	0.0	25.0
Total Split (%)	20.0%	32.0%	0.0%	17.0%	29.0%	29.0%	26.0%	0.0%	26.0%	25.0%	0.0%	25.0%
Maximum Green (s)	13.0	25.0		10.0	22.0	22.0	20.0		20.0	19.0		19.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	44.0	28.0		38.0	25.0	25.0	22.0		22.0	21.0		21.0
Actuated g/C Ratio	0.44	0.28		0.38	0.25	0.25	0.22		0.22	0.21		0.21
v/c Ratio	0.42	0.65		0.36	0.50	0.39	0.12		0.35	0.30		0.31
Control Delay	20.1	34.5		19.9	34.5	6.5	32.3		7.4	34.7		7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	20.1	34.5		19.9	34.5	6.5	32.3		7.4	34.7		7.9
LOS	C	C		B	C	A	C		A	C		A
Approach Delay		31.2			24.3							
Approach LOS		C			C							
Queue Length 50th (ft)	72	183		47	127	0	24		0	60		0
Queue Length 95th (ft)	119	244		83	176	56	55		52	94		49
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	448	984		349	885	561	389		477	721		441
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.42	0.65		0.36	0.50	0.39	0.12		0.35	0.30		0.31

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 25.8 Intersection LOS: C
Intersection Capacity Utilization 41.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.965				0.850		0.996			0.991	
Flt Protected		0.971			0.960		0.950			0.950		
Satd. Flow (prot)	0	2058	0	0	1992	2850	1801	3547	0	1733	1878	0
Flt Permitted		0.971			0.960		0.267			0.267		
Satd. Flow (perm)	0	2058	0	0	1992	2850	506	3547	0	487	1878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				473		3			5	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	126	31	55	53	11	435	23	788	23	402	682	44
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	137	34	60	58	12	473	25	857	25	437	741	48
Lane Group Flow (vph)	0	231	0	0	70	473	25	882	0	437	789	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	27.0	0.0	34.0	51.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	17.9%	17.9%	17.9%	10.5%	28.4%	0.0%	35.8%	53.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		15.0			13.9	13.9	23.0	25.0		47.0	49.0	
Actuated g/C Ratio		0.16			0.15	0.15	0.24	0.27		0.50	0.52	
v/c Ratio		0.68			0.24	0.57	0.11	0.93		0.65	0.80	
Control Delay		45.7			37.4	6.6	27.3	51.4		13.5	11.1	
Queue Delay		0.0			0.0	0.1	0.0	0.2		0.0	24.3	
Total Delay		45.8			37.4	6.7	27.3	51.6		13.5	35.4	
LOS		D			D	A	C	D		B	D	
Approach Delay		45.8			10.7			50.9			27.6	

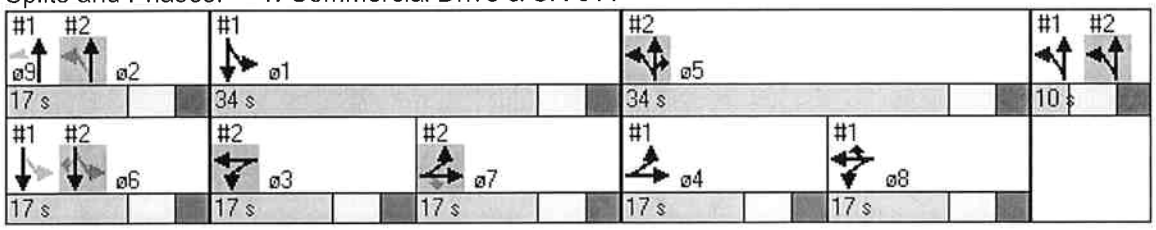
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			D			C	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	10.0	10.0		9.6	9.6	9.6	3.0			27.0		
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Max		
30th %ile Green (s)	10.0	10.0		8.4	8.4	8.4	3.0			27.0		
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Max		
10th %ile Green (s)	10.0	10.0		6.6	6.6	6.6	3.0			27.0		
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Hold		
Queue Length 50th (ft)		123			37	0	11	271		132	107	
Queue Length 95th (ft)		#216			78	46	31	#398		m140	m105	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		342			318	853	235	947		668	982	
Starvation Cap Reductn		0			0	0	0	0		0	217	
Spillback Cap Reductn		1			0	37	0	2		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.68			0.22	0.58	0.11	0.93		0.65	1.03	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 93.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 33.1 — Intersection LOS: C
Intersection Capacity Utilization 70.6% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.6
30th %ile Actuated Cycle: 93.4
10th %ile Actuated Cycle: 91.6

\# 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: Commercial Drive & SR 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.995				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1851	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.267				0.659	
Satd. Flow (perm)	1863	1961	1522	1739	1851	0	506	1895	1611	0	2373	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			398		2				657			278
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	149	264	366	276	134	5	362	383	604	5	386	256
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	162	287	398	300	146	5	393	416	657	5	420	278
Lane Group Flow (vph)	162	287	398	300	151	0	393	416	657	0	425	278
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	17.0	17.0	0.0	44.0	61.0	34.0	17.0	17.0	17.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	17.9%	0.0%	46.3%	64.2%	35.8%	17.9%	17.9%	17.9%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0		55.9	57.9	30.9		15.0	15.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.60	0.62	0.33		0.16	0.16
v/c Ratio	0.55	0.92	0.69	1.08	0.51		0.45	0.36	0.68		1.12	0.57
Control Delay	44.3	74.1	10.8	116.2	42.6		23.1	7.3	17.5		121.4	9.6
Queue Delay	0.0	0.0	0.3	71.8	0.0		1.2	0.7	2.3		175.4	0.0
Total Delay	44.3	74.1	11.1	188.0	42.6		24.3	8.0	19.7		296.8	9.6
LOS	D	E	B	F	D		C	A	B		F	A
Approach Delay		38.8			139.3			17.7			183.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			F			B			F	
90th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				26.6	10.0	10.0	10.0
50th %ile Term Code	Max	Max	Max	Max	Max				Gap	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				25.4	10.0	10.0	10.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				23.6	10.0	10.0	10.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	91	172	0	~204	83		143	69	199		~156	0
Queue Length 95th (ft)	157	#327	88	#368	146		m167	m82	m226		#255	70
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	297	313	577	278	297		858	1160	982		379	491
Starvation Cap Reductn	0	0	0	0	0		263	427	197		0	0
Spillback Cap Reductn	0	0	17	39	0		0	0	0		100	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.55	0.92	0.71	1.26	0.51		0.66	0.57	0.84		1.52	0.57

Intersection Summary

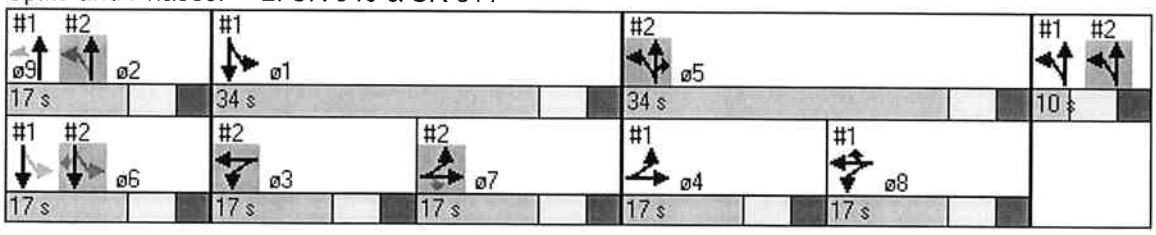
Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 93.9
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.12
Intersection Signal Delay: 72.2 Intersection LOS: E
Intersection Capacity Utilization 70.5% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.6
30th %ile Actuated Cycle: 93.4
10th %ile Actuated Cycle: 91.6

~ 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: 2: SR 940 & SR 611



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	41	197	176	780	451	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	45	214	191	848	490	33
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1313	261	523			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1313	261	523			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	64	71	82			
cM capacity (veh/h)	122	737	1040			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	259	474	565	327	196
Volume Left	45	191	0	0	0
Volume Right	214	0	0	0	33
cSH	395	1040	1700	1700	1700
Volume to Capacity	0.65	0.18	0.33	0.19	0.12
Queue Length 95th (ft)	113	17	0	0	0
Control Delay (s)	29.8	4.9	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	29.8	2.3		0.0	
Approach LOS	D				

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

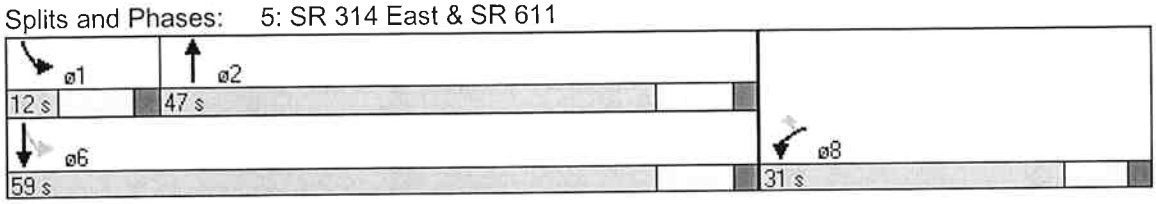
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.964			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3412	0	1770	3539
Flt Permitted	0.950				0.085	
Satd. Flow (perm)	1770	1583	3412	0	158	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		60	66			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	151	55	900	288	161	487
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	60	978	313	175	529
Lane Group Flow (vph)	164	60	1291	0	175	529
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	15.4	15.4	43.9		55.9	55.9
Actuated g/C Ratio	0.19	0.19	0.55		0.70	0.70
v/c Ratio	0.48	0.17	0.67		0.64	0.21
Control Delay	32.6	8.5	14.7		23.8	4.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.6	8.5	14.7		23.8	4.7
LOS	C	A	B		C	A
Approach Delay	26.1		14.7			9.5
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	17.9	17.9	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	14.6	14.6	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	12.4	12.4	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	10.3	10.3	39.0		4.0	51.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	7.4	7.4	43.2		4.0	55.2
10th %ile Term Code	Gap	Gap	Dwell		Max	Dwell
Queue Length 50th (ft)	72	0	209		30	40
Queue Length 95th (ft)	127	29	328		#124	73
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	526	513	1917		274	2494
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.12	0.67		0.64	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.4
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 14.2 — Intersection LOS: B
Intersection Capacity Utilization 61.4% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 83.9
70th %ile Actuated Cycle: 80.6
50th %ile Actuated Cycle: 78.4
30th %ile Actuated Cycle: 76.3
10th %ile Actuated Cycle: 77.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 314 East & SR 611



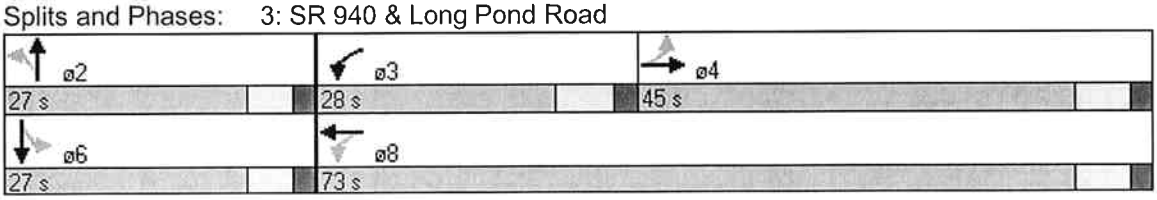
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.974			0.982			0.884			0.975	
Flt Protected	0.950			0.950				0.994			0.967	
Satd. Flow (prot)	1711	1814	0	1770	3476	0	0	1637	0	0	1815	0
Flt Permitted	0.492			0.266				0.956			0.518	
Satd. Flow (perm)	886	1814	0	495	3476	0	0	1574	0	0	972	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			35			267			11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	14	356	75	304	363	51	35	5	246	43	8	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	387	82	330	395	55	38	5	267	47	9	13
Lane Group Flow (vph)	15	469	0	330	450	0	0	310	0	0	69	0
Turn Type	Perm			pm+pt			Perm			Perm		
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		
Minimum Split (s)	23.0	23.0		11.0	23.0		22.0	22.0		22.0	22.0	
Total Split (s)	45.0	45.0	0.0	28.0	73.0	0.0	27.0	27.0	0.0	27.0	27.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	28.0%	73.0%	0.0%	27.0%	27.0%	0.0%	27.0%	27.0%	0.0%
Maximum Green (s)	38.0	38.0		21.0	66.0		21.0	21.0		21.0	21.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)	41.0	41.0		69.0	69.0			23.0			23.0	
Actuated g/C Ratio	0.41	0.41		0.69	0.69			0.23			0.23	
v/c Ratio	0.04	0.62		0.51	0.19			0.55			0.30	
Control Delay	18.3	27.2		5.9	1.9			10.6			31.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	18.3	27.2		5.9	1.9			10.6			31.3	
LOS	B	C		A	A			B			C	
Approach Delay		26.9			3.6			10.6			31.3	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	6	226		15	5			22			30	
Queue Length 95th (ft)	19	334		20	10			100			71	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	363	751	.	648	2409			568			232	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.04	0.62		0.51	0.19			0.55			0.30	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 12.9 Intersection LOS: B
Intersection Capacity Utilization 67.1% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	489	157	0	667	77	0	0	0	44	0	51
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)	0	532	171	0	725	84	0	0	0	48	0	55
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	809			702			949	1340	532	1298	1469	404
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	809			702			949	1340	532	1298	1469	404
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	60	100	91
cM capacity (veh/h)	813			891			195	151	492	119	126	596

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	532	171	483	325	103
Volume Left	0	0	0	0	48
Volume Right	0	171	0	84	55
cSH	1700	1700	1700	1700	209
Volume to Capacity	0.31	0.10	0.28	0.19	0.49
Queue Length 95th (ft)	0	0	0	0	62
Control Delay (s)	0.0	0.0	0.0	0.0	38.1
Lane LOS					E
Approach Delay (s)	0.0		0.0		38.1
Approach LOS					E

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	38.0%	ICU Level of Service	A
Analysis Period (min)	15		

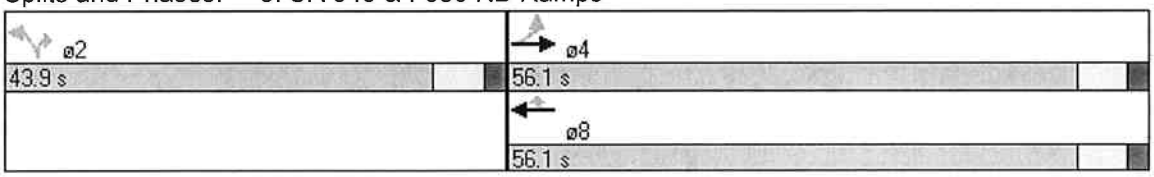
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected		0.995					0.950					
Satd. Flow (prot)	0	3404	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted		0.817					0.950					
Satd. Flow (perm)	0	2795	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						55			178			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	57	479	0	0	588	51	155	0	164	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	521	0	0	639	55	168	0	178	0	0	0
Lane Group Flow (vph)	0	583	0	0	639	55	168	0	178	0	0	0
Turn Type	Perm					Perm	custom		custom			
Protected Phases		4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	22.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	56.1	56.1	0.0	0.0	56.1	56.1	43.9	0.0	43.9	0.0	0.0	0.0
Total Split (%)	56.1%	56.1%	0.0%	0.0%	56.1%	56.1%	43.9%	0.0%	43.9%	0.0%	0.0%	0.0%
Maximum Green (s)	49.6	49.6			49.6	49.6	37.4		37.4			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag												
Lead-Lag Optimize?												
Walk Time (s)	5.0	5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)	11.0	11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)	0	0			0	0	0		0			
Act Effct Green (s)		52.1			52.1	52.1	39.9		39.9			
Actuated g/C Ratio		0.52			0.52	0.52	0.40		0.40			
v/c Ratio		0.40			0.36	0.06	0.25		0.26			
Control Delay		9.3			14.8	3.6	21.5		4.0			
Queue Delay		0.0			0.0	0.0	0.0		0.0			
Total Delay		9.3			14.8	3.6	21.5		4.0			
LOS		A			B	A	C		A			
Approach Delay		9.3			13.9							
Approach LOS		A			B							
Queue Length 50th (ft)		104			120	0	70		0			
Queue Length 95th (ft)		99			159	18	119		41			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)		1456			1782	851	659		697			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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		0.40			0.36	0.06	0.25		0.26			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 45
Control Type: Pretimed
Maximum v/c Ratio: 0.40
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 49.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	2	14	42	97	45	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	15	46	105	49	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				1202		
pX, platoon unblocked						
vC, conflicting volume	246	49	49			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	246	49	49			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	97			
cM capacity (veh/h)	721	1020	1558			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	2	15	30	121	49	41
Volume Left	2	0	30	15	0	0
Volume Right	0	15	0	0	0	41
cSH	721	1020	1558	1558	1700	1700
Volume to Capacity	0.00	0.01	0.03	0.03	0.03	0.02
Queue Length 95th (ft)	0	1	2	2	0	0
Control Delay (s)	10.0	8.6	7.4	1.1	0.0	0.0
Lane LOS	B	A	A	A		
Approach Delay (s)	8.8		2.4		0.0	
Approach LOS	A					

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	20.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	67	60	23	72	49	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	73	65	25	78	53	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)				460		
pX, platoon unblocked						
vC, conflicting volume	142	53	53			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	142	53	53			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	91	93	98			
cM capacity (veh/h)	822	1003	1550			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	73	65	25	39	39	53	12
Volume Left	73	0	25	0	0	0	0
Volume Right	0	65	0	0	0	0	12
cSH	822	1003	1550	1700	1700	1700	1700
Volume to Capacity	0.09	0.07	0.02	0.02	0.02	0.03	0.01
Queue Length 95th (ft)	7	5	1	0	0	0	0
Control Delay (s)	9.8	8.8	7.4	0.0	0.0	0.0	0.0
Lane LOS	A	A	A				
Approach Delay (s)	9.3		1.8			0.0	
Approach LOS	A						

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	18.3%	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												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850		0.888	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3525	0	1770	3539	1583	1770	2111	1583	1829	1709	0
Flt Permitted				0.312			0.601			0.727		
Satd. Flow (perm)	0	3525	0	581	3539	1583	1120	2111	1583	1399	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				28			105		60	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	418	13	67	383	26	175	42	97	27	18	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	454	14	73	416	28	190	46	105	29	20	60
Lane Group Flow (vph)	0	468	0	73	416	28	190	46	105	29	80	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	29.0	0.0	16.0	45.0	14.0	18.0	31.0	31.0	14.0	27.0	0.0
Total Split (%)	0.0%	32.2%	0.0%	17.8%	50.0%	15.6%	20.0%	34.4%	34.4%	15.6%	30.0%	0.0%
Maximum Green (s)		22.0		9.0	38.0	9.0	13.0	26.0	26.0	9.0	22.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		18.4		29.4	29.2	39.0	37.0	31.4	31.4	30.4	25.7	
Actuated g/C Ratio		0.24		0.38	0.39	0.49	0.48	0.42	0.42	0.38	0.34	
v/c Ratio		0.54		0.19	0.30	0.04	0.30	0.05	0.15	0.05	0.13	
Control Delay		28.7		15.6	16.1	3.2	14.4	19.3	5.4	13.4	10.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		28.7		15.6	16.1	3.2	14.4	19.3	5.4	13.4	10.8	
LOS		C		B	B	A	B	B	A	B	B	
Approach Delay		28.7			15.4			12.3			11.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		22.0		9.0	38.0	7.5	13.0	27.5	27.5	7.5	22.0	
90th %ile Term Code		Max		Max	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		18.1		8.4	33.5	6.6	12.7	28.1	28.1	6.6	22.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		15.6		7.5	30.1	6.1	10.5	26.4	26.4	6.1	22.0	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
30th %ile Green (s)		13.5		6.6	27.1	0.0	9.7	36.7	36.7	0.0	22.0	
30th %ile Term Code		Gap		Gap	Hold	Skip	Gap	Hold	Hold	Skip	MaxR	
10th %ile Green (s)		8.2		0.0	8.2	0.0	0.0	26.0	26.0	0.0	26.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		107		21	70	0	52	15	0	7	7	
Queue Length 95th (ft)		162		48	105	10	108	43	35	24	43	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1103		399	1694	777	630	880	721	600	621	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.42		0.18	0.25	0.04	0.30	0.05	0.15	0.05	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 75.4
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 42.0% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 85.2
50th %ile Actuated Cycle: 79.6
30th %ile Actuated Cycle: 75.8
10th %ile Actuated Cycle: 46.2

Splits and Phases: 3: SR 940 & Industrial Dr

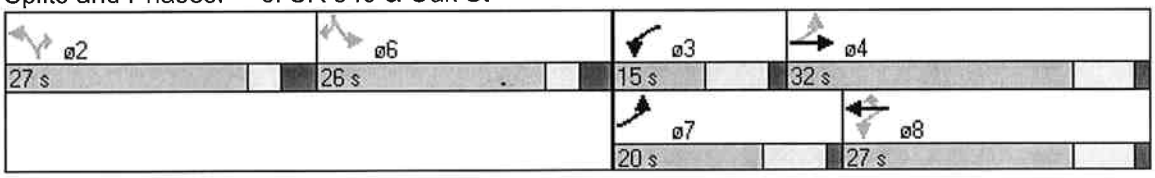
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.984				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3483	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.365			0.466			0.950			0.950		
Satd. Flow (perm)	680	3483	0	868	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				178			259			149
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	151	359	42	72	323	164	66	0	238	220	0	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	390	46	78	351	178	72	0	259	239	0	149
Lane Group Flow (vph)	164	436	0	78	351	178	72	0	259	239	0	149
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	20.0	32.0	0.0	15.0	27.0	27.0	27.0	0.0	27.0	26.0	0.0	26.0
Total Split (%)	20.0%	32.0%	0.0%	15.0%	27.0%	27.0%	27.0%	0.0%	27.0%	26.0%	0.0%	26.0%
Maximum Green (s)	13.0	25.0		8.0	20.0	20.0	21.0		21.0	20.0		20.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	43.0	28.0		34.0	23.0	23.0	23.0		23.0	22.0		22.0
Actuated g/C Ratio	0.43	0.28		0.34	0.23	0.23	0.23		0.23	0.22		0.22
v/c Ratio	0.35	0.44		0.20	0.43	0.36	0.18		0.46	0.32		0.32
Control Delay	20.3	30.4		18.9	34.9	7.1	32.3		7.0	34.1		7.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	20.3	30.4		18.9	34.9	7.1	32.3		7.0	34.1		7.5
LOS	C	C		B	C	A	C		A	C		A
Approach Delay		27.6			24.7							
Approach LOS		C			C							
Queue Length 50th (ft)	64	116		29	101	0	37		0	66		0
Queue Length 95th (ft)	108	163		58	144	53	75		62	101		49
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	467	985		394	814	501	407		564	755		464
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.35	0.44		0.20	0.43	0.36	0.18		0.46	0.32		0.32

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 42.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



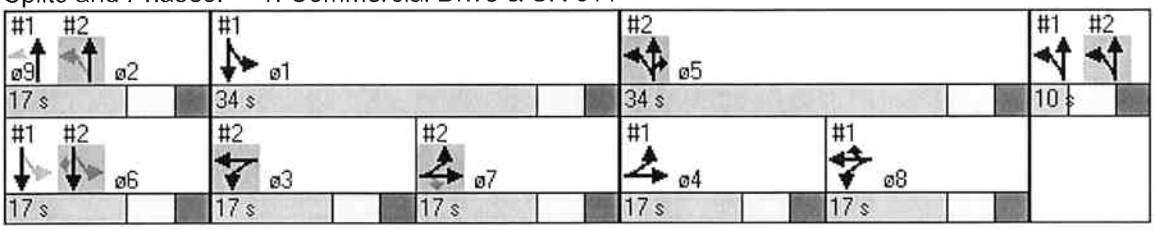
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.975				0.850		0.993			0.994	
Flt Protected		0.969			0.960		0.950			0.950		
Satd. Flow (prot)	0	2070	0	0	1992	2850	1801	3533	0	1733	1884	0
Flt Permitted		0.969			0.960		0.267			0.267		
Satd. Flow (perm)	0	2070	0	0	1992	2850	506	3533	0	487	1884	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				399		5			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	45	13	13	57	12	367	8	453	22	359	390	16
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	49	14	14	62	13	399	9	492	24	390	424	17
Lane Group Flow (vph)	0	77	0	0	75	399	9	516	0	390	441	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	27.0	0.0	34.0	51.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	17.9%	17.9%	17.9%	10.5%	28.4%	0.0%	35.8%	53.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		13.8			14.6	14.6	23.2	25.2		47.3	49.3	
Actuated g/C Ratio		0.15			0.16	0.16	0.26	0.28		0.52	0.54	
v/c Ratio		0.24			0.23	0.50	0.04	0.52		0.56	0.43	
Control Delay		33.4			37.2	6.3	26.4	30.7		10.4	5.0	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.8	
Total Delay		33.4			37.2	6.3	26.4	30.7		10.4	5.8	
LOS		C			D	A	C	C		B	A	
Approach Delay		33.4			11.2			30.6			8.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			A	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	9.4	9.4		9.8	9.8	9.8	3.0			27.0		
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
30th %ile Green (s)	8.1	8.1		8.5	8.5	8.5	3.0			27.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	0.0	0.0		9.5	9.5	9.5	3.0			27.0		
10th %ile Term Code	Skip	Skip		Hold	Hold	Hold	Max			Hold		
Queue Length 50th (ft)		36			40	0	4	138		89	50	
Queue Length 95th (ft)		77			82	43	16	192		m105	m56	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		353			332	807	244	984		697	1026	
Starvation Cap Reductn		0			0	0	0	0		0	314	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.22			0.23	0.49	0.04	0.52		0.56	0.62	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 90.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 16.0 Intersection LOS: B
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.2
30th %ile Actuated Cycle: 91.6
10th %ile Actuated Cycle: 77.5
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Commercial Drive & SR 611



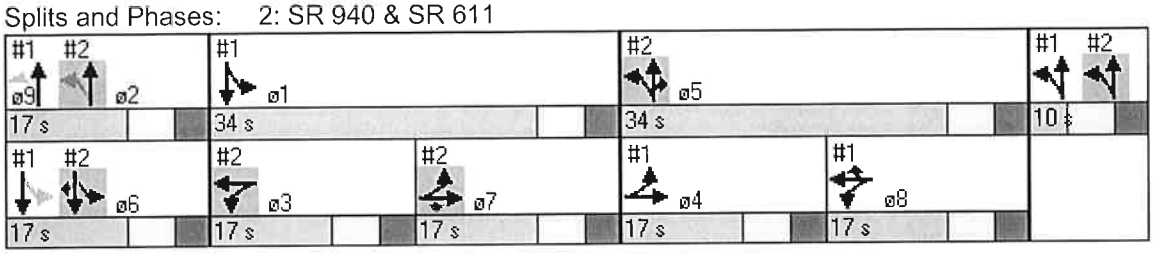
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3594	1611
Flt Permitted	0.950			0.950			0.412				0.620	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	781	1895	1611	0	2233	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			320						408			221
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	134	225	294	243	122	1	267	224	375	10	228	203
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	146	245	320	264	133	1	290	243	408	11	248	221
Lane Group Flow (vph)	146	245	320	264	134	0	290	243	408	0	259	221
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	17.0	17.0	0.0	44.0	61.0	34.0	17.0	17.0	17.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	17.9%	0.0%	46.3%	64.2%	35.8%	17.9%	17.9%	17.9%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1		52.5	54.5	27.3		15.1	15.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.58	0.60	0.30		0.17	0.17
v/c Ratio	0.47	0.75	0.62	0.91	0.43		0.33	0.21	0.53		0.70	0.49
Control Delay	41.4	53.2	10.1	74.8	40.6		12.1	4.6	17.4		48.1	9.2
Queue Delay	0.0	0.0	0.0	2.5	0.0		0.4	0.3	0.4		0.0	0.0
Total Delay	41.4	53.2	10.1	77.2	40.6		12.5	4.9	17.8		48.1	9.2
LOS	D	D	B	E	D		B	A	B		D	A
Approach Delay		31.4			64.9			12.8			30.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			E			B			C	
90th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
90th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				26.2	10.0	10.0	10.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				23.6	10.0	10.0	10.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				9.5	10.0	10.0	10.0
10th %ile Term Code	Max	Max	Max	Max	Max				Gap	Max	Max	Max
Queue Length 50th (ft)	81	143	0	158	73		53	30	110		78	0
Queue Length 95th (ft)	142	#265	77	#315	132		101	34	159		#135	63
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	310	327	520	290	309		891	1133	835		372	452
Starvation Cap Reductn	0	0	0	0	0		243	467	125		0	0
Spillback Cap Reductn	0	0	1	6	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.47	0.75	0.62	0.93	0.43		0.45	0.36	0.57		0.70	0.49

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 90.7
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 29.5 — Intersection LOS: C
Intersection Capacity Utilization 57.7% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.2
30th %ile Actuated Cycle: 91.6
10th %ile Actuated Cycle: 77.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 940 & SR 611



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	97	122	652	465	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	105	133	709	505	29
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1140	267	535			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1140	267	535			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	86	87			
cM capacity (veh/h)	170	731	1029			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	116	369	472	337	198
Volume Left	11	133	0	0	0
Volume Right	105	0	0	0	29
cSH	558	1029	1700	1700	1700
Volume to Capacity	0.21	0.13	0.28	0.20	0.12
Queue Length 95th (ft)	19	11	0	0	0
Control Delay (s)	13.1	4.1	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	13.1	1.8		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		

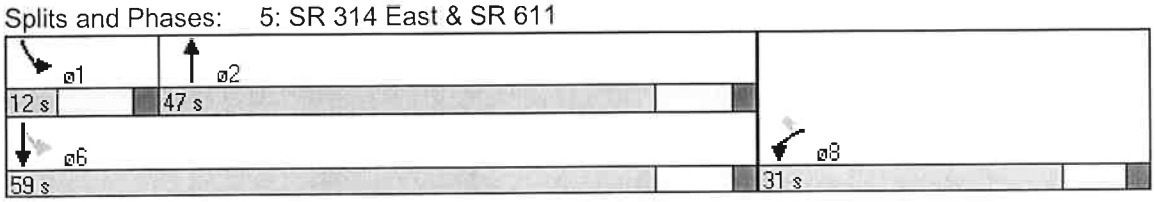
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3468	0	1770	3539
Flt Permitted	0.950				0.186	
Satd. Flow (perm)	1770	1583	3468	0	346	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40	25			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	93	37	757	114	61	501
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	40	823	124	66	545
Lane Group Flow (vph)	101	40	947	0	66	545
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	13.6	13.6	52.8		63.9	63.5
Actuated g/C Ratio	0.16	0.16	0.62		0.73	0.74
v/c Ratio	0.36	0.14	0.44		0.17	0.21
Control Delay	31.3	10.4	9.7		4.4	3.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	31.3	10.4	9.7		4.4	3.7
LOS	C	B	A		A	A
Approach Delay	25.4		9.7			3.8
Approach LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	13.6	13.6	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	11.2	11.2	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	9.6	9.6	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	8.0	8.0	39.0		4.0	51.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	7.5	7.5	97.5		0.0	97.5
10th %ile Term Code	Gap	Gap	Dwell		Skip	Dwell
Queue Length 50th (ft)	42	0	122		7	34
Queue Length 95th (ft)	85	24	190		20	62
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	495	471	2155		388	2633
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	0.20	0.08	0.44		0.17	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 8.9 — Intersection LOS: A
Intersection Capacity Utilization 43.1% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 79.6
70th %ile Actuated Cycle: 77.2
50th %ile Actuated Cycle: 75.6
30th %ile Actuated Cycle: 74
10th %ile Actuated Cycle: 120

Splits and Phases: 5: SR 314 East & SR 611



Future 2007 Build Conditions

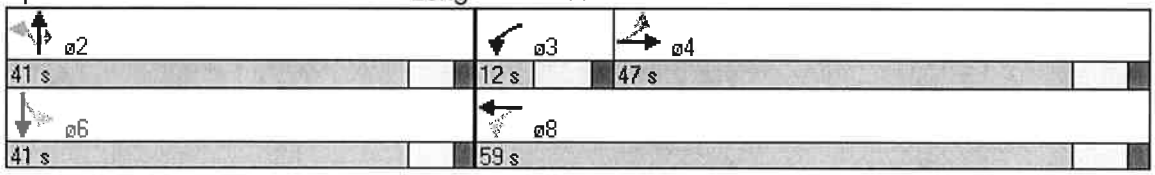
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995				0.850		0.981	
Flt Protected	0.950			0.950				0.955			0.965	
Satd. Flow (prot)	1711	1852	0	1770	3522	0	0	1779	1583	0	1822	0
Flt Permitted	0.468			0.207				0.757			0.797	
Satd. Flow (perm)	843	1852	0	386	3522	0	0	1410	1583	0	1505	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6				312		9	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	21	492	21	145	446	16	40	3	370	61	12	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	535	23	158	485	17	43	3	402	66	13	13
Lane Group Flow (vph)	23	558	0	158	502	0	0	46	402	0	92	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	47.0	47.0	0.0	12.0	59.0	0.0	41.0	41.0	41.0	41.0	41.0	0.0
Total Split (%)	47.0%	47.0%	0.0%	12.0%	59.0%	0.0%	41.0%	41.0%	41.0%	41.0%	41.0%	0.0%
Maximum Green (s)	40.0	40.0		5.0	52.0		35.0	35.0	35.0	35.0	35.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	43.0	43.0		55.0	55.0			37.0	37.0		37.0	
Actuated g/C Ratio	0.43	0.43		0.55	0.55			0.37	0.37		0.37	
v/c Ratio	0.06	0.70		0.49	0.26			0.09	0.51		0.16	
Control Delay	17.4	28.8		16.5	12.1			21.2	8.3		20.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	17.4	28.8		16.5	12.1			21.2	8.3		20.0	
LOS	B	C		B	B			C	A		B	
Approach Delay		28.4			13.1			9.7			20.0	
Approach LOS		C			B			A			B	
Queue Length 50th (ft)	8	281		47	82			19	38		35	
Queue Length 95th (ft)	24	408		80	113			44	117		70	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	362	798		323	1940			522	782		563	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.06	0.70		0.49	0.26			0.09	0.51		0.16	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 64.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



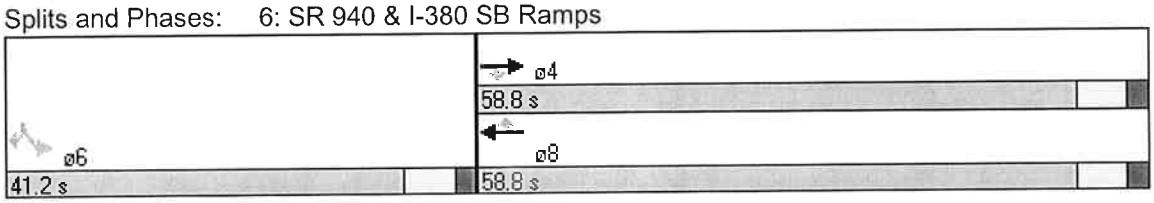
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			362						97
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	745	177	0	519	333	0	0	0	362	0	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	810	192	0	564	362	0	0	0	393	0	97
Lane Group Flow (vph)	0	810	192	0	564	362	0	0	0	393	0	97
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	58.8	58.8	0.0	58.8	58.8	0.0	0.0	0.0	41.2	0.0	41.2
Total Split (%)	0.0%	58.8%	58.8%	0.0%	58.8%	58.8%	0.0%	0.0%	0.0%	41.2%	0.0%	41.2%
Maximum Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		25.0	25.0		25.0	25.0				37.4		37.4
Actuated g/C Ratio		0.35	0.35		0.35	0.35				0.53		0.53
v/c Ratio		0.64	0.28		0.45	0.46				0.22		0.11
Control Delay		21.3	3.6		18.3	3.8				10.2		3.1
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		21.3	3.6		18.3	3.8				10.2		3.1
LOS		C	A		B	A				B		A
Approach Delay		17.9			12.6							
Approach LOS		B			B							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		31.8	31.8		31.8	31.8				34.7		34.7
90th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
70th %ile Green (s)		26.0	26.0		26.0	26.0				34.7		34.7
70th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
50th %ile Green (s)		22.3	22.3		22.3	22.3				34.7		34.7
50th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
30th %ile Green (s)		19.8	19.8		19.8	19.8				34.7		34.7
30th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
10th %ile Green (s)		14.3	14.3		14.3	14.3				34.7		34.7
10th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
Queue Length 50th (ft)		150	0		96	0				42		0
Queue Length 95th (ft)		203	35		135	46				85		24
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		1939	954		1939	1031				1823		886
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		0.42	0.20		0.29	0.35				0.22		0.11

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 70.5
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.0 — Intersection LOS: B
Intersection Capacity Utilization 37.6% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 79.5
70th %ile Actuated Cycle: 73.7
50th %ile Actuated Cycle: 70
30th %ile Actuated Cycle: 67.5
10th %ile Actuated Cycle: 62

Splits and Phases: 6: SR 940 & I-380 SB Ramps



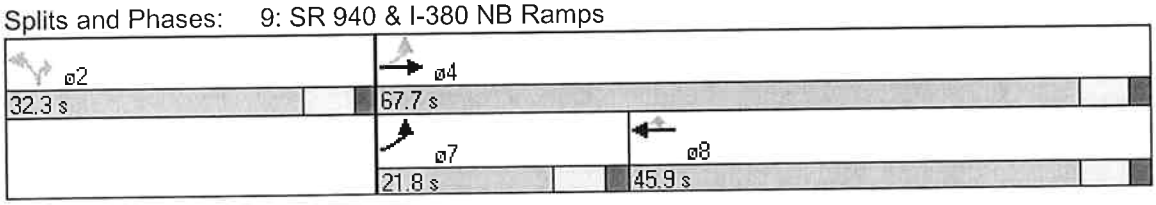
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.208						0.950					
Satd. Flow (perm)	387	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						170			115			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	83	982	0	0	749	156	103	0	106	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	1067	0	0	814	170	112	0	115	0	0	0
Lane Group Flow (vph)	90	1067	0	0	814	170	112	0	115	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	21.8	67.7	0.0	0.0	45.9	45.9	32.3	0.0	32.3	0.0	0.0	0.0
Total Split (%)	21.8%	67.7%	0.0%	0.0%	45.9%	45.9%	32.3%	0.0%	32.3%	0.0%	0.0%	0.0%
Maximum Green (s)	15.3	61.2			39.4	39.4	25.8		25.8			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	Max		Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	39.8	39.6			28.1	28.1	29.1		29.1			
Actuated g/C Ratio	0.50	0.51			0.37	0.37	0.38		0.38			
v/c Ratio	0.24	0.61			0.65	0.25	0.18		0.18			
Control Delay	9.9	14.0			23.5	4.0	21.0		5.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	9.9	14.0			23.5	4.0	21.0		5.6			
LOS	A	B			C	A	C		A			
Approach Delay		13.7			20.1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C							
90th %ile Green (s)	10.9	52.7			35.3	35.3	25.8		25.8			
90th %ile Term Code	Gap	Hold			Gap	Gap	MaxR		MaxR			
70th %ile Green (s)	9.3	45.1			29.3	29.3	25.8		25.8			
70th %ile Term Code	Gap	Hold			Gap	Gap	MaxR		MaxR			
50th %ile Green (s)	8.1	39.5			24.9	24.9	25.8		25.8			
50th %ile Term Code	Gap	Hold			Gap	Gap	MaxR		MaxR			
30th %ile Green (s)	7.0	35.3			21.8	21.8	25.8		25.8			
30th %ile Term Code	Gap	Hold			Gap	Gap	MaxR		MaxR			
10th %ile Green (s)	0.0	17.7			17.7	17.7	25.8		25.8			
10th %ile Term Code	Skip	Gap			Hold	Hold	MaxR		MaxR			
Queue Length 50th (ft)	20	171			175	0	37		0			
Queue Length 95th (ft)	39	222			245	37	90		37			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	465	2179			1593	828	625		631			
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	0.19	0.49			0.51	0.21	0.18		0.18			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 76.9
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 16.3 — Intersection LOS: B
Intersection Capacity Utilization 41.0% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 91.5
70th %ile Actuated Cycle: 83.9
50th %ile Actuated Cycle: 78.3
30th %ile Actuated Cycle: 74.1
10th %ile Actuated Cycle: 56.5

Splits and Phases: 9: SR 940 & I-380 NB Ramps



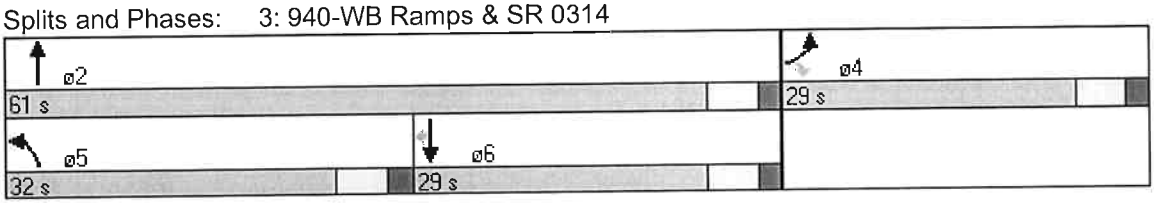
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.962		
Satd. Flow (prot)	1770	1583	1681	1702	1863	1583
Flt Permitted	0.950		0.950	0.618		
Satd. Flow (perm)	1770	1583	1681	1094	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		53				66
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	3	49	430	56	77	61
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	53	467	61	84	66
Lane Group Flow (vph)	3	53	234	294	84	66
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	29.0	29.0	32.0	61.0	29.0	29.0
Total Split (%)	32.2%	32.2%	35.6%	67.8%	32.2%	32.2%
Maximum Green (s)	23.0	23.0	26.0	55.0	23.0	23.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.4	8.4	19.4	78.2	54.8	54.8
Actuated g/C Ratio	0.09	0.09	0.22	0.87	0.61	0.61
v/c Ratio	0.02	0.27	0.64	0.27	0.07	0.07
Control Delay	36.3	14.6	48.1	5.7	10.8	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	14.6	48.1	5.7	10.8	3.8
LOS	D	B	D	A	B	A
Approach Delay	15.8			24.5	7.7	
Approach LOS	B			C	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	8.5	8.5	24.6	69.5	38.9	38.9
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
70th %ile Green (s)	6.7	6.7	20.2	71.3	45.1	45.1
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	5.6	5.6	17.0	72.4	49.4	49.4
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	0.0	0.0	14.6	84.0	63.4	63.4
30th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	10.8	84.0	67.2	67.2
10th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
Queue Length 50th (ft)	2	0	141	60	20	0
Queue Length 95th (ft)	10	34	216	74	53	22
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	492	478	523	1083	1134	989
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	0.01	0.11	0.45	0.27	0.07	0.07

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.4 — Intersection LOS: C
Intersection Capacity Utilization 30.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: 940-WB Ramps & SR 0314



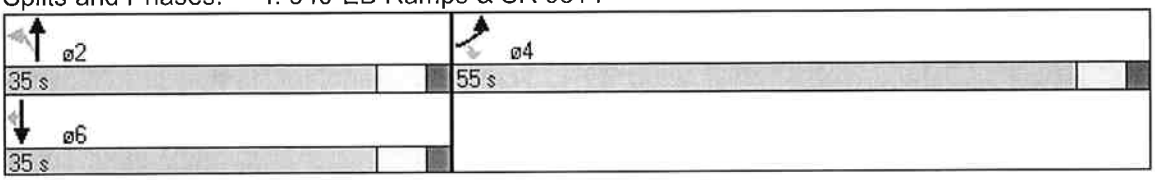
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.669			
Satd. Flow (perm)	1770	1583	1246	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		547				13
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	38	503	34	447	114	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	547	37	486	124	13
Lane Group Flow (vph)	41	547	37	486	124	13
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	55.0	55.0	35.0	35.0	35.0	35.0
Total Split (%)	61.1%	61.1%	38.9%	38.9%	38.9%	38.9%
Maximum Green (s)	49.0	49.0	29.0	29.0	29.0	29.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	12.0	12.0	70.0	70.0	70.0	70.0
Actuated g/C Ratio	0.13	0.13	0.78	0.78	0.78	0.78
v/c Ratio	0.17	0.80	0.04	0.18	0.09	0.01
Control Delay	33.5	12.6	3.9	3.6	3.5	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.5	12.6	3.9	3.6	3.5	2.6
LOS	C	B	A	A	A	A
Approach Delay	14.0			3.6	3.4	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	19.9	19.9	58.1	58.1	58.1	58.1
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	11.6	11.6	66.4	66.4	66.4	66.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	7.0	7.0	71.0	71.0	71.0	71.0
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	6.2	6.2	71.8	71.8	71.8	71.8
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.5	5.5	72.5	72.5	72.5	72.5
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	22	0	1	4	9	0
Queue Length 95th (ft)	44	88	m27	116	41	6
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	1003	1134	969	2751	1448	1233
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	0.04	0.48	0.04	0.18	0.09	0.01

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 43.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.458			
Satd. Flow (perm)	3433	1583	853	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				378
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	851	18	19	986	403	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	925	20	21	1072	438	378
Lane Group Flow (vph)	925	20	21	1072	438	378
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	49.0	49.0	51.0	51.0	51.0	51.0
Total Split (%)	49.0%	49.0%	51.0%	51.0%	51.0%	51.0%
Maximum Green (s)	43.0	43.0	45.0	45.0	45.0	45.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	34.1	34.1	57.9	57.9	57.9	57.9
Actuated g/C Ratio	0.34	0.34	0.58	0.58	0.58	0.58
v/c Ratio	0.79	0.04	0.04	0.52	0.21	0.35
Control Delay	34.7	7.7	12.5	16.6	10.8	2.0
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.2
Total Delay	34.7	7.7	12.5	16.8	10.8	2.2
LOS	C	A	B	B	B	A
Approach Delay	34.1			16.7	6.8	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	39.8	39.8	48.2	48.2	48.2	48.2
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	35.6	35.6	52.4	52.4	52.4	52.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	31.9	31.9	56.1	56.1	56.1	56.1
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	29.0	29.0	59.0	59.0	59.0	59.0
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	24.2	24.2	63.8	63.8	63.8	63.8
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	272	0	7	273	59	0
Queue Length 95th (ft)	303	14	m17	366	m111	m41
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1545	723	494	2049	2049	1076
Starvation Cap Reductn	0	0	0	0	0	232
Spillback Cap Reductn	0	0	0	265	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.03	0.04	0.60	0.21	0.45

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314

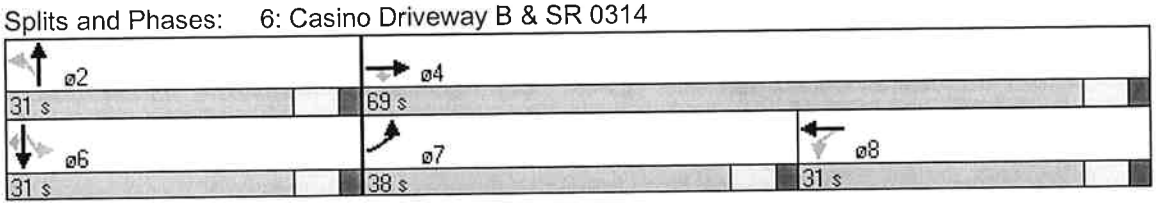
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.871							0.850
Flt Protected	0.950				0.998		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1619	0	1770	3539	0	1770	1863	1583
Flt Permitted	0.950				0.995		0.542			0.446		
Satd. Flow (perm)	3433	1863	1583	0	1614	0	1010	3539	0	831	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		117							252
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	567	1	26	4	1	108	29	330	1	22	167	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	616	1	28	4	1	117	32	359	1	24	182	252
Lane Group Flow (vph)	616	1	28	0	122	0	32	360	0	24	182	252
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	38.0	69.0	69.0	31.0	31.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	38.0%	69.0%	69.0%	31.0%	31.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	32.0	63.0	63.0	25.0	25.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	24.6	37.6	37.6		9.1		54.4	54.4		54.4	54.4	54.4
Actuated g/C Ratio	0.25	0.38	0.38		0.09		0.54	0.54		0.54	0.54	0.54
v/c Ratio	0.73	0.00	0.05		0.48		0.06	0.19		0.05	0.18	0.26
Control Delay	39.8	16.0	6.0		15.5		13.7	13.1		24.9	21.9	12.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.8	16.0	6.0		15.5		13.7	13.1		24.9	21.9	12.3
LOS	D	B	A		B		B	B		C	C	B
Approach Delay		38.3			15.5			13.1			16.8	
Approach LOS		D			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	28.1	45.0	45.0	10.9	10.9		43.0	43.0		43.0	43.0	43.0
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	25.3	39.1	39.1	7.8	7.8		48.9	48.9		48.9	48.9	48.9
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	23.0	34.7	34.7	5.7	5.7		53.3	53.3		53.3	53.3	53.3
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	19.8	31.3	31.3	5.5	5.5		56.7	56.7		56.7	56.7	56.7
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	16.6	28.1	28.1	5.5	5.5		59.9	59.9		59.9	59.9	59.9
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	185	0	0		3		9	56		8	62	13
Queue Length 95th (ft)	228	3	15		54		29	102		44	194	166
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1167	1211	1039		521		549	1924		452	1013	975
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.00	0.03		0.23		0.06	0.19		0.05	0.18	0.26

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 24.4 — Intersection LOS: C
Intersection Capacity Utilization 45.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Casino Driveway B & SR 0314



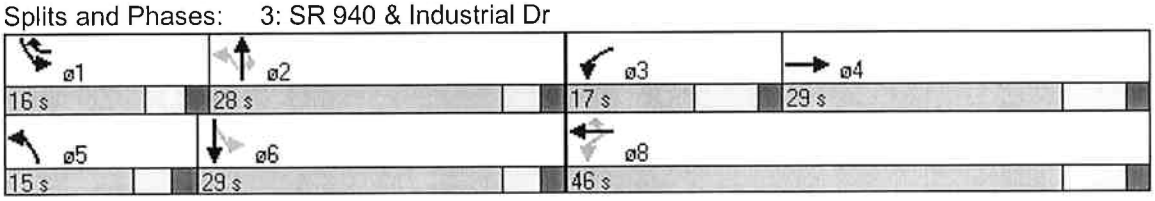
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850		0.864	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3536	0	1770	3539	1583	1770	2111	1583	1829	1663	0
Flt Permitted				0.267			0.721			0.575		
Satd. Flow (perm)	0	3536	0	497	3539	1583	1343	2111	1583	1107	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				150			22		50	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	486	4	20	447	138	71	142	20	38	5	46
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	528	4	22	486	150	77	154	22	41	5	50
Lane Group Flow (vph)	0	532	0	22	486	150	77	154	22	41	55	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	29.0	0.0	17.0	46.0	16.0	15.0	28.0	28.0	16.0	29.0	0.0
Total Split (%)	0.0%	32.2%	0.0%	18.9%	51.1%	17.8%	16.7%	31.1%	31.1%	17.8%	32.2%	0.0%
Maximum Green (s)		22.0		10.0	39.0	11.0	10.0	23.0	23.0	11.0	24.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		18.3		23.0	22.7	33.4	32.9	27.0	27.0	32.5	28.8	
Actuated g/C Ratio		0.27		0.31	0.34	0.48	0.46	0.40	0.40	0.47	0.43	
v/c Ratio		0.55		0.07	0.41	0.18	0.11	0.18	0.03	0.07	0.07	
Control Delay		24.6		15.8	17.5	2.0	11.6	18.7	9.3	11.4	8.3	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		24.6		15.8	17.5	2.0	11.6	18.7	9.3	11.4	8.3	
LOS		C		B	B	A	B	B	A	B	A	
Approach Delay		24.6			13.9			15.7			9.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			A	
90th %ile Green (s)		22.0		7.2	36.2	8.0	10.0	26.0	26.0	8.0	24.0	
90th %ile Term Code		Max		Gap	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		20.2		6.5	33.7	7.0	8.5	25.5	25.5	7.0	24.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		14.4		0.0	14.4	6.0	6.7	24.7	24.7	6.0	24.0	
50th %ile Term Code		Gap		Skip	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
30th %ile Green (s)		12.2		0.0	12.2	5.6	0.0	23.0	23.0	5.6	33.6	
30th %ile Term Code		Gap		Skip	Hold	Gap	Skip	MaxR	MaxR	Gap	Hold	
10th %ile Green (s)		8.6		0.0	8.6	0.0	0.0	24.0	24.0	0.0	24.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	Hold	Hold	Skip	MaxR	
Queue Length 50th (ft)		88		6	80	0	11	35	0	6	1	
Queue Length 95th (ft)		178		20	121	22	48	110	17	30	29	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1231		363	1757	833	692	852	652	639	743	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.43		0.06	0.28	0.18	0.11	0.18	0.03	0.06	0.07	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 67
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.55
Intersection Signal Delay: 17.6 — Intersection LOS: B
Intersection Capacity Utilization 37.4% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 87.2
70th %ile Actuated Cycle: 83.2
50th %ile Actuated Cycle: 62.1
30th %ile Actuated Cycle: 57.8
10th %ile Actuated Cycle: 44.6

Splits and Phases: 3: SR 940 & Industrial Dr



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.263			0.323			0.950			0.950		
Satd. Flow (perm)	490	3529	0	602	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				83			47			36
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	71	457	10	41	540	76	15	0	43	64	0	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	77	497	11	45	587	83	16	0	47	70	0	36
Lane Group Flow (vph)	77	508	0	45	587	83	16	0	47	70	0	36
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	15.0	32.0	0.0	15.0	32.0	32.0	27.0	0.0	27.0	26.0	0.0	26.0
Total Split (%)	15.0%	32.0%	0.0%	15.0%	32.0%	32.0%	27.0%	0.0%	27.0%	26.0%	0.0%	26.0%
Maximum Green (s)	8.0	25.0		8.0	25.0	25.0	21.0		21.0	20.0		20.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	39.0	28.0		39.0	28.0	28.0	23.0		23.0	22.0		22.0
Actuated g/C Ratio	0.39	0.28		0.39	0.28	0.28	0.23		0.23	0.22		0.22
v/c Ratio	0.23	0.51		0.12	0.59	0.17	0.04		0.12	0.09		0.10
Control Delay	19.0	32.3		17.7	34.0	7.1	30.4		10.1	31.5		11.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	19.0	32.3		17.7	34.0	7.1	30.4		10.1	31.5		11.2
LOS	B	C		B	C	A	C		B	C		B
Approach Delay		30.6			29.9							
Approach LOS		C			C							
Queue Length 50th (ft)	28	142		16	170	0	8		0	18		0
Queue Length 95th (ft)	57	194		38	226	35	25		29	37		26
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	332	990		363	991	503	407		400	755		376
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.23	0.51		0.12	0.59	0.17	0.04		0.12	0.09		0.10

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green	
Natural Cycle: 80	
Control Type: Pretimed	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 32.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: SR 940 & Oak St

ø2	ø6	ø3	ø4
27 s	26 s	15 s	32 s
		ø7	ø8
		15 s	32 s

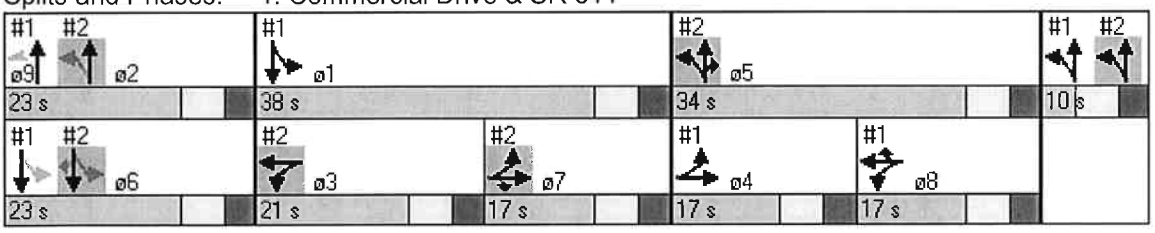
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.961				0.850		0.995			0.995	
Flt Protected		0.971			0.958		0.950			0.950		
Satd. Flow (prot)	0	2055	0	0	1987	2850	1801	3543	0	1733	1886	0
Flt Permitted		0.971			0.958		0.190			0.190		
Satd. Flow (perm)	0	2055	0	0	1987	2850	360	3543	0	347	1886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				355		3			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	47	9	23	50	7	327	8	297	10	349	590	19
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	51	10	25	54	8	355	9	323	11	379	641	21
Lane Group Flow (vph)	0	86	0	0	62	355	9	334	0	379	662	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	33.0	0.0	38.0	61.0	0.0
Total Split (%)	16.2%	16.2%	0.0%	16.2%	16.2%	16.2%	9.5%	31.4%	0.0%	36.2%	58.1%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			31.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		13.9			14.7	14.7	29.1	31.1		57.2	59.2	
Actuated g/C Ratio		0.14			0.15	0.15	0.29	0.31		0.57	0.59	
v/c Ratio		0.29			0.21	0.49	0.04	0.30		0.55	0.60	
Control Delay		35.9			42.1	7.0	26.8	28.3		9.3	3.3	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	1.7	
Total Delay		35.9			42.1	7.0	26.8	28.3		9.3	5.0	
LOS		D			D	A	C	C		A	A	
Approach Delay		35.9			12.2			28.2			6.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			A	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			31.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			31.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	9.9	9.9		9.6	9.6	9.6	3.0			31.0		
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
30th %ile Green (s)	8.4	8.4		8.3	8.3	8.3	3.0			31.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	0.0	0.0		10.2	10.2	10.2	3.0			30.8		
10th %ile Term Code	Skip	Skip		Hold	Hold	Hold	Max			Hold		
Queue Length 50th (ft)		42			37	0	4	90		122	41	
Queue Length 95th (ft)		89			77	44	16	130		m133	m33	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		321			298	729	219	1096		694	1110	
Starvation Cap Reductn		0			0	0	0	0		0	274	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.27			0.21	0.49	0.04	0.30		0.55	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 100.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 13.1 — Intersection LOS: B
Intersection Capacity Utilization 54.9% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 105
70th %ile Actuated Cycle: 105
50th %ile Actuated Cycle: 104.5
30th %ile Actuated Cycle: 101.7
10th %ile Actuated Cycle: 88
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Commercial Drive & SR 611



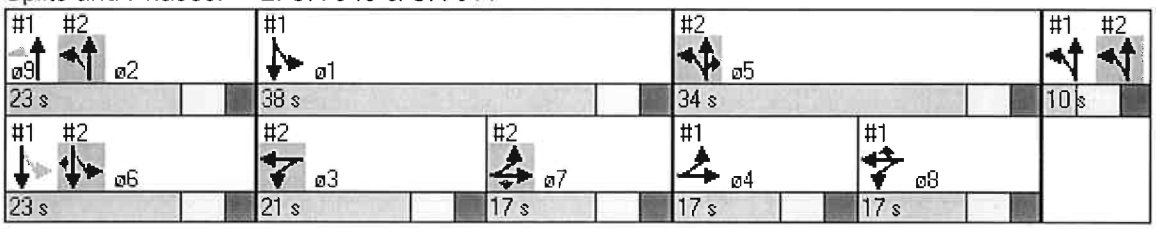
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3601	1611
Flt Permitted	0.950			0.950			0.190				0.734	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	360	1895	1611	0	2643	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			221						179			245
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	165	115	203	292	121	1	272	234	165	3	463	280
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	179	125	221	317	132	1	296	254	179	3	503	304
Lane Group Flow (vph)	179	125	221	317	133	0	296	254	179	0	506	304
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	21.0	21.0	0.0	44.0	67.0	34.0	23.0	23.0	23.0
Total Split (%)	16.2%	16.2%	16.2%	20.0%	20.0%	0.0%	41.9%	63.8%	32.4%	21.9%	21.9%	21.9%
Maximum Green (s)	10.0	10.0	10.0	14.0	14.0				27.0	16.0	16.0	16.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.0	15.0	15.0	19.1	19.1		58.7	60.7	27.5		21.1	21.1
Actuated g/C Ratio	0.15	0.15	0.15	0.19	0.19		0.58	0.60	0.27		0.21	0.21
v/c Ratio	0.65	0.43	0.53	0.96	0.38		0.40	0.22	0.31		0.92	0.57
Control Delay	53.6	45.6	10.8	84.1	40.9		21.1	5.3	16.6		63.0	13.6
Queue Delay	0.0	0.0	0.0	10.5	0.0		0.1	0.4	0.0		0.0	0.0
Total Delay	53.6	45.6	10.8	94.6	40.9		21.2	5.7	16.6		63.0	13.6
LOS	D	D	B	F	D		C	A	B		E	B
Approach Delay		33.7			78.7			14.7			44.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			E			B			D	
90th %ile Green (s)	10.0	10.0	10.0	14.0	14.0				27.0	16.0	16.0	16.0
90th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	14.0	14.0				27.0	16.0	16.0	16.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	14.0	14.0				26.5	16.0	16.0	16.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	14.0	14.0				23.7	16.0	16.0	16.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	9.8	9.8	9.8	14.0	14.0				10.2	16.0	16.0	16.0
10th %ile Term Code	Gap	Gap	Gap	Max	Max				Gap	Max	Max	Max
Queue Length 50th (ft)	115	77	0	~215	79		97	38	16		177	33
Queue Length 95th (ft)	#202	137	68	#395	139		141	42	72		#285	119
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	278	293	416	329	352		765	1135	636		553	531
Starvation Cap Reductn	0	0	0	0	0		31	462	0		0	0
Spillback Cap Reductn	0	0	2	15	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.64	0.43	0.53	1.01	0.38		0.40	0.38	0.28		0.92	0.57

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 100.8
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 39.7 Intersection LOS: D
Intersection Capacity Utilization 61.0% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 105
70th %ile Actuated Cycle: 105
50th %ile Actuated Cycle: 104.5
30th %ile Actuated Cycle: 101.7
10th %ile Actuated Cycle: 88
~ 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: 2: SR 940 & SR 611

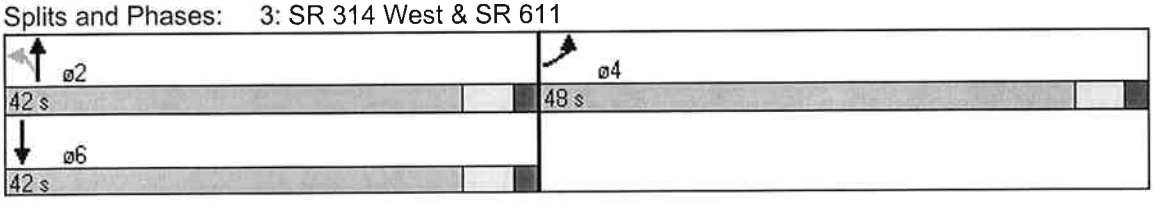


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.882				0.996	
Flt Protected	0.994			0.987		
Satd. Flow (prot)	1633	0	0	3493	3525	0
Flt Permitted	0.994			0.588		
Satd. Flow (perm)	1633	0	0	2081	3525	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	127				4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	57	385	126	339	633	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	418	137	368	688	18
Lane Group Flow (vph)	480	0	0	505	706	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	48.0	0.0	42.0	42.0	42.0	0.0
Total Split (%)	53.3%	0.0%	46.7%	46.7%	46.7%	0.0%
Maximum Green (s)	42.0		36.0	36.0	36.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	22.9			38.5	38.5	
Actuated g/C Ratio	0.33			0.55	0.55	
v/c Ratio	0.77			0.44	0.36	
Control Delay	23.5			12.6	10.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	23.5			12.6	10.8	
LOS	C			B	B	
Approach Delay	23.5			12.6	10.8	
Approach LOS	C			B	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	34.6		36.0	36.0	36.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	25.9		36.0	36.0	36.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	20.9		36.0	36.0	36.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	16.3		36.0	36.0	36.0	
30th %ile Term Code	Gap		MaxR	MaxR	MaxR	
10th %ile Green (s)	10.3		36.0	36.0	36.0	
10th %ile Term Code	Gap		MaxR	MaxR	MaxR	
Queue Length 50th (ft)	131			61	79	
Queue Length 95th (ft)	230			141	168	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	863			1152	1954	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.56			0.44	0.36	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 69.6	
Natural Cycle: 45	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 14.9	Intersection LOS: B
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 82.6	
70th %ile Actuated Cycle: 73.9	
50th %ile Actuated Cycle: 68.9	
30th %ile Actuated Cycle: 64.3	
10th %ile Actuated Cycle: 58.3	

Splits and Phases: 3: SR 314 West & SR 611



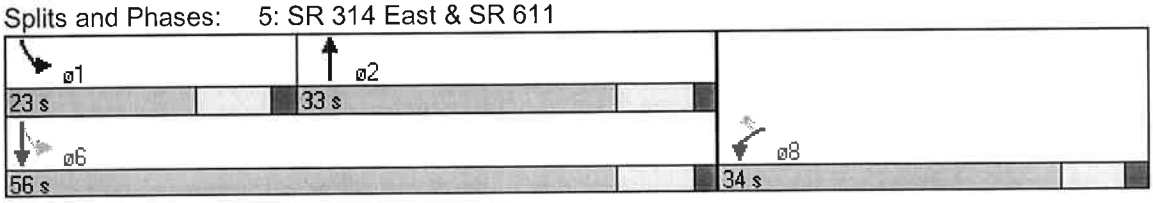
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.930			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3291	0	1770	3539
Flt Permitted	0.950				0.135	
Satd. Flow (perm)	1770	1583	3291	0	251	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		60	260			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	310	55	410	361	197	849
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	337	60	446	392	214	923
Lane Group Flow (vph)	337	60	838	0	214	923
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	34.0	34.0	33.0	0.0	23.0	56.0
Total Split (%)	37.8%	37.8%	36.7%	0.0%	25.6%	62.2%
Maximum Green (s)	27.0	27.0	25.0		15.0	48.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	23.3	23.3	33.9		52.2	52.2
Actuated g/C Ratio	0.28	0.28	0.41		0.63	0.63
v/c Ratio	0.68	0.12	0.56		0.51	0.42
Control Delay	34.3	6.7	15.8		14.3	9.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.3	6.7	15.8		14.3	9.3
LOS	C	A	B		B	A
Approach Delay	30.1		15.8			10.3
Approach LOS	C		B			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	27.0	27.0	25.0		15.0	48.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	24.5	24.5	28.0		12.0	48.0
70th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
50th %ile Green (s)	20.9	20.9	30.2		9.8	48.0
50th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
30th %ile Green (s)	17.4	17.4	31.6		8.4	48.0
30th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
10th %ile Green (s)	12.6	12.6	33.3		6.7	48.0
10th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
Queue Length 50th (ft)	156	0	116		44	118
Queue Length 95th (ft)	244	26	214		112	190
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	590	568	1492		476	2213
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	0.57	0.11	0.56		0.45	0.42

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 83.5
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 15.5 — Intersection LOS: B
Intersection Capacity Utilization 61.0% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 87.5
50th %ile Actuated Cycle: 83.9
30th %ile Actuated Cycle: 80.4
10th %ile Actuated Cycle: 75.6

Splits and Phases: 5: SR 314 East & SR 611



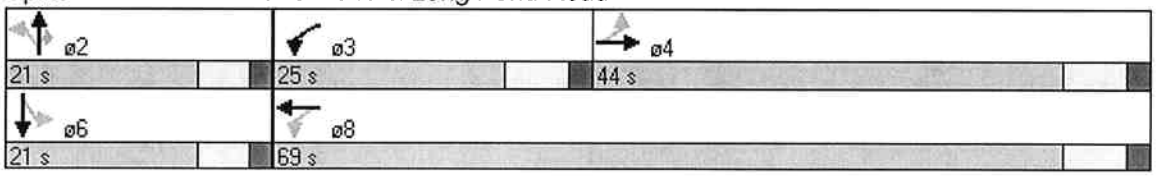
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.986				0.850		0.973	
Flt Protected	0.950			0.950				0.958			0.968	
Satd. Flow (prot)	1711	1835	0	1770	3490	0	0	1785	1583	0	1813	0
Flt Permitted	0.335			0.150				0.762			0.784	
Satd. Flow (perm)	603	1835	0	279	3490	0	0	1419	1583	0	1468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			30				266		13	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	18	539	58	375	707	70	53	7	245	45	9	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	586	63	408	768	76	58	8	266	49	10	15
Lane Group Flow (vph)	20	649	0	408	844	0	0	66	266	0	74	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	44.0	44.0	0.0	25.0	69.0	0.0	21.0	21.0	21.0	21.0	21.0	0.0
Total Split (%)	48.9%	48.9%	0.0%	27.8%	76.7%	0.0%	23.3%	23.3%	23.3%	23.3%	23.3%	0.0%
Maximum Green (s)	37.0	37.0		18.0	62.0		15.0	15.0	15.0	15.0	15.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	40.0	40.0		65.0	65.0			17.0	17.0		17.0	
Actuated g/C Ratio	0.44	0.44		0.72	0.72			0.19	0.19		0.19	
v/c Ratio	0.07	0.79		0.74	0.33			0.25	0.52		0.26	
Control Delay	15.4	29.8		23.5	4.8			34.0	8.2		29.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	15.4	29.8		23.5	4.8			34.0	8.2		29.0	
LOS	B	C		C	A			C	A		C	
Approach Delay		29.4			10.9			13.3			29.0	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	6	303		121	73			32	0		30	
Queue Length 95th (ft)	20	#455		#237	97			70	64		69	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	268	820		549	2529			268	515		288	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.07	0.79		0.74	0.33			0.25	0.52		0.26	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 73.1% 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.

Splits and Phases: 3: SR 940 & Long Pond Road



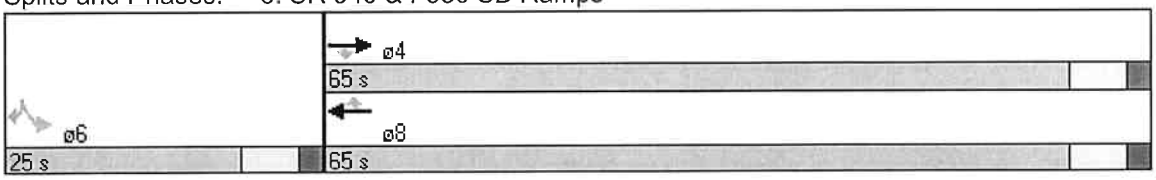
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165			1091						107
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	677	152	0	1055	1122	0	0	0	536	0	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	736	165	0	1147	1220	0	0	0	583	0	107
Lane Group Flow (vph)	0	736	165	0	1147	1220	0	0	0	583	0	107
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	65.0	65.0	0.0	65.0	65.0	0.0	0.0	0.0	25.0	0.0	25.0
Total Split (%)	0.0%	72.2%	72.2%	0.0%	72.2%	72.2%	0.0%	0.0%	0.0%	27.8%	0.0%	27.8%
Maximum Green (s)		58.5	58.5		58.5	58.5				18.5		18.5
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		44.6	44.6		44.6	44.6				21.8		21.8
Actuated g/C Ratio		0.60	0.60		0.60	0.60				0.29		0.29
v/c Ratio		0.35	0.16		0.54	0.88				0.58		0.20
Control Delay		7.5	1.3		9.3	10.5				28.4		7.3
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		7.5	1.3		9.3	10.5				28.4		7.3
LOS		A	A		A	B				C		A
Approach Delay		6.4			9.9							
Approach LOS		A			A							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		58.5	58.5		58.5	58.5				18.5		18.5
90th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
70th %ile Green (s)		58.5	58.5		58.5	58.5				18.5		18.5
70th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
50th %ile Green (s)		42.4	42.4		42.4	42.4				18.5		18.5
50th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
30th %ile Green (s)		33.1	33.1		33.1	33.1				18.5		18.5
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		23.3	23.3		23.3	23.3				18.5		18.5
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		78	0		143	22				118		0
Queue Length 95th (ft)		104	18		183	#88				217		40
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		2399	1126		2399	1424				1002		538
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		0.31	0.15		0.48	0.86				0.58		0.20

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 74.7
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 11.8 Intersection LOS: B
Intersection Capacity Utilization 72.8% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 73.9
30th %ile Actuated Cycle: 64.6
10th %ile Actuated Cycle: 54.8
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 940 & I-380 SB Ramps



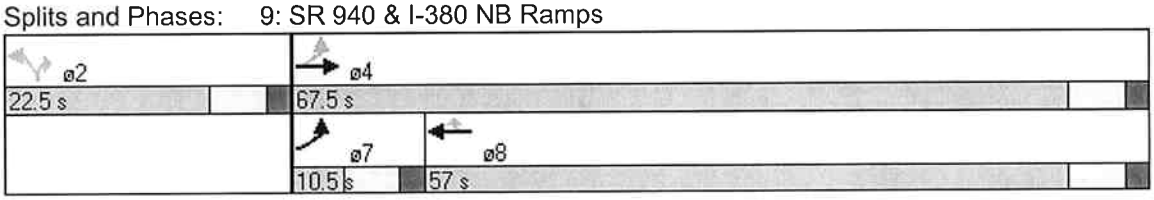
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.070						0.950					
Satd. Flow (perm)	130	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						644			103			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	65	1158	0	0	1933	612	244	0	137	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	1259	0	0	2101	665	265	0	149	0	0	0
Lane Group Flow (vph)	71	1259	0	0	2101	665	265	0	149	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	10.5	67.5	0.0	0.0	57.0	57.0	22.5	0.0	22.5	0.0	0.0	0.0
Total Split (%)	11.7%	75.0%	0.0%	0.0%	63.3%	63.3%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%
Maximum Green (s)	4.0	61.0			50.5	50.5	16.0		16.0			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	63.5	63.5			53.0	53.0	18.5		18.5			
Actuated g/C Ratio	0.71	0.71			0.59	0.59	0.21		0.21			
v/c Ratio	0.34	0.52			1.04	0.56	0.78		0.39			
Control Delay	9.4	7.1			52.3	2.9	51.4		14.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	9.4	7.1			52.3	2.9	51.4		14.6			
LOS	A	A			D	A	D		B			
Approach Delay		7.2			40.4							
Approach LOS		A			D							
Queue Length 50th (ft)	11	150			~687	5	144		22			
Queue Length 95th (ft)	28	192			#825	48	#264		74			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	210	2414			2015	1197	340		386			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.34	0.52			1.04	0.56	0.78		0.39			

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 30.4 Intersection LOS: C
Intersection Capacity Utilization 74.2% ICU Level of Service D
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: 9: SR 940 & I-380 NB Ramps



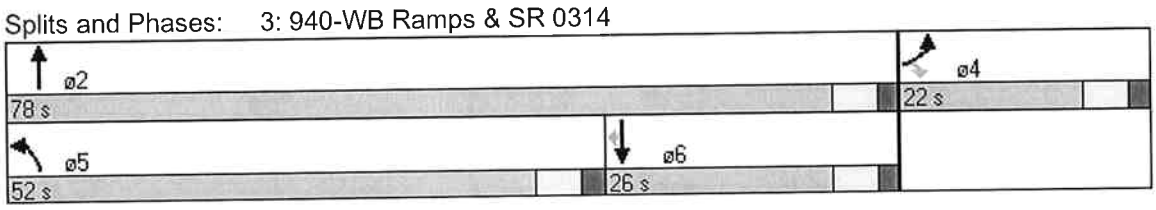
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.958		
Satd. Flow (prot)	1770	1583	1681	1695	1863	1583
Flt Permitted	0.950		0.950	0.587		
Satd. Flow (perm)	1770	1583	1681	1039	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		107				46
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	1	98	1666	127	80	42
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	107	1811	138	87	46
Lane Group Flow (vph)	1	107	906	1043	87	46
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	52.0	78.0	26.0	26.0
Total Split (%)	22.0%	22.0%	52.0%	78.0%	26.0%	26.0%
Maximum Green (s)	16.0	16.0	46.0	72.0	20.0	20.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.9	8.9	62.1	85.4	19.2	19.2
Actuated g/C Ratio	0.09	0.09	0.62	0.85	0.19	0.19
v/c Ratio	0.01	0.45	0.87	0.81	0.24	0.13
Control Delay	40.0	14.6	31.1	17.4	34.4	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	14.6	31.1	17.4	34.4	10.5
LOS	D	B	C	B	C	B
Approach Delay	14.8			23.8	26.1	
Approach LOS	B			C	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.6	10.6	51.4	77.4	20.0	20.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.5	7.5	54.5	80.5	20.0	20.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.5	5.5	56.5	82.5	20.0	20.0
50th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	56.5	82.5	20.0	20.0
30th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	81.8	94.0	6.2	6.2
10th %ile Term Code	Skip	Skip	Max	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	373	253	46	0
Queue Length 95th (ft)	6	48	#876	#678	88	29
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	319	373	1045	1295	410	384
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	0.00	0.29	0.87	0.81	0.21	0.12

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 66.1% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 940-WB Ramps & SR 0314



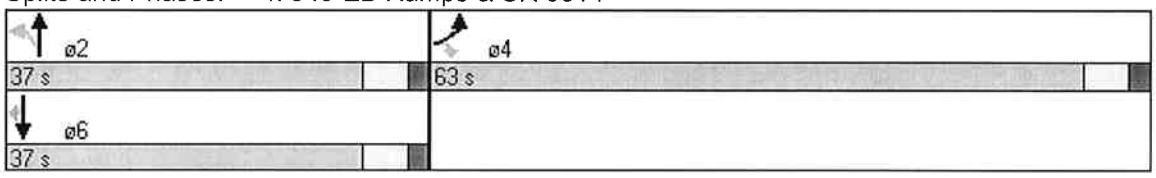
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.594			
Satd. Flow (perm)	1770	1583	1106	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		568				27
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	77	596	121	1716	155	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	84	648	132	1865	168	27
Lane Group Flow (vph)	84	648	132	1865	168	27
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	63.0	63.0	37.0	37.0	37.0	37.0
Total Split (%)	63.0%	63.0%	37.0%	37.0%	37.0%	37.0%
Maximum Green (s)	57.0	57.0	31.0	31.0	31.0	31.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	17.5	17.5	74.5	74.5	74.5	74.5
Actuated g/C Ratio	0.18	0.18	0.74	0.74	0.74	0.74
v/c Ratio	0.27	0.87	0.16	0.71	0.12	0.02
Control Delay	34.6	18.6	3.6	7.5	5.8	3.8
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	34.6	18.6	3.6	7.7	5.8	3.8
LOS	C	B	A	A	A	A
Approach Delay	20.4			7.5	5.5	
Approach LOS	C			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	30.5	30.5	57.5	57.5	57.5	57.5
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	19.8	19.8	68.2	68.2	68.2	68.2
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	12.3	12.3	75.7	75.7	75.7	75.7
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	8.7	8.7	79.3	79.3	79.3	79.3
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	6.0	6.0	82.0	82.0	82.0	82.0
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	49	47	3	24	14	0
Queue Length 95th (ft)	74	163	m45	472	72	m10
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	1044	1167	824	2638	1389	1187
Starvation Cap Reductn	0	0	0	232	0	0
Spillback Cap Reductn	0	0	0	58	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.56	0.16	0.78	0.12	0.02

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 10.6 Intersection LOS: B
Intersection Capacity Utilization 58.4% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



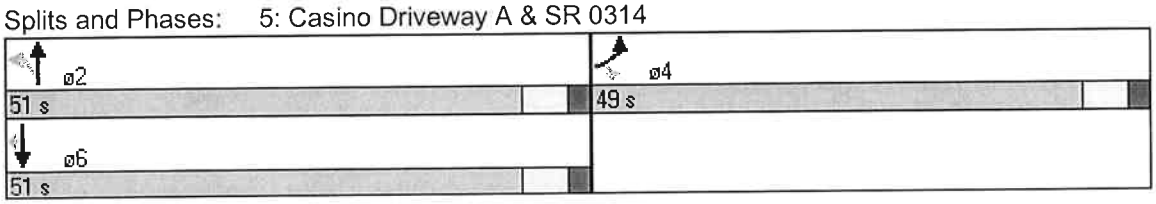
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.458			
Satd. Flow (perm)	3433	1583	853	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				378
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	851	18	19	986	403	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	925	20	21	1072	438	378
Lane Group Flow (vph)	925	20	21	1072	438	378
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	49.0	49.0	51.0	51.0	51.0	51.0
Total Split (%)	49.0%	49.0%	51.0%	51.0%	51.0%	51.0%
Maximum Green (s)	43.0	43.0	45.0	45.0	45.0	45.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	34.1	34.1	57.9	57.9	57.9	57.9
Actuated g/C Ratio	0.34	0.34	0.58	0.58	0.58	0.58
v/c Ratio	0.79	0.04	0.04	0.52	0.21	0.35
Control Delay	34.7	7.7	12.5	16.6	13.5	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.3
Total Delay	34.7	7.7	12.5	16.6	13.5	4.9
LOS	C	A	B	B	B	A
Approach Delay	34.1			16.5	9.5	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	39.8	39.8	48.2	48.2	48.2	48.2
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	35.6	35.6	52.4	52.4	52.4	52.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	31.9	31.9	56.1	56.1	56.1	56.1
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	29.0	29.0	59.0	59.0	59.0	59.0
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	24.2	24.2	63.8	63.8	63.8	63.8
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	272	0	7	273	71	4
Queue Length 95th (ft)	303	14	m17	366	m120	m68
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1545	723	494	2049	2049	1076
Starvation Cap Reductn	0	0	0	0	0	247
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.03	0.04	0.52	0.21	0.46

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



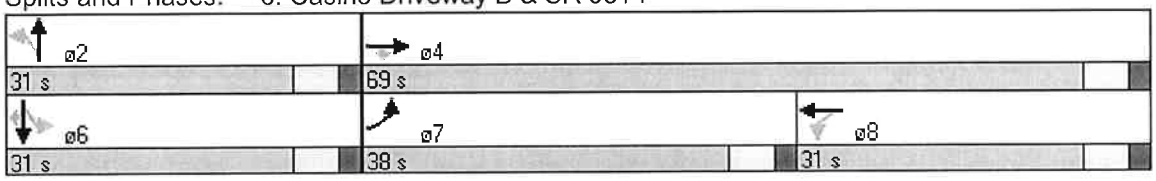
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.871							0.850
Flt Protected	0.950				0.998		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1619	0	1770	3539	0	1770	1863	1583
Flt Permitted	0.950				0.995		0.542			0.446		
Satd. Flow (perm)	3433	1863	1583	0	1614	0	1010	3539	0	831	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		117							252
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	567	1	26	4	1	108	29	330	1	22	167	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	616	1	28	4	1	117	32	359	1	24	182	252
Lane Group Flow (vph)	616	1	28	0	122	0	32	360	0	24	182	252
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	38.0	69.0	69.0	31.0	31.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	38.0%	69.0%	69.0%	31.0%	31.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	32.0	63.0	63.0	25.0	25.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	24.6	37.6	37.6		9.1		54.4	54.4		54.4	54.4	54.4
Actuated g/C Ratio	0.25	0.38	0.38		0.09		0.54	0.54		0.54	0.54	0.54
v/c Ratio	0.73	0.00	0.05		0.48		0.06	0.19		0.05	0.18	0.26
Control Delay	39.8	16.0	6.0		15.5		13.7	13.1		25.4	22.1	12.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.8	16.0	6.0		15.5		13.7	13.1		25.4	22.1	12.8
LOS	D	B	A		B		B	B		C	C	B
Approach Delay		38.3			15.5			13.1			17.1	
Approach LOS		D			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	28.1	45.0	45.0	10.9	10.9		43.0	43.0		43.0	43.0	43.0
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	25.3	39.1	39.1	7.8	7.8		48.9	48.9		48.9	48.9	48.9
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	23.0	34.7	34.7	5.7	5.7		53.3	53.3		53.3	53.3	53.3
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	19.8	31.3	31.3	5.5	5.5		56.7	56.7		56.7	56.7	56.7
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	16.6	28.1	28.1	5.5	5.5		59.9	59.9		59.9	59.9	59.9
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	185	0	0		3		9	56		7	55	1
Queue Length 95th (ft)	228	3	15		54		29	102		44	194	177
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1167	1211	1039		521		549	1924		452	1013	975
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.53	0.00	0.03		0.23		0.06	0.19		0.05	0.18	0.26

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Casino Driveway B & SR 0314



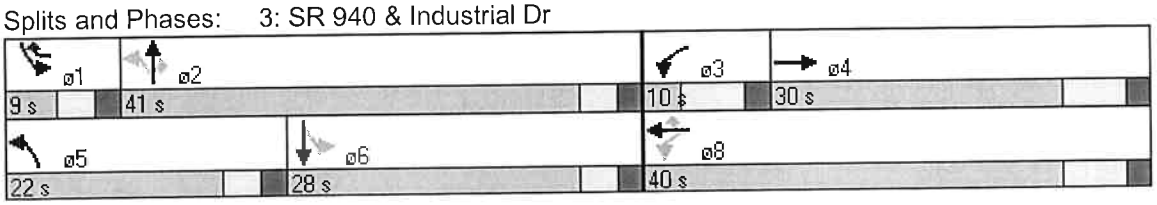
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.873	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3532	0	1770	3539	1583	1770	2111	1583	1829	1680	0
Flt Permitted				0.134			0.143			0.668		
Satd. Flow (perm)	0	3532	0	250	3539	1583	266	2111	1583	1286	1680	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				49			70		134	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	706	8	92	631	45	311	129	64	108	62	332
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	767	9	100	686	49	338	140	70	117	67	361
Lane Group Flow (vph)	0	776	0	100	686	49	338	140	70	117	428	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	30.0	0.0	10.0	40.0	9.0	22.0	41.0	41.0	9.0	28.0	0.0
Total Split (%)	0.0%	33.3%	0.0%	11.1%	44.4%	10.0%	24.4%	45.6%	45.6%	10.0%	31.1%	0.0%
Maximum Green (s)		23.0		3.0	33.0	4.0	17.0	36.0	36.0	4.0	23.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		24.2		31.8	31.7	39.9	44.8	38.0	38.0	29.7	25.0	
Actuated g/C Ratio		0.29		0.37	0.37	0.46	0.53	0.45	0.45	0.34	0.30	
v/c Ratio		0.77		0.51	0.52	0.06	0.80	0.15	0.09	0.25	0.73	
Control Delay		34.2		26.6	21.8	3.8	34.5	16.9	4.7	14.9	28.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		34.2		26.6	21.8	3.8	34.5	16.9	4.7	14.9	28.5	
LOS		C		C	C	A	C	B	A	B	C	
Approach Delay		34.2			21.4			26.2			25.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			C			C	
90th %ile Green (s)		23.0		3.0	33.0	4.0	17.0	36.0	36.0	4.0	23.0	
90th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)		23.0		3.0	33.0	4.0	17.0	36.0	36.0	4.0	23.0	
70th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)		23.0		3.0	33.0	4.0	17.0	36.0	36.0	4.0	23.0	
50th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)		23.0		3.0	33.0	4.0	14.6	36.0	36.0	4.0	25.4	
30th %ile Term Code		Max		Max	Hold	Max	Gap	MaxR	MaxR	Max	Hold	
10th %ile Green (s)		14.1		0.0	14.1	0.0	8.8	36.8	36.8	0.0	23.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Gap	Hold	Hold	Skip	MaxR	
Queue Length 50th (ft)		210		35	149	0	128	49	0	33	157	
Queue Length 95th (ft)		278		69	200	17	#257	87	24	62	#305	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1073		198	1444	757	452	948	749	474	590	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.72		0.51	0.48	0.06	0.75	0.15	0.09	0.25	0.73	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 26.9 — Intersection LOS: C
Intersection Capacity Utilization 79.2% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 90
30th %ile Actuated Cycle: 90
10th %ile Actuated Cycle: 62.9
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 940 & Industrial Dr



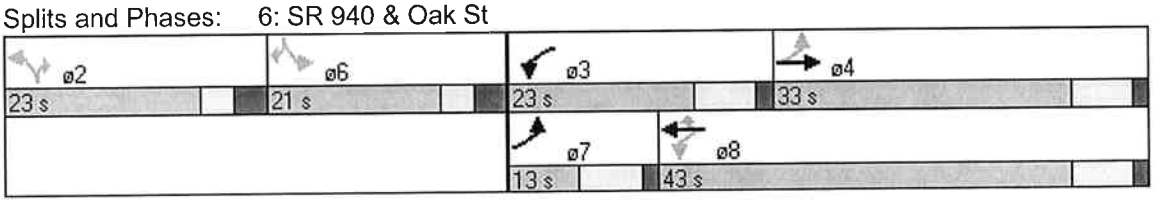
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.986				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3490	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.516			0.121			0.950			0.950		
Satd. Flow (perm)	961	3490	0	225	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				414			112			146
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	174	674	67	259	368	381	29	0	103	207	0	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	189	733	73	282	400	414	32	0	112	225	0	146
Lane Group Flow (vph)	189	806	0	282	400	414	32	0	112	225	0	146
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	13.0	33.0	0.0	23.0	43.0	43.0	23.0	0.0	23.0	21.0	0.0	21.0
Total Split (%)	13.0%	33.0%	0.0%	23.0%	43.0%	43.0%	23.0%	0.0%	23.0%	21.0%	0.0%	21.0%
Maximum Green (s)	6.0	26.0		16.0	36.0	36.0	17.0		17.0	15.0		15.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	38.0	29.0		52.0	39.0	39.0	19.0		19.0	17.0		17.0
Actuated g/C Ratio	0.38	0.29		0.52	0.39	0.39	0.19		0.19	0.17		0.17
v/c Ratio	0.43	0.79		0.69	0.29	0.48	0.10		0.29	0.39		0.37
Control Delay	17.7	38.9		29.6	21.7	4.1	34.4		8.8	39.1		9.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	17.7	38.9		29.6	21.7	4.1	34.4		8.8	39.1		9.3
LOS	B	D		C	C	A	C		A	D		A
Approach Delay		34.9			17.1							
Approach LOS		C			B							
Queue Length 50th (ft)	62	245		113	90	0	17		0	66		0
Queue Length 95th (ft)	102	318		205	127	59	43		45	102		53
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	438	1020		411	1380	870	336		391	584		390
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.43	0.79		0.69	0.29	0.48	0.10		0.29	0.39		0.37

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 51.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.981				0.850		0.996			0.989	
Flt Protected		0.963			0.960		0.950			0.950		
Satd. Flow (prot)	0	2084	0	0	1992	2850	1801	3547	0	1733	1875	0
Flt Permitted		0.963			0.960		0.129			0.129		
Satd. Flow (perm)	0	2084	0	0	1992	2850	245	3547	0	235	1875	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				682		3			6	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	229	28	43	86	18	627	23	718	22	616	666	52
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	249	30	47	93	20	682	25	780	24	670	724	57
Lane Group Flow (vph)	0	326	0	0	113	682	25	804	0	670	781	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	21.0	21.0	0.0	17.0	17.0	17.0	10.0	43.0	0.0	44.0	77.0	0.0
Total Split (%)	16.8%	16.8%	0.0%	13.6%	13.6%	13.6%	8.0%	34.4%	0.0%	35.2%	61.6%	0.0%
Maximum Green (s)	14.0	14.0		10.0	10.0	10.0	3.0			37.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		19.0			14.8	14.8	39.0	41.0		73.0	75.0	
Actuated g/C Ratio		0.15			0.12	0.12	0.31	0.33		0.58	0.60	
v/c Ratio		1.01			0.48	0.73	0.14	0.69		1.04	0.69	
Control Delay		104.4			58.8	8.8	30.6	39.9		60.4	6.0	
Queue Delay		113.5			0.0	0.4	0.0	0.1		152.6	8.4	
Total Delay		217.9			58.8	9.2	30.6	40.1		213.1	14.5	
LOS		F			E	A	C	D		F	B	
Approach Delay		217.9			16.2			39.8			106.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			B			D			F	
90th %ile Green (s)	14.0	14.0		10.0	10.0	10.0	3.0			37.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	14.0	14.0		10.0	10.0	10.0	3.0			37.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	14.0	14.0		10.0	10.0	10.0	3.0			37.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
30th %ile Green (s)	14.0	14.0		10.0	10.0	10.0	3.0			37.0		
30th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
10th %ile Green (s)	14.0	14.0		8.9	8.9	8.9	3.0			37.0		
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Max		
Queue Length 50th (ft)		~268			87	0	14	295		~550	88	
Queue Length 95th (ft)		#463			148	60	35	367		m#635	m103	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		323			239	942	176	1167		642	1129	
Starvation Cap Reductn		0			0	0	0	0		164	311	
Spillback Cap Reductn		72			0	47	0	35		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.30			0.47	0.76	0.14	0.71		1.40	0.95	

Intersection Summary

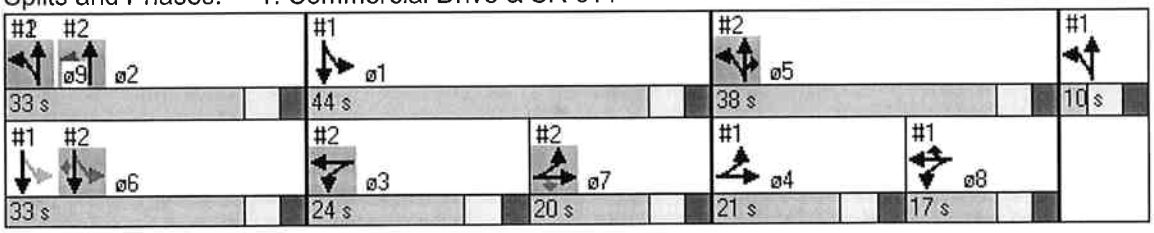
Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 124.8
Natural Cycle: 125
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 79.7 Intersection LOS: E
Intersection Capacity Utilization 84.5% ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 125
70th %ile Actuated Cycle: 125
50th %ile Actuated Cycle: 125
30th %ile Actuated Cycle: 125
10th %ile Actuated Cycle: 123.9

~ 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: Commercial Drive & SR 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.144				0.727	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	273	1895	1611	0	2618	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			462						427			225
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	156	240	472	270	143	1	372	613	588	6	590	369
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	170	261	513	293	155	1	404	666	639	7	641	401
Lane Group Flow (vph)	170	261	513	293	156	0	404	666	639	0	648	401
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	20.0	20.0	20.0	24.0	24.0	0.0	48.0	81.0	38.0	33.0	33.0	33.0
Total Split (%)	16.0%	16.0%	16.0%	19.2%	19.2%	0.0%	38.4%	64.8%	30.4%	26.4%	26.4%	26.4%
Maximum Green (s)	13.0	13.0	13.0	17.0	17.0				31.0	26.0	26.0	26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	18.0	18.0	18.0	22.0	22.0		76.8	78.8	35.8		31.0	31.0
Actuated g/C Ratio	0.14	0.14	0.14	0.18	0.18		0.62	0.63	0.29		0.25	0.25
v/c Ratio	0.63	0.92	0.83	0.95	0.48		0.55	0.56	0.83		1.00	0.70
Control Delay	61.9	90.1	20.3	92.5	51.8		33.6	6.1	32.1		81.5	25.7
Queue Delay	0.0	0.0	0.5	0.0	0.0		5.1	1.0	18.2		38.0	0.0
Total Delay	61.9	90.1	20.8	92.5	51.8		38.7	7.1	50.3		119.4	25.7
LOS	E	F	C	F	D		D	A	D		F	C
Approach Delay		47.4			78.4			30.7			83.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			E			C			F	
90th %ile Green (s)	13.0	13.0	13.0	17.0	17.0				31.0	26.0	26.0	26.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	13.0	13.0	13.0	17.0	17.0				31.0	26.0	26.0	26.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	13.0	13.0	13.0	17.0	17.0				31.0	26.0	26.0	26.0
50th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
30th %ile Green (s)	13.0	13.0	13.0	17.0	17.0				31.0	26.0	26.0	26.0
30th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
10th %ile Green (s)	13.0	13.0	13.0	17.0	17.0				29.9	26.0	26.0	26.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	131	211	37	237	115		204	104	230		277	131
Queue Length 95th (ft)	209	#375	#220	#415	185		m267	m100	m276		#408	252
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	269	283	615	307	328		726	1194	769		650	570
Starvation Cap Reductn	0	0	0	0	0		252	278	135		0	0
Spillback Cap Reductn	0	0	11	0	0		0	0	0		65	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.63	0.92	0.85	0.95	0.48		0.85	0.73	1.01		1.11	0.70

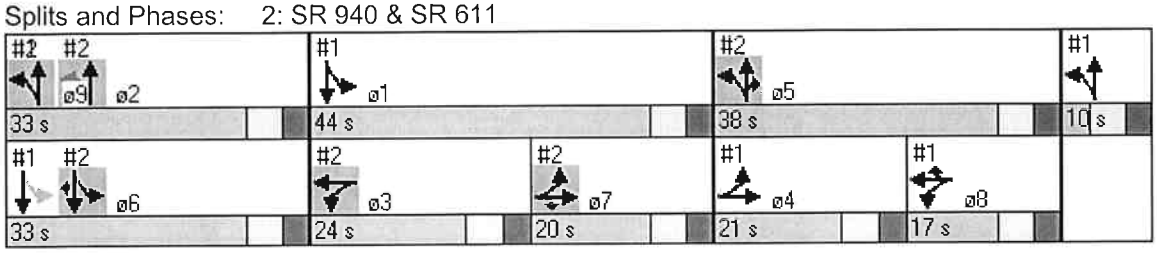
Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 124.8
Natural Cycle: 125
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 53.0 — Intersection LOS: D
Intersection Capacity Utilization 85.9% — ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 125
70th %ile Actuated Cycle: 125
50th %ile Actuated Cycle: 125
30th %ile Actuated Cycle: 125
10th %ile Actuated Cycle: 123.9

\# 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: 2: SR 940 & SR 611

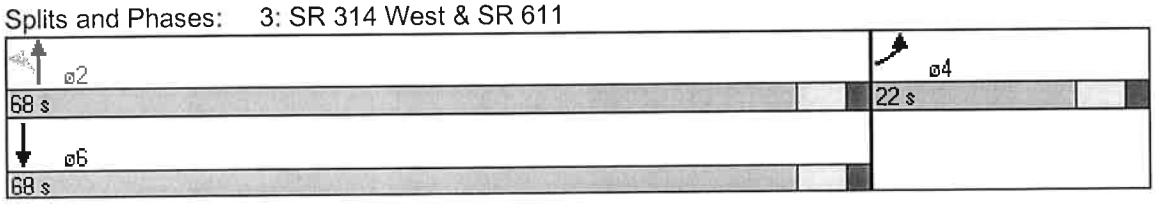


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.874				0.992	
Flt Protected	0.997			0.983		
Satd. Flow (prot)	1623	0	0	3479	3511	0
Flt Permitted	0.997			0.596		
Satd. Flow (perm)	1623	0	0	2109	3511	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	192				15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	13	177	412	750	614	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	192	448	815	667	37
Lane Group Flow (vph)	206	0	0	1263	704	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	22.0	0.0	68.0	68.0	68.0	0.0
Total Split (%)	24.4%	0.0%	75.6%	75.6%	75.6%	0.0%
Maximum Green (s)	16.0		62.0	62.0	62.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	9.9			67.8	67.8	
Actuated g/C Ratio	0.12			0.79	0.79	
v/c Ratio	0.58			0.76	0.25	
Control Delay	13.3			9.3	2.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.3			9.3	2.8	
LOS	B			A	A	
Approach Delay	13.3			9.3	2.8	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	13.2		62.0	62.0	62.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	9.0		62.0	62.0	62.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	6.2		62.0	62.0	62.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	5.5		65.8	65.8	65.8	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		77.5	77.5	77.5	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	7			117	32	
Queue Length 95th (ft)	65			309	72	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	467			1668	2780	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.44			0.76	0.25	

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 85.7	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 7.6	Intersection LOS: A
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 87.2	
70th %ile Actuated Cycle: 83	
50th %ile Actuated Cycle: 80.2	
30th %ile Actuated Cycle: 83.3	
10th %ile Actuated Cycle: 95	

Splits and Phases: 3: SR 314 West & SR 611



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.972			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3440	0	1770	3539
Flt Permitted	0.950				0.095	
Satd. Flow (perm)	1770	1583	3440	0	177	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		110	38			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	342	101	1061	241	88	704
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	372	110	1153	262	96	765
Lane Group Flow (vph)	372	110	1415	0	96	765
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	36.0	36.0	42.0	0.0	12.0	54.0
Total Split (%)	40.0%	40.0%	46.7%	0.0%	13.3%	60.0%
Maximum Green (s)	29.0	29.0	34.0		4.0	46.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.7	24.7	40.9		50.1	50.2
Actuated g/C Ratio	0.30	0.30	0.49		0.59	0.60
v/c Ratio	0.71	0.20	0.83		0.38	0.36
Control Delay	33.6	5.2	25.4		12.6	9.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	33.6	5.2	25.4		12.6	9.6
LOS	C	A	C		B	A
Approach Delay	27.1		25.4			9.9
Approach LOS	C		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	29.0	29.0	34.0		4.0	46.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	26.3	26.3	34.0		4.0	46.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	22.3	22.3	34.0		4.0	46.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	18.6	18.6	34.0		4.0	46.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	13.6	13.6	46.0		0.0	46.0
10th %ile Term Code	Gap	Gap	Hold		Skip	MaxR
Queue Length 50th (ft)	170	0	335		19	97
Queue Length 95th (ft)	263	33	#553		47	161
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	629	634	1713		253	2142
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	0.59	0.17	0.83		0.38	0.36

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 83
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 20.9 — Intersection LOS: C
Intersection Capacity Utilization 70.8% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 87.3
50th %ile Actuated Cycle: 83.3
30th %ile Actuated Cycle: 79.6
10th %ile Actuated Cycle: 74.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 314 East & SR 611

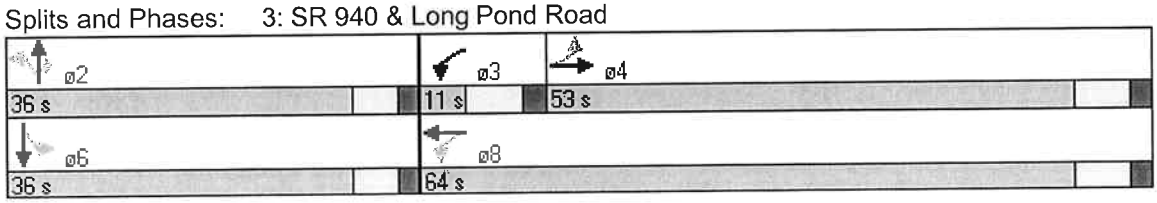
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.982				0.850		0.973	
Flt Protected	0.950			0.950				0.957			0.964	
Satd. Flow (prot)	1711	1831	0	1770	3476	0	0	1783	1583	0	1805	0
Flt Permitted	0.460			0.329				0.802			0.819	
Satd. Flow (perm)	828	1831	0	613	3476	0	0	1494	1583	0	1534	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			26				186		11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	25	379	50	269	421	56	26	3	171	38	3	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	412	54	292	458	61	28	3	186	41	3	11
Lane Group Flow (vph)	27	466	0	292	519	0	0	31	186	0	55	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	53.0	53.0	0.0	11.0	64.0	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	53.0%	53.0%	0.0%	11.0%	64.0%	0.0%	36.0%	36.0%	36.0%	36.0%	36.0%	0.0%
Maximum Green (s)	46.0	46.0		4.0	57.0		30.0	30.0	30.0	30.0	30.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	49.0	49.0		60.0	60.0			32.0	32.0		32.0	
Actuated g/C Ratio	0.49	0.49		0.60	0.60			0.32	0.32		0.32	
v/c Ratio	0.07	0.52		0.65	0.25			0.06	0.29		0.11	
Control Delay	14.1	19.6		18.0	9.2			24.2	5.1		20.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	14.1	19.6		18.0	9.2			24.2	5.1		20.9	
LOS	B	B		B	A			C	A		C	
Approach Delay		19.3			12.4			7.8			20.9	
Approach LOS		B			B			A			C	
Queue Length 50th (ft)	9	191		83	71			14	0		20	
Queue Length 95th (ft)	24	282		128	98			35	48		48	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	406	902		449	2096			478	633		498	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.07	0.52		0.65	0.25			0.06	0.29		0.11	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 14.2 Intersection LOS: B
Intersection Capacity Utilization 57.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



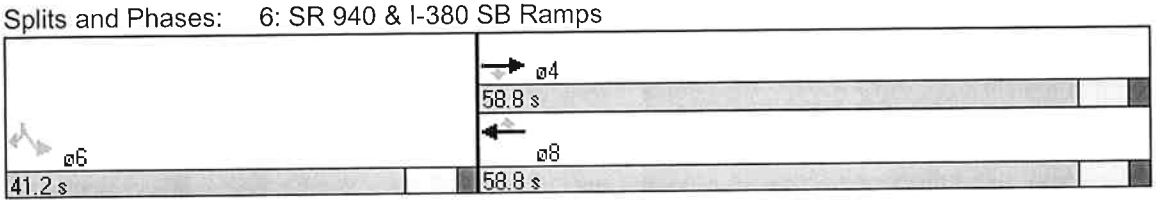
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			1091						49
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	451	96	0	701	1028	0	0	0	528	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	490	104	0	762	1117	0	0	0	574	0	49
Lane Group Flow (vph)	0	490	104	0	762	1117	0	0	0	574	0	49
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	58.8	58.8	0.0	58.8	58.8	0.0	0.0	0.0	41.2	0.0	41.2
Total Split (%)	0.0%	58.8%	58.8%	0.0%	58.8%	58.8%	0.0%	0.0%	0.0%	41.2%	0.0%	41.2%
Maximum Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		34.6	34.6		34.6	34.6				38.0		38.0
Actuated g/C Ratio		0.43	0.43		0.43	0.43				0.47		0.47
v/c Ratio		0.32	0.14		0.50	0.86				0.36		0.06
Control Delay		15.0	2.9		17.2	9.2				16.8		6.0
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		15.0	2.9		17.2	9.2				16.8		6.0
LOS		B	A		B	A				B		A
Approach Delay		12.9			12.4							
Approach LOS		B			B							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
90th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
70th %ile Green (s)		40.1	40.1		40.1	40.1				34.7		34.7
70th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
50th %ile Green (s)		30.2	30.2		30.2	30.2				34.7		34.7
50th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
30th %ile Green (s)		25.0	25.0		25.0	25.0				34.7		34.7
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		17.7	17.7		17.7	17.7				34.7		34.7
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		81	0		139	7				85		0
Queue Length 95th (ft)		111	23		181	71				188		23
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		1939	914		1939	1361				1616		771
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		0.25	0.11		0.39	0.82				0.36		0.06

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 80.8
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.2 — Intersection LOS: B
Intersection Capacity Utilization 67.0% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 87.8
50th %ile Actuated Cycle: 77.9
30th %ile Actuated Cycle: 72.7
10th %ile Actuated Cycle: 65.4

Splits and Phases: 6: SR 940 & I-380 SB Ramps



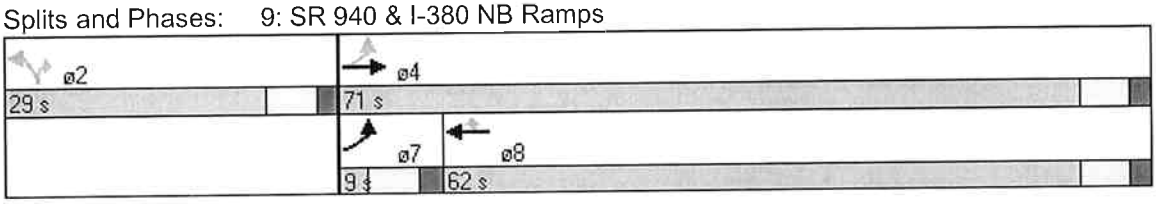
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.065						0.950					
Satd. Flow (perm)	121	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						589			145			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	52	944	0	0	1553	542	175	0	183	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	57	1026	0	0	1688	589	190	0	199	0	0	0
Lane Group Flow (vph)	57	1026	0	0	1688	589	190	0	199	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	9.0	71.0	0.0	0.0	62.0	62.0	29.0	0.0	29.0	0.0	0.0	0.0
Total Split (%)	9.0%	71.0%	0.0%	0.0%	62.0%	62.0%	29.0%	0.0%	29.0%	0.0%	0.0%	0.0%
Maximum Green (s)	2.5	64.5			55.5	55.5	22.5		22.5			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	64.0	64.0			56.8	56.8	28.0		28.0			
Actuated g/C Ratio	0.64	0.64			0.57	0.57	0.28		0.28			
v/c Ratio	0.36	0.47			0.87	0.51	0.41		0.38			
Control Delay	11.8	9.8			24.4	2.6	34.2		12.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	11.8	9.8			24.4	2.6	34.2		12.3			
LOS	B	A			C	A	C		B			
Approach Delay		9.9			18.7							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B							
90th %ile Green (s)	2.5	64.5			55.5	55.5	22.5		22.5			
90th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
70th %ile Green (s)	2.5	64.5			55.5	55.5	22.5		22.5			
70th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
50th %ile Green (s)	2.5	64.5			55.5	55.5	22.5		22.5			
50th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
30th %ile Green (s)	2.5	64.5			55.5	55.5	22.5		22.5			
30th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
10th %ile Green (s)	0.0	49.3			49.3	49.3	37.7		37.7			
10th %ile Term Code	Skip	Hold			Gap	Gap	Coord		Coord			
Queue Length 50th (ft)	11	144			438	0	103		27			
Queue Length 95th (ft)	24	184			553	44	171		88			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	160	2292			1984	1166	463		519			
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	0.36	0.45			0.85	0.51	0.41		0.38			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 59.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



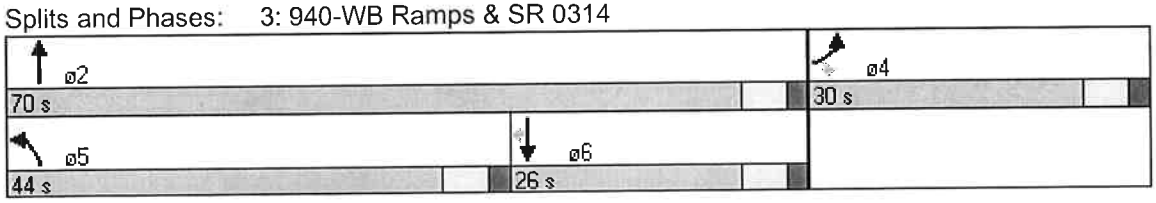
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.958		
Satd. Flow (prot)	1770	1583	1681	1695	1863	1583
Flt Permitted	0.950		0.950	0.596		
Satd. Flow (perm)	1770	1583	1681	1055	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		100				45
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	1	92	1487	98	60	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	100	1616	107	65	45
Lane Group Flow (vph)	1	100	808	915	65	45
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	30.0	30.0	44.0	70.0	26.0	26.0
Total Split (%)	30.0%	30.0%	44.0%	70.0%	26.0%	26.0%
Maximum Green (s)	24.0	24.0	38.0	64.0	20.0	20.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.8	8.8	59.5	85.5	22.0	22.0
Actuated g/C Ratio	0.09	0.09	0.60	0.86	0.22	0.22
v/c Ratio	0.01	0.43	0.81	0.71	0.16	0.12
Control Delay	40.0	14.8	32.2	16.9	32.8	10.5
Queue Delay	0.0	0.0	0.0	0.2	0.0	0.0
Total Delay	40.0	14.8	32.2	17.1	32.8	10.5
LOS	D	B	C	B	C	B
Approach Delay	15.0			24.2	23.7	
Approach LOS	B			C	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.1	10.1	51.9	77.9	20.0	20.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.3	7.3	54.7	80.7	20.0	20.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.5	5.5	56.5	82.5	20.0	20.0
50th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	56.5	82.5	20.0	20.0
30th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	68.0	94.0	20.0	20.0
10th %ile Term Code	Skip	Skip	Max	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	542	236	34	0
Queue Length 95th (ft)	6	47	#770	707	70	29
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	460	486	1000	1283	410	383
Starvation Cap Reductn	0	0	0	55	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.21	0.81	0.75	0.16	0.12

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 23.7 Intersection LOS: C
Intersection Capacity Utilization 60.4% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 940-WB Ramps & SR 0314



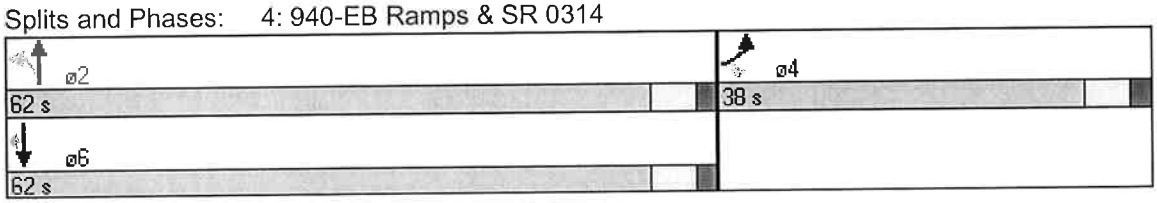
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.669			
Satd. Flow (perm)	1770	1583	1246	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		618				10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	62	569	104	1523	126	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	618	113	1655	137	10
Lane Group Flow (vph)	67	618	113	1655	137	10
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	38.0	38.0	62.0	62.0	62.0	62.0
Total Split (%)	38.0%	38.0%	62.0%	62.0%	62.0%	62.0%
Maximum Green (s)	32.0	32.0	56.0	56.0	56.0	56.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.4	14.4	77.6	77.6	77.6	77.6
Actuated g/C Ratio	0.14	0.14	0.78	0.78	0.78	0.78
v/c Ratio	0.26	0.82	0.12	0.60	0.09	0.01
Control Delay	37.7	12.5	6.6	12.3	1.7	0.2
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	37.7	12.5	6.6	12.6	1.7	0.2
LOS	D	B	A	B	A	A
Approach Delay	15.0			12.2	1.6	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	25.7	25.7	62.3	62.3	62.3	62.3
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	13.5	13.5	74.5	74.5	74.5	74.5
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	9.7	9.7	78.3	78.3	78.3	78.3
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	7.4	7.4	80.6	80.6	80.6	80.6
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.6	5.6	82.4	82.4	82.4	82.4
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	40	0	20	403	8	0
Queue Length 95th (ft)	66	94	m50	595	17	m0
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	602	946	967	2747	1446	1231
Starvation Cap Reductn	0	0	0	434	0	0
Spillback Cap Reductn	54	0	0	16	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.65	0.12	0.72	0.09	0.01

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 52.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



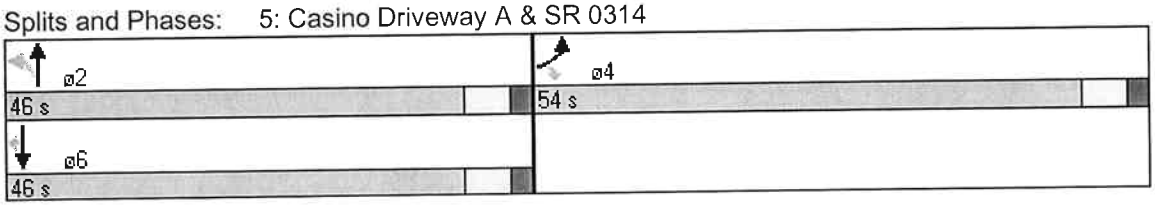
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.480			
Satd. Flow (perm)	3433	1583	894	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				367
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	900	18	19	727	357	338
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	978	20	21	790	388	367
Lane Group Flow (vph)	978	20	21	790	388	367
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	54.0	54.0	46.0	46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	46.0%	46.0%	46.0%	46.0%
Maximum Green (s)	48.0	48.0	40.0	40.0	40.0	40.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	35.3	35.3	56.7	56.7	56.7	56.7
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.81	0.04	0.04	0.39	0.19	0.35
Control Delay	34.6	7.2	9.4	12.0	12.2	2.2
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.2
Total Delay	34.6	7.2	9.4	12.1	12.2	2.5
LOS	C	A	A	B	B	A
Approach Delay	34.0			12.0	7.5	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	41.8	41.8	46.2	46.2	46.2	46.2
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	36.7	36.7	51.3	51.3	51.3	51.3
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.9	32.9	55.1	55.1	55.1	55.1
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	30.0	30.0	58.0	58.0	58.0	58.0
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	25.0	25.0	63.0	63.0	63.0	63.0
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	289	0	2	236	61	8
Queue Length 95th (ft)	314	14	m18	300	m104	m42
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1717	802	507	2007	2007	1057
Starvation Cap Reductn	0	0	0	0	0	225
Spillback Cap Reductn	0	0	0	253	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.02	0.04	0.45	0.19	0.44

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 52.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



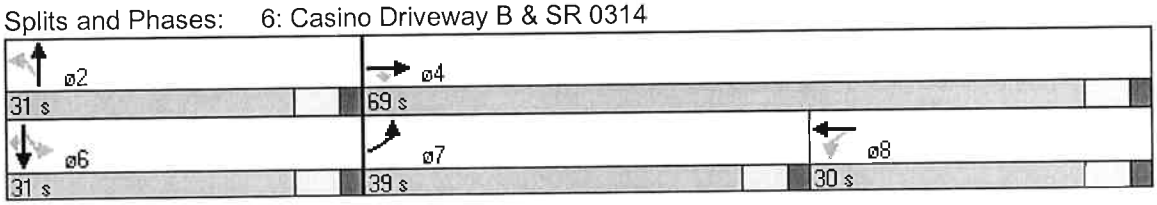
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.904			0.999				0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1672	0	1770	3536	0	1770	1863	1583
Flt Permitted	0.950				0.984		0.637			0.654		
Satd. Flow (perm)	3433	1863	1583	0	1657	0	1187	3536	0	1218	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		5			1				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	600	1	28	1	1	5	29	141	1	2	117	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	652	1	30	1	1	5	32	153	1	2	127	259
Lane Group Flow (vph)	652	1	30	0	7	0	32	154	0	2	127	259
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	39.0	69.0	69.0	30.0	30.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	39.0%	69.0%	69.0%	30.0%	30.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	33.0	63.0	63.0	24.0	24.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	25.7	28.2	28.2		7.8		63.8	63.8		63.8	63.8	63.8
Actuated g/C Ratio	0.26	0.28	0.28		0.08		0.64	0.64		0.64	0.64	0.64
v/c Ratio	0.74	0.00	0.06		0.05		0.04	0.07		0.00	0.11	0.23
Control Delay	39.0	19.0	7.0		30.2		10.2	8.8		16.0	11.8	7.3
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.0	19.0	7.0		30.2		10.2	8.8		16.0	11.8	7.3
LOS	D	B	A		C		B	A		B	B	A
Approach Delay		37.6			30.2			9.1			8.8	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	30.2	42.8	42.8	6.6	6.6		45.2	45.2		45.2	45.2	45.2
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	26.3	26.3	26.3	0.0	0.0		61.7	61.7		61.7	61.7	61.7
70th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	24.0	24.0	24.0	0.0	0.0		64.0	64.0		64.0	64.0	64.0
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.7	20.7	20.7	0.0	0.0		67.3	67.3		67.3	67.3	67.3
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	17.4	17.4	17.4	0.0	0.0		70.6	70.6		70.6	70.6	70.6
10th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	195	1	0		1		6	16		0	25	0
Queue Length 95th (ft)	236	4	16		15		28	45		m4	89	108
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1202	1211	1039		435		757	2255		777	1188	1103
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.00	0.03		0.02		0.04	0.07		0.00	0.11	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Casino Driveway B & SR 0314



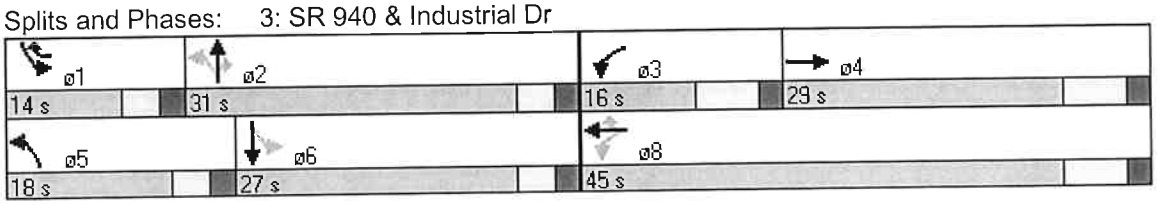
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.894	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3532	0	1770	3539	1583	1770	2111	1583	1829	1721	0
Flt Permitted				0.213			0.594			0.729		
Satd. Flow (perm)	0	3532	0	397	3539	1583	1106	2111	1583	1403	1721	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				34			102		65	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	557	9	86	477	31	155	40	94	42	25	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	605	10	93	518	34	168	43	102	46	27	65
Lane Group Flow (vph)	0	615	0	93	518	34	168	43	102	46	92	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	29.0	0.0	16.0	45.0	14.0	18.0	31.0	31.0	14.0	27.0	0.0
Total Split (%)	0.0%	32.2%	0.0%	17.8%	50.0%	15.6%	20.0%	34.4%	34.4%	15.6%	30.0%	0.0%
Maximum Green (s)		22.0		9.0	38.0	9.0	13.0	26.0	26.0	9.0	22.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		21.2		32.4	32.3	43.2	36.7	28.9	28.9	31.1	26.0	
Actuated g/C Ratio		0.27		0.40	0.41	0.54	0.46	0.37	0.37	0.39	0.33	
v/c Ratio		0.64		0.27	0.36	0.04	0.28	0.06	0.16	0.08	0.15	
Control Delay		30.1		16.1	16.2	2.7	15.5	21.6	5.9	14.3	11.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		30.1		16.1	16.2	2.7	15.5	21.6	5.9	14.3	11.6	
LOS		C		B	B	A	B	C	A	B	B	
Approach Delay		30.1			15.5			13.2			12.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		22.0		9.0	38.0	8.3	13.0	26.7	26.7	8.3	22.0	
90th %ile Term Code		Max		Max	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		22.0		9.0	38.0	7.4	12.2	26.8	26.8	7.4	22.0	
70th %ile Term Code		Max		Max	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		20.6		8.0	35.6	6.7	10.4	26.0	26.0	6.7	22.3	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
30th %ile Green (s)		16.9		7.0	30.9	6.0	8.6	26.0	26.0	6.0	23.4	
30th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
10th %ile Green (s)		9.7		0.0	9.7	0.0	0.0	26.0	26.0	0.0	26.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		151		28	90	0	52	16	0	13	11	
Queue Length 95th (ft)		217		58	132	11	96	41	35	33	49	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1101		360	1694	832	600	777	647	603	614	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.56		0.26	0.31	0.04	0.28	0.06	0.16	0.08	0.15	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.4
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 20.1 — Intersection LOS: C
Intersection Capacity Utilization 45.7% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 89.2
50th %ile Actuated Cycle: 85.3
30th %ile Actuated Cycle: 79.9
10th %ile Actuated Cycle: 47.7

Splits and Phases: 3: SR 940 & Industrial Dr



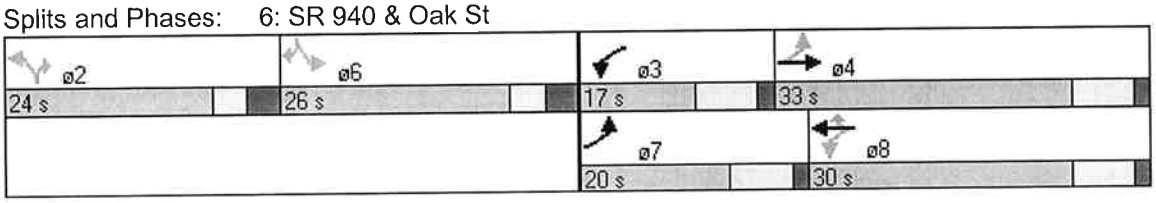
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.985				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.299			0.267			0.950			0.950		
Satd. Flow (perm)	557	3486	0	497	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				189			142			117
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	149	525	57	101	437	174	38	0	131	172	0	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	162	571	62	110	475	189	41	0	142	187	0	117
Lane Group Flow (vph)	162	633	0	110	475	189	41	0	142	187	0	117
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	20.0	33.0	0.0	17.0	30.0	30.0	24.0	0.0	24.0	26.0	0.0	26.0
Total Split (%)	20.0%	33.0%	0.0%	17.0%	30.0%	30.0%	24.0%	0.0%	24.0%	26.0%	0.0%	26.0%
Maximum Green (s)	13.0	26.0		10.0	23.0	23.0	18.0		18.0	20.0		20.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	45.0	29.0		39.0	26.0	26.0	20.0		20.0	22.0		22.0
Actuated g/C Ratio	0.45	0.29		0.39	0.26	0.26	0.20		0.20	0.22		0.22
v/c Ratio	0.36	0.62		0.31	0.52	0.34	0.12		0.33	0.25		0.27
Control Delay	18.6	33.3		18.4	34.0	6.3	33.9		8.2	33.2		7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.6	33.3		18.4	34.0	6.3	33.9		8.2	33.2		7.9
LOS	B	C		B	C	A	C		A	C		A
Approach Delay		30.3			25.0							
Approach LOS		C			C							
Queue Length 50th (ft)	59	180		39	136	0	22		0	51		0
Queue Length 95th (ft)	101	240		72	187	53	51		50	81		45
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	445	1019		359	920	551	354		430	755		440
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.36	0.62		0.31	0.52	0.34	0.12		0.33	0.25		0.27

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 39.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.965				0.850		0.996			0.990	
Flt Protected		0.971			0.960		0.950			0.950		
Satd. Flow (prot)	0	2058	0	0	1992	2850	1801	3547	0	1733	1876	0
Flt Permitted		0.971			0.960		0.267			0.267		
Satd. Flow (perm)	0	2058	0	0	1992	2850	506	3547	0	487	1876	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				460		3			6	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	108	27	47	45	9	423	20	679	20	393	502	38
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	117	29	51	49	10	460	22	738	22	427	546	41
Lane Group Flow (vph)	0	197	0	0	59	460	22	760	0	427	587	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	27.0	0.0	34.0	51.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	17.9%	17.9%	17.9%	10.5%	28.4%	0.0%	35.8%	53.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		14.9			13.7	13.7	23.0	25.0		47.0	49.0	
Actuated g/C Ratio		0.16			0.15	0.15	0.25	0.27		0.50	0.52	
v/c Ratio		0.58			0.20	0.57	0.09	0.80		0.64	0.60	
Control Delay		41.2			36.9	6.6	27.1	39.6		12.8	6.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	2.6	
Total Delay		41.2			36.9	6.6	27.1	39.6		12.8	8.7	
LOS		D			D	A	C	D		B	A	
Approach Delay		41.2			10.0			39.2			10.4	

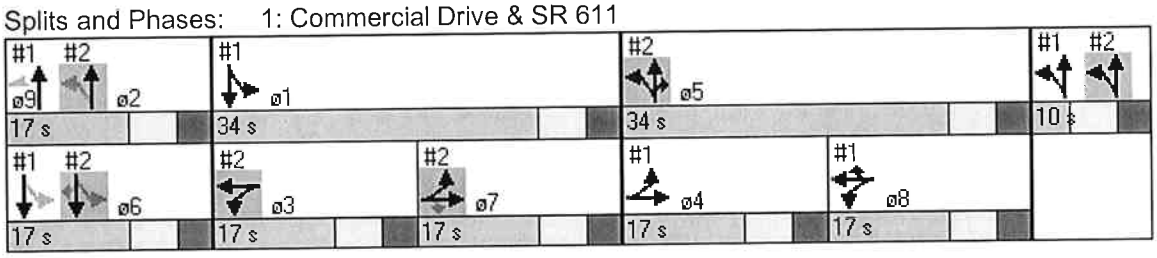
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			D			B	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	10.0	10.0		9.1	9.1	9.1	3.0			27.0		
50th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Max		
30th %ile Green (s)	10.0	10.0		8.0	8.0	8.0	3.0			27.0		
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	9.3	9.3		6.5	6.5	6.5	3.0			27.0		
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
Queue Length 50th (ft)		101			31	0	10	222		125	68	
Queue Length 95th (ft)		174			67	46	29	296		m147	m76	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		343			320	843	235	950		671	986	
Starvation Cap Reductn		0			0	0	0	0		0	274	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.57			0.18	0.55	0.09	0.80		0.64	0.82	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 93.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 21.7 — Intersection LOS: C
Intersection Capacity Utilization 65.5% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.1
30th %ile Actuated Cycle: 93
10th %ile Actuated Cycle: 90.8

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

Splits and Phases: 1: Commercial Drive & SR 611



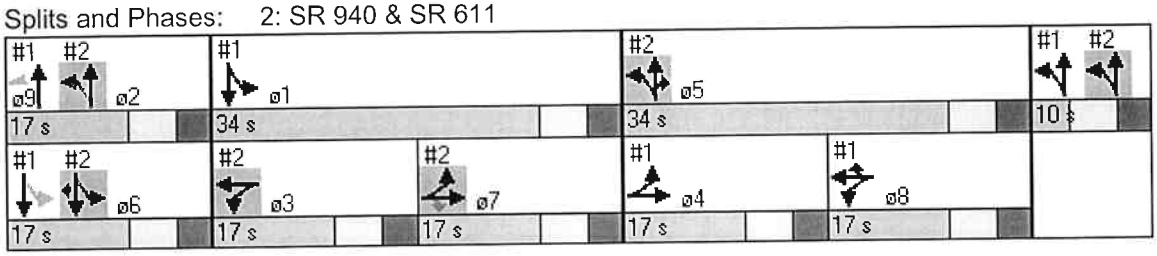
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1852	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.267				0.668	
Satd. Flow (perm)	1863	1961	1522	1739	1852	0	506	1895	1611	0	2406	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			393		1				565			239
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	129	259	362	238	147	4	360	330	520	4	333	220
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	140	282	393	259	160	4	391	359	565	4	362	239
Lane Group Flow (vph)	140	282	393	259	164	0	391	359	565	0	366	239
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	17.0	17.0	0.0	44.0	61.0	34.0	17.0	17.0	17.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	17.9%	0.0%	46.3%	64.2%	35.8%	17.9%	17.9%	17.9%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.0	15.0	15.0	15.0	15.0		55.6	57.6	30.6		15.0	15.0
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16		0.59	0.62	0.33		0.16	0.16
v/c Ratio	0.47	0.90	0.68	0.93	0.55		0.45	0.31	0.62		0.95	0.52
Control Delay	41.9	70.6	10.8	79.4	44.2		22.9	6.2	17.2		75.4	9.4
Queue Delay	0.0	0.0	0.1	29.7	0.0		1.0	0.5	1.3		4.9	0.0
Total Delay	41.9	70.6	10.9	109.1	44.2		23.9	6.7	18.4		80.3	9.4
LOS	D	E	B	F	D		C	A	B		F	A
Approach Delay		36.9			83.9			16.9			52.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			F			B			D	
90th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				26.1	10.0	10.0	10.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				25.0	10.0	10.0	10.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				22.8	10.0	10.0	10.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	77	167	0	155	91		139	42	173		115	0
Queue Length 95th (ft)	137	#319	88	#307	158		m187	m78	m215		#208	65
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	299	315	574	279	298		857	1161	923		386	459
Starvation Cap Reductn	0	0	0	0	0		245	438	174		0	0
Spillback Cap Reductn	0	0	7	33	0		0	0	0		11	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.47	0.90	0.69	1.05	0.55		0.64	0.50	0.75		0.98	0.52

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 93.6
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 37.8 — Intersection LOS: D
Intersection Capacity Utilization 66.6% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.1
30th %ile Actuated Cycle: 93
10th %ile Actuated Cycle: 90.8
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: 2: SR 940 & SR 611



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.885				0.991	
Flt Protected	0.993			0.989		
Satd. Flow (prot)	1637	0	0	3500	3507	0
Flt Permitted	0.993			0.719		
Satd. Flow (perm)	1637	0	0	2545	3507	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	215				13	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	35	198	199	672	388	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	215	216	730	422	28
Lane Group Flow (vph)	253	0	0	946	450	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	33.0	0.0	57.0	57.0	57.0	0.0
Total Split (%)	36.7%	0.0%	63.3%	63.3%	63.3%	0.0%
Maximum Green (s)	27.0		51.0	51.0	51.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	10.6			55.1	55.1	
Actuated g/C Ratio	0.14			0.75	0.75	
v/c Ratio	0.60			0.50	0.17	
Control Delay	13.0			5.4	3.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.0			5.4	3.2	
LOS	B			A	A	
Approach Delay	13.0			5.4	3.2	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	14.8		51.0	51.0	51.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	10.2		51.0	51.0	51.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	7.2		51.0	51.0	51.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	5.5		51.7	51.7	51.7	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		60.8	60.8	60.8	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	15			61	20	
Queue Length 95th (ft)	75			146	50	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	663			1903	2625	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.38			0.50	0.17	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 73.7
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 5.9 — Intersection LOS: A
Intersection Capacity Utilization 60.1% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 77.8
70th %ile Actuated Cycle: 73.2
50th %ile Actuated Cycle: 70.2
30th %ile Actuated Cycle: 69.2
10th %ile Actuated Cycle: 78.3

Splits and Phases: 3: SR 314 West & SR 611

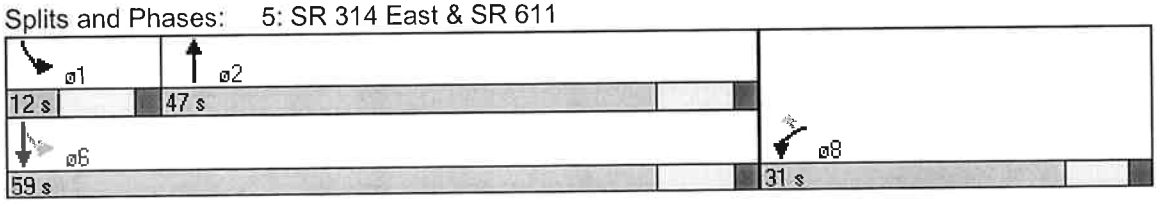
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.965			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3415	0	1770	3539
Flt Permitted	0.950				0.117	
Satd. Flow (perm)	1770	1583	3415	0	218	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		52	60			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	130	48	824	248	139	447
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	52	896	270	151	486
Lane Group Flow (vph)	141	52	1166	0	151	486
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	14.5	14.5	45.0		57.1	57.1
Actuated g/C Ratio	0.18	0.18	0.57		0.72	0.72
v/c Ratio	0.44	0.16	0.60		0.48	0.19
Control Delay	32.1	9.2	12.8		10.9	4.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.1	9.2	12.8		10.9	4.3
LOS	C	A	B		B	A
Approach Delay	25.9		12.8			5.9
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	16.3	16.3	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	13.3	13.3	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	11.4	11.4	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	9.5	9.5	39.0		4.0	51.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	7.1	7.1	49.3		4.0	61.3
10th %ile Term Code	Gap	Gap	Dwell		Max	Dwell
Queue Length 50th (ft)	61	0	172		19	33
Queue Length 95th (ft)	112	27	269		59	62
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	520	502	1958		313	2537
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	0.27	0.10	0.60		0.48	0.19

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.6
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.8 — Intersection LOS: B
Intersection Capacity Utilization 55.6% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 82.3
70th %ile Actuated Cycle: 79.3
50th %ile Actuated Cycle: 77.4
30th %ile Actuated Cycle: 75.5
10th %ile Actuated Cycle: 83.4

Splits and Phases: 5: SR 314 East & SR 611



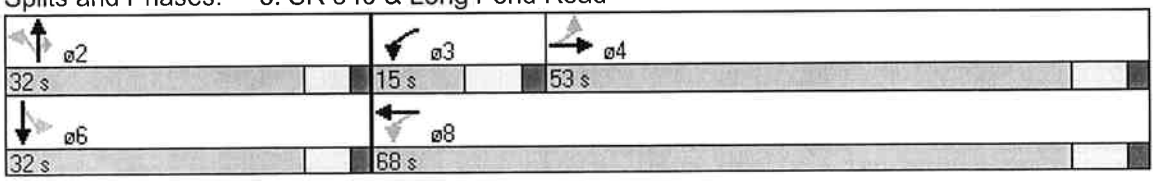
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.983				0.850		0.972	
Flt Protected	0.950			0.950				0.957			0.964	
Satd. Flow (prot)	1711	1818	0	1770	3479	0	0	1783	1583	0	1804	0
Flt Permitted	0.506			0.350				0.788			0.813	
Satd. Flow (perm)	911	1818	0	652	3479	0	0	1468	1583	0	1521	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			28				230		11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	12	339	65	261	343	44	30	4	212	37	3	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	368	71	284	373	48	33	4	230	40	3	11
Lane Group Flow (vph)	13	439	0	284	421	0	0	37	230	0	54	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	53.0	53.0	0.0	15.0	68.0	0.0	32.0	32.0	32.0	32.0	32.0	0.0
Total Split (%)	53.0%	53.0%	0.0%	15.0%	68.0%	0.0%	32.0%	32.0%	32.0%	32.0%	32.0%	0.0%
Maximum Green (s)	46.0	46.0		8.0	61.0		26.0	26.0	26.0	26.0	26.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	49.0	49.0		64.0	64.0			28.0	28.0		28.0	
Actuated g/C Ratio	0.49	0.49		0.64	0.64			0.28	0.28		0.28	
v/c Ratio	0.03	0.49		0.53	0.19			0.09	0.38		0.12	
Control Delay	13.6	18.8		11.5	7.1			27.5	5.8		23.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	13.6	18.8		11.5	7.1			27.5	5.8		23.4	
LOS	B	B		B	A			C	A		C	
Approach Delay		18.7			8.9			8.8			23.4	
Approach LOS		B			A			A			C	
Queue Length 50th (ft)	4	174		71	48			17	0		20	
Queue Length 95th (ft)	14	260		110	69			42	55		51	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	446	898		540	2237			411	609		434	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.03	0.49		0.53	0.19			0.09	0.38		0.12	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 55.7% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			147			1084						48
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	453	135	0	605	997	0	0	0	523	0	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	492	147	0	658	1084	0	0	0	568	0	48
Lane Group Flow (vph)	0	492	147	0	658	1084	0	0	0	568	0	48
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	70.4	70.4	0.0	70.4	70.4	0.0	0.0	0.0	29.6	0.0	29.6
Total Split (%)	0.0%	70.4%	70.4%	0.0%	70.4%	70.4%	0.0%	0.0%	0.0%	29.6%	0.0%	29.6%
Maximum Green (s)		63.9	63.9		63.9	63.9				23.1		23.1
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		30.2	30.2		30.2	30.2				27.1		27.1
Actuated g/C Ratio		0.46	0.46		0.46	0.46				0.41		0.41
v/c Ratio		0.30	0.18		0.40	0.83				0.40		0.07
Control Delay		10.4	1.9		11.3	6.9				18.7		7.9
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		10.4	1.9		11.3	6.9				18.7		7.9
LOS		B	A		B	A				B		A
Approach Delay		8.4			8.5							
Approach LOS		A			A							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		62.4	62.4		62.4	62.4				23.1		23.1
90th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
70th %ile Green (s)		31.2	31.2		31.2	31.2				23.1		23.1
70th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
50th %ile Green (s)		23.3	23.3		23.3	23.3				23.1		23.1
50th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
30th %ile Green (s)		18.5	18.5		18.5	18.5				23.1		23.1
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		13.1	13.1		13.1	13.1				23.1		23.1
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		57	0		81	0				68		0
Queue Length 95th (ft)		78	19		107	40				220		27
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		2350	1101		2350	1415				1415		681
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		0.21	0.13		0.28	0.77				0.40		0.07

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 65.8
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 10.4 — Intersection LOS: B
Intersection Capacity Utilization 65.1% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 98.5
70th %ile Actuated Cycle: 67.3
50th %ile Actuated Cycle: 59.4
30th %ile Actuated Cycle: 54.6
10th %ile Actuated Cycle: 49.2

Splits and Phases: 6: SR 940 & I-380 SB Ramps

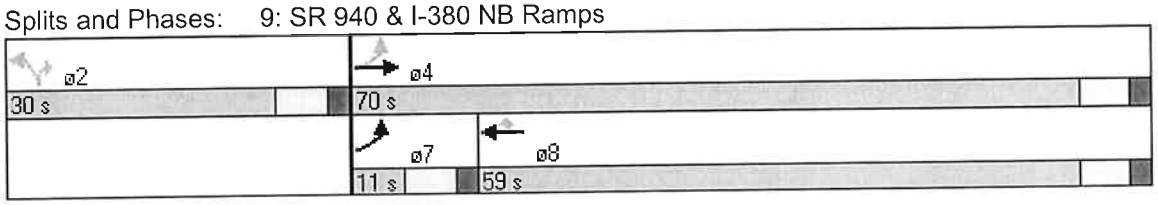
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.068						0.950					
Satd. Flow (perm)	127	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						554			145			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	49	930	0	0	1468	510	134	0	141	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	1011	0	0	1596	554	146	0	153	0	0	0
Lane Group Flow (vph)	53	1011	0	0	1596	554	146	0	153	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	11.0	70.0	0.0	0.0	59.0	59.0	30.0	0.0	30.0	0.0	0.0	0.0
Total Split (%)	11.0%	70.0%	0.0%	0.0%	59.0%	59.0%	30.0%	0.0%	30.0%	0.0%	0.0%	0.0%
Maximum Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	62.6	62.6			53.8	53.8	29.4		29.4			
Actuated g/C Ratio	0.63	0.63			0.54	0.54	0.29		0.29			
v/c Ratio	0.27	0.47			0.87	0.50	0.30		0.28			
Control Delay	9.5	10.5			26.1	2.7	31.4		7.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	9.5	10.5			26.1	2.7	31.4		7.4			
LOS	A	B			C	A	C		A			
Approach Delay		10.4			20.1							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C							
90th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
90th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
70th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
70th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
50th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
50th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
30th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
30th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
10th %ile Green (s)	0.0	46.5			46.5	46.5	40.5		40.5			
10th %ile Term Code	Skip	Hold			Gap	Gap	Coord		Coord			
Queue Length 50th (ft)	11	146			426	0	76		4			
Queue Length 95th (ft)	24	187			536	46	132		52			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	195	2258			1882	1120	486		537			
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	0.27	0.45			0.85	0.49	0.30		0.28			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 17.1 — Intersection LOS: B
Intersection Capacity Utilization 54.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



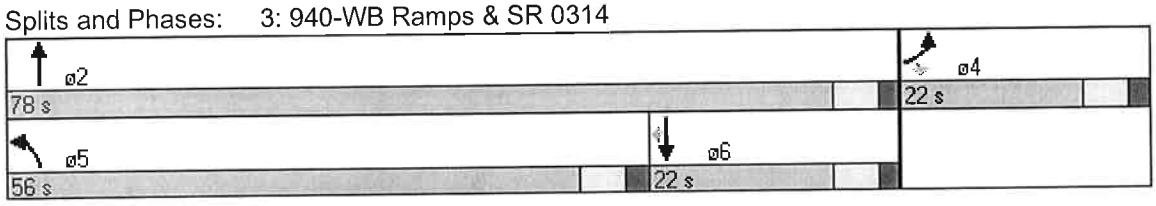
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.957		
Satd. Flow (prot)	1770	1583	1681	1694	1863	1583
Flt Permitted	0.950		0.950	0.587		
Satd. Flow (perm)	1770	1583	1681	1039	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		100				36
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	1	92	1463	83	39	33
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	100	1590	90	42	36
Lane Group Flow (vph)	1	100	795	885	42	36
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	56.0	78.0	22.0	22.0
Total Split (%)	22.0%	22.0%	56.0%	78.0%	22.0%	22.0%
Maximum Green (s)	16.0	16.0	50.0	72.0	16.0	16.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.8	8.8	54.7	85.5	26.8	26.8
Actuated g/C Ratio	0.09	0.09	0.55	0.86	0.27	0.27
v/c Ratio	0.01	0.43	0.86	0.71	0.08	0.08
Control Delay	40.0	14.7	39.8	17.8	33.6	12.2
Queue Delay	0.0	0.0	0.0	0.5	0.0	0.0
Total Delay	40.0	14.7	39.8	18.2	33.6	12.2
LOS	D	B	D	B	C	B
Approach Delay	14.9			28.4	23.7	
Approach LOS	B			C	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.3	10.3	55.7	77.7	16.0	16.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.4	7.4	58.6	80.6	16.0	16.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.5	5.5	55.7	82.5	20.8	20.8
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	50.3	82.5	26.2	26.2
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	43.2	94.0	44.8	44.8
10th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	560	250	21	0
Queue Length 95th (ft)	6	47	704	714	53	27
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	319	367	942	1246	498	450
Starvation Cap Reductn	0	0	0	93	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.27	0.84	0.77	0.08	0.08

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 59.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: 940-WB Ramps & SR 0314



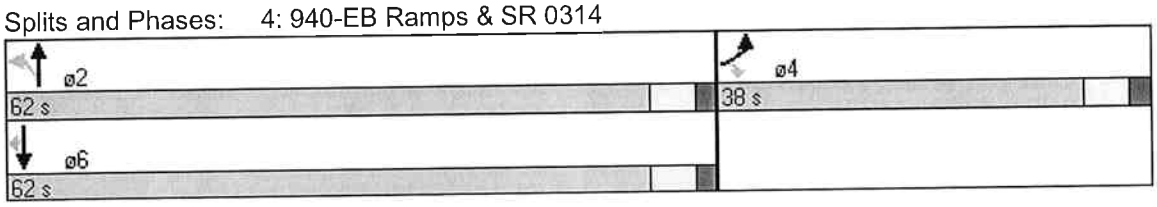
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.694			
Satd. Flow (perm)	1770	1583	1293	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		618				10
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	58	569	98	1498	89	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	618	107	1628	97	10
Lane Group Flow (vph)	63	618	107	1628	97	10
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	38.0	38.0	62.0	62.0	62.0	62.0
Total Split (%)	38.0%	38.0%	62.0%	62.0%	62.0%	62.0%
Maximum Green (s)	32.0	32.0	56.0	56.0	56.0	56.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.3	14.3	77.7	77.7	77.7	77.7
Actuated g/C Ratio	0.14	0.14	0.78	0.78	0.78	0.78
v/c Ratio	0.25	0.82	0.11	0.59	0.07	0.01
Control Delay	37.3	12.5	6.5	12.1	1.9	0.4
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	37.4	12.5	6.5	12.4	1.9	0.4
LOS	D	B	A	B	A	A
Approach Delay	14.8			12.0	1.8	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	25.7	25.7	62.3	62.3	62.3	62.3
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	13.5	13.5	74.5	74.5	74.5	74.5
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	9.5	9.5	78.5	78.5	78.5	78.5
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	7.3	7.3	80.7	80.7	80.7	80.7
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.5	5.5	82.5	82.5	82.5	82.5
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	37	0	19	401	7	0
Queue Length 95th (ft)	63	94	m46	564	15	m0
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	602	946	1005	2750	1448	1232
Starvation Cap Reductn	0	0	0	470	0	0
Spillback Cap Reductn	43	0	0	20	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.65	0.11	0.71	0.07	0.01

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 12.3 Intersection LOS: B
Intersection Capacity Utilization 51.4% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



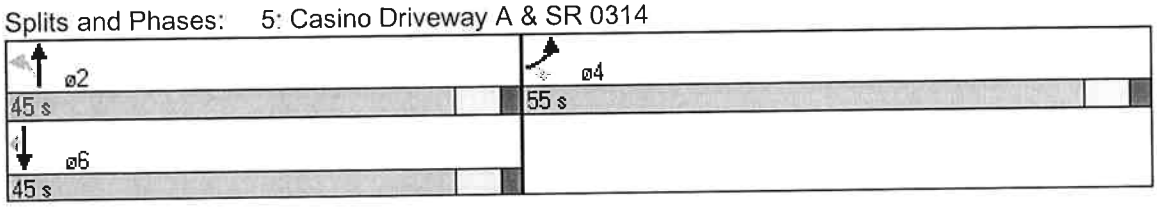
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.477			
Satd. Flow (perm)	3433	1583	889	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21				327
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	900	19	19	687	357	301
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	978	21	21	747	388	327
Lane Group Flow (vph)	978	21	21	747	388	327
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Maximum Green (s)	49.0	49.0	39.0	39.0	39.0	39.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	35.2	35.2	56.8	56.8	56.8	56.8
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.81	0.04	0.04	0.37	0.19	0.31
Control Delay	34.8	7.1	8.2	10.8	11.3	1.8
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.0
Total Delay	34.8	7.1	8.2	10.9	11.3	1.8
LOS	C	A	A	B	B	A
Approach Delay	34.2			10.8	7.0	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	41.7	41.7	46.3	46.3	46.3	46.3
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	36.6	36.6	51.4	51.4	51.4	51.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.8	32.8	55.2	55.2	55.2	55.2
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	29.9	29.9	58.1	58.1	58.1	58.1
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	24.9	24.9	63.1	63.1	63.1	63.1
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	289	0	1	227	56	0
Queue Length 95th (ft)	314	14	m16	298	m101	m31
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1751	818	505	2011	2011	1041
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	257	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.03	0.04	0.43	0.19	0.31

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 51.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



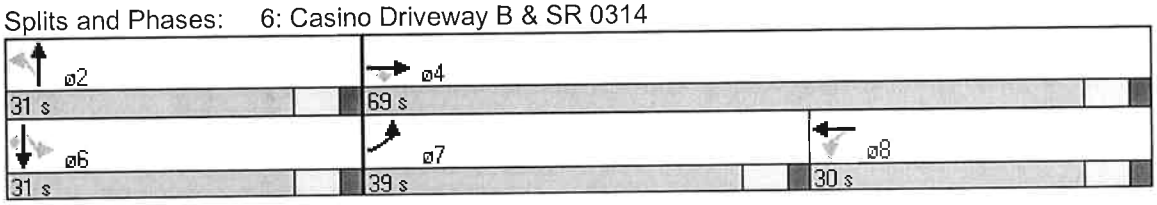
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.904			0.999				0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1672	0	1770	3536	0	1770	1863	1583
Flt Permitted	0.950				0.984		0.701			0.682		
Satd. Flow (perm)	3433	1863	1583	0	1657	0	1306	3536	0	1270	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		5			1				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	600	1	28	1	1	5	29	101	1	2	80	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	652	1	30	1	1	5	32	110	1	2	87	259
Lane Group Flow (vph)	652	1	30	0	7	0	32	111	0	2	87	259
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	39.0	69.0	69.0	30.0	30.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	39.0%	69.0%	69.0%	30.0%	30.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	33.0	63.0	63.0	24.0	24.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	25.7	28.2	28.2		7.8		63.8	63.8		63.8	63.8	63.8
Actuated g/C Ratio	0.26	0.28	0.28		0.08		0.64	0.64		0.64	0.64	0.64
v/c Ratio	0.74	0.00	0.06		0.05		0.04	0.05		0.00	0.07	0.23
Control Delay	39.0	19.0	7.0		30.2		10.1	8.9		12.0	10.0	6.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.0	19.0	7.0		30.2		10.1	8.9		12.0	10.0	6.2
LOS	D	B	A		C		B	A		B	A	A
Approach Delay		37.6			30.2			9.2			7.2	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	30.2	42.8	42.8	6.6	6.6		45.2	45.2		45.2	45.2	45.2
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	26.3	26.3	26.3	0.0	0.0		61.7	61.7		61.7	61.7	61.7
70th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	24.0	24.0	24.0	0.0	0.0		64.0	64.0		64.0	64.0	64.0
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.7	20.7	20.7	0.0	0.0		67.3	67.3		67.3	67.3	67.3
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	17.4	17.4	17.4	0.0	0.0		70.6	70.6		70.6	70.6	70.6
10th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	195	1	0		1		6	11		0	19	0
Queue Length 95th (ft)	236	4	16		15		27	34		m3	52	87
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1202	1211	1039		435		833	2255		810	1188	1103
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.00	0.03		0.02		0.04	0.05		0.00	0.07	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Casino Driveway B & SR 0314



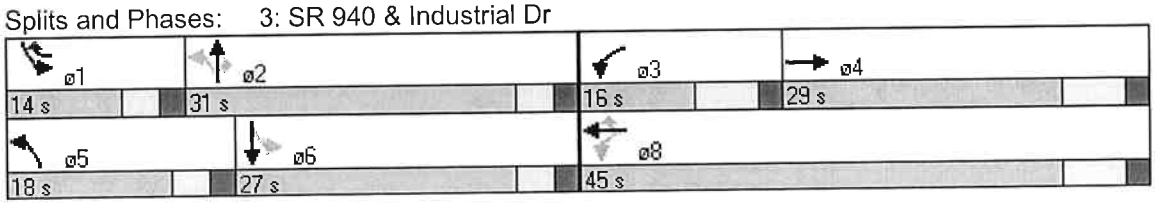
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850		0.886	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3525	0	1770	3539	1583	1770	2111	1583	1829	1705	0
Flt Permitted				0.297			0.608			0.732		
Satd. Flow (perm)	0	3525	0	553	3539	1583	1133	2111	1583	1409	1705	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				25			90		51	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	439	11	58	410	23	150	36	83	24	15	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	477	12	63	446	25	163	39	90	26	16	51
Lane Group Flow (vph)	0	489	0	63	446	25	163	39	90	26	67	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	29.0	0.0	16.0	45.0	14.0	18.0	31.0	31.0	14.0	27.0	0.0
Total Split (%)	0.0%	32.2%	0.0%	17.8%	50.0%	15.6%	20.0%	34.4%	34.4%	15.6%	30.0%	0.0%
Maximum Green (s)		22.0		9.0	38.0	9.0	13.0	26.0	26.0	9.0	22.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		18.2		26.2	25.9	35.5	36.6	31.3	31.3	30.3	25.8	
Actuated g/C Ratio		0.25		0.34	0.36	0.47	0.50	0.44	0.44	0.40	0.36	
v/c Ratio		0.54		0.18	0.35	0.03	0.25	0.04	0.12	0.04	0.10	
Control Delay		27.1		16.2	16.8	3.3	13.3	19.2	5.7	13.1	10.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		27.1		16.2	16.8	3.3	13.3	19.2	5.7	13.1	10.9	
LOS		C		B	B	A	B	B	A	B	B	
Approach Delay		27.1			16.1			11.7			11.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		22.0		9.0	38.0	7.3	13.0	27.7	27.7	7.3	22.0	
90th %ile Term Code		Max		Max	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		18.5		8.0	33.5	6.5	11.6	27.1	27.1	6.5	22.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		16.0		7.1	30.1	6.0	9.6	26.0	26.0	6.0	22.4	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
30th %ile Green (s)		11.7		0.0	11.7	0.0	7.6	34.6	34.6	0.0	22.0	
30th %ile Term Code		Gap		Skip	Hold	Skip	Gap	Hold	Hold	Skip	MaxR	
10th %ile Green (s)		8.4		0.0	8.4	0.0	0.0	26.0	26.0	0.0	26.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		111		18	74	0	44	13	0	6	6	
Queue Length 95th (ft)		170		42	113	10	94	38	32	22	38	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1157		375	1708	746	652	923	743	632	647	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.42		0.17	0.26	0.03	0.25	0.04	0.12	0.04	0.10	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 71.6
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 18.7 — Intersection LOS: B
Intersection Capacity Utilization 40.8% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 84.1
50th %ile Actuated Cycle: 79.1
30th %ile Actuated Cycle: 58.3
10th %ile Actuated Cycle: 46.4

Splits and Phases: 3: SR 940 & Industrial Dr



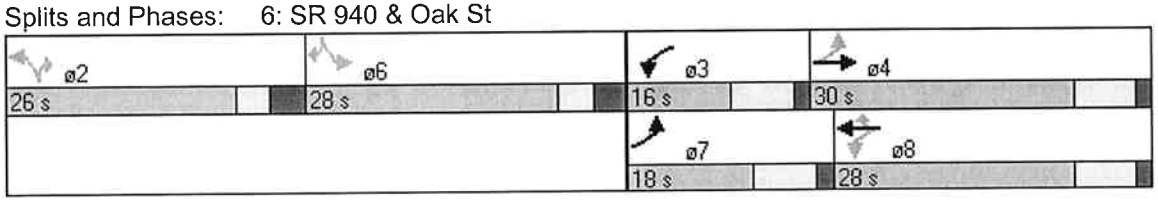
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.987				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.366			0.380			0.950			0.950		
Satd. Flow (perm)	682	3493	0	708	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				176			218			128
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	130	383	36	60	358	162	57	0	201	190	0	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	416	39	65	389	176	62	0	218	207	0	128
Lane Group Flow (vph)	141	455	0	65	389	176	62	0	218	207	0	128
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	18.0	30.0	0.0	16.0	28.0	28.0	26.0	0.0	26.0	28.0	0.0	28.0
Total Split (%)	18.0%	30.0%	0.0%	16.0%	28.0%	28.0%	26.0%	0.0%	26.0%	28.0%	0.0%	28.0%
Maximum Green (s)	11.0	23.0		9.0	21.0	21.0	20.0		20.0	22.0		22.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	40.0	26.0		36.0	24.0	24.0	22.0		22.0	24.0		24.0
Actuated g/C Ratio	0.40	0.26		0.36	0.24	0.24	0.22		0.22	0.24		0.24
v/c Ratio	0.33	0.50		0.17	0.46	0.34	0.16		0.42	0.25		0.27
Control Delay	20.7	33.0		18.9	34.5	6.8	32.9		7.3	31.7		7.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	20.7	33.0		18.9	34.5	6.8	32.9		7.3	31.7		7.2
LOS	C	C		B	C	A	C		A	C		A
Approach Delay		30.1			25.2							
Approach LOS		C			C							
Queue Length 50th (ft)	55	127		24	112	0	32		0	55		0
Queue Length 95th (ft)	96	176		51	157	52	68		59	86		45
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	425	915		382	849	514	389		518	824		477
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.33	0.50		0.17	0.46	0.34	0.16		0.42	0.25		0.27

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.50
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 39.6% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.975				0.850		0.993			0.994	
Flt Protected		0.969			0.960		0.950			0.950		
Satd. Flow (prot)	0	2070	0	0	1992	2850	1801	3533	0	1733	1884	0
Flt Permitted		0.969			0.960		0.267			0.267		
Satd. Flow (perm)	0	2070	0	0	1992	2850	506	3533	0	487	1884	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				396		5			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	39	11	11	49	10	364	7	390	19	356	336	14
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	42	12	12	53	11	396	8	424	21	387	365	15
Lane Group Flow (vph)	0	66	0	0	64	396	8	445	0	387	380	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	27.0	0.0	34.0	51.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	17.9%	17.9%	17.9%	10.5%	28.4%	0.0%	35.8%	53.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		13.6			14.5	14.5	23.1	25.1		47.2	49.3	
Actuated g/C Ratio		0.15			0.16	0.16	0.26	0.28		0.52	0.55	
v/c Ratio		0.21			0.20	0.50	0.03	0.45		0.55	0.37	
Control Delay		32.3			36.6	6.3	26.3	29.4		11.4	5.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.6	
Total Delay		32.3			36.6	6.3	26.3	29.4		11.4	5.9	
LOS		C			D	A	C	C		B	A	
Approach Delay		32.3			10.5			29.3			8.6	

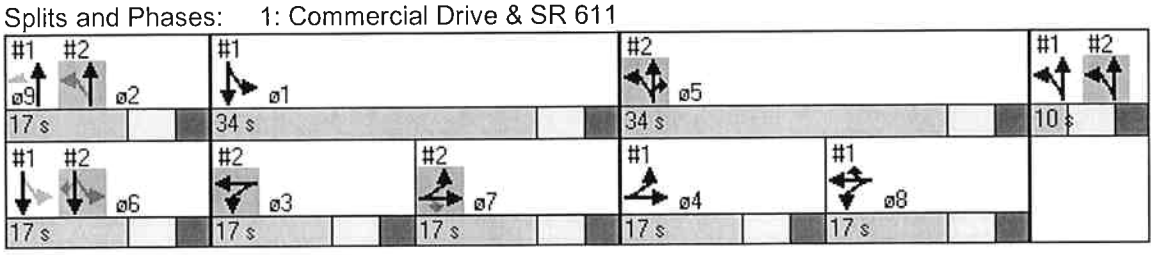
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			A	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	8.9	8.9		9.3	9.3	9.3	3.0			27.0		
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
30th %ile Green (s)	7.7	7.7		8.1	8.1	8.1	3.0			27.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	0.0	0.0		9.7	9.7	9.7	3.0			27.0		
10th %ile Term Code	Skip	Skip		Hold	Hold	Hold	Max			Hold		
Queue Length 50th (ft)		29			34	0	4	114		88	46	
Queue Length 95th (ft)		67			72	43	15	165		m129	m57	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		354			333	806	245	987		699	1029	
Starvation Cap Reductn		0			0	0	0	0		0	333	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.19			0.19	0.49	0.03	0.45		0.55	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 90.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 49.5% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 93.2
30th %ile Actuated Cycle: 90.8
10th %ile Actuated Cycle: 77.7

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

Splits and Phases: 1: Commercial Drive & SR 611



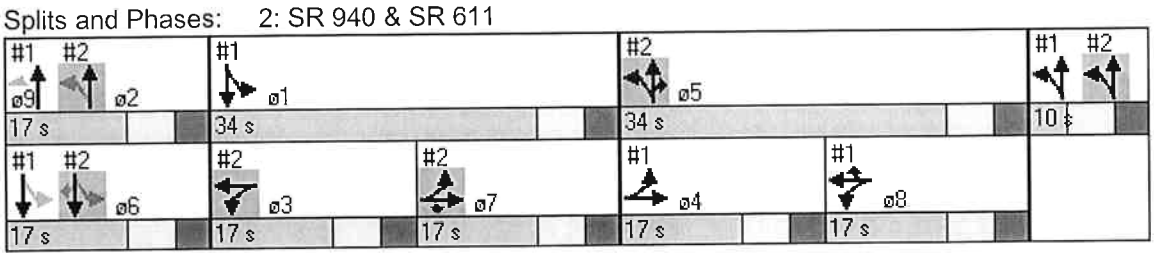
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3594	1611
Flt Permitted	0.950			0.950			0.466				0.632	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	883	1895	1611	0	2276	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			326						351			190
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	115	225	300	209	177	1	278	193	323	8	197	175
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	125	245	326	227	192	1	302	210	351	9	214	190
Lane Group Flow (vph)	125	245	326	227	193	0	302	210	351	0	223	190
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	17.0	17.0	0.0	44.0	61.0	34.0	17.0	17.0	17.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	17.9%	0.0%	46.3%	64.2%	35.8%	17.9%	17.9%	17.9%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1		52.1	54.1	27.0		15.1	15.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.58	0.60	0.30		0.17	0.17
v/c Ratio	0.40	0.75	0.62	0.78	0.62		0.34	0.18	0.48		0.59	0.44
Control Delay	39.7	52.8	10.0	57.5	46.3		10.4	4.7	16.5		43.1	9.2
Queue Delay	0.0	0.0	0.0	0.3	0.0		0.3	0.0	0.3		0.0	0.0
Total Delay	39.7	52.8	10.0	57.9	46.3		10.7	4.7	16.8		43.1	9.2
LOS	D	D	B	E	D		B	A	B		D	A
Approach Delay		30.4			52.6			11.7			27.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			D			B			C	
90th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
90th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				25.2	10.0	10.0	10.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				22.8	10.0	10.0	10.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				9.7	10.0	10.0	10.0
10th %ile Term Code	Max	Max	Max	Max	Max				Gap	Max	Max	Max
Queue Length 50th (ft)	67	140	0	131	108		43	27	83		65	0
Queue Length 95th (ft)	124	#265	78	#259	#195		92	32	131		107	59
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	311	328	526	291	310		907	1135	800		380	427
Starvation Cap Reductn	0	0	0	0	0		216	0	109		0	0
Spillback Cap Reductn	0	0	0	3	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.40	0.75	0.62	0.79	0.62		0.44	0.19	0.51		0.59	0.44

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 90.3
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 27.1 Intersection LOS: C
Intersection Capacity Utilization 55.6% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 93.2
30th %ile Actuated Cycle: 90.8
10th %ile Actuated Cycle: 77.7
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 940 & SR 611



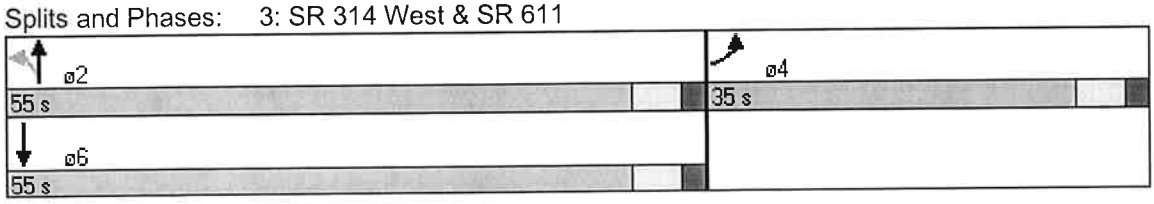
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.874				0.992	
Flt Protected	0.997			0.989		
Satd. Flow (prot)	1623	0	0	3500	3511	0
Flt Permitted	0.997			0.723		
Satd. Flow (perm)	1623	0	0	2559	3511	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	121				11	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	8	111	153	561	401	24
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	121	166	610	436	26
Lane Group Flow (vph)	130	0	0	776	462	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	35.0	0.0	55.0	55.0	55.0	0.0
Total Split (%)	38.9%	0.0%	61.1%	61.1%	61.1%	0.0%
Maximum Green (s)	29.0		49.0	49.0	49.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	9.7			66.9	66.9	
Actuated g/C Ratio	0.11			0.81	0.81	
v/c Ratio	0.44			0.37	0.16	
Control Delay	11.5			3.4	2.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.5			3.4	2.3	
LOS	B			A	A	
Approach Delay	11.5			3.4	2.3	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.6		49.0	49.0	49.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	7.8		51.2	51.2	51.2	
70th %ile Term Code	Gap		Dwell	Dwell	Dwell	
50th %ile Green (s)	5.9		56.0	56.0	56.0	
50th %ile Term Code	Gap		Dwell	Dwell	Dwell	
30th %ile Green (s)	5.5		64.5	64.5	64.5	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	0.0		108.2	108.2	108.2	
10th %ile Term Code	Skip		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	4			40	18	
Queue Length 95th (ft)	46			86	41	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	572			2076	2851	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.23			0.37	0.16	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.5
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 3.8 — Intersection LOS: A
Intersection Capacity Utilization 49.1% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 71.6
70th %ile Actuated Cycle: 71
50th %ile Actuated Cycle: 73.9
30th %ile Actuated Cycle: 82
10th %ile Actuated Cycle: 114.2

Splits and Phases: 3: SR 314 West & SR 611



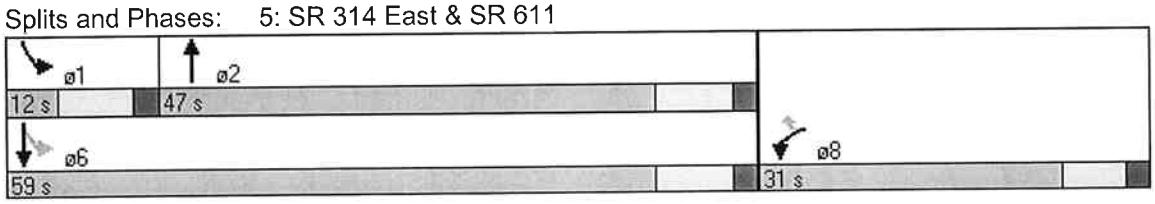
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.223	
Satd. Flow (perm)	1770	1583	3472	0	415	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		35	24			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	80	32	683	98	53	460
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	35	742	107	58	500
Lane Group Flow (vph)	87	35	849	0	58	500
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	12.9	12.9	58.3		67.0	66.5
Actuated g/C Ratio	0.15	0.15	0.66		0.72	0.76
v/c Ratio	0.33	0.13	0.37		0.14	0.19
Control Delay	31.2	10.8	7.9		4.2	3.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	31.2	10.8	7.9		4.2	3.4
LOS	C	B	A		A	A
Approach Delay	25.4		7.9			3.4
Approach LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	12.6	12.6	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	10.5	10.5	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	9.0	9.0	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	7.6	7.6	65.6		0.0	65.6
30th %ile Term Code	Gap	Gap	Dwell		Skip	Dwell
10th %ile Green (s)	6.9	6.9	98.1		0.0	98.1
10th %ile Term Code	Gap	Gap	Dwell		Skip	Dwell
Queue Length 50th (ft)	36	0	103		6	29
Queue Length 95th (ft)	75	23	160		17	53
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	480	454	2315		423	2684
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	0.18	0.08	0.37		0.14	0.19

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 87.7
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 7.7 — Intersection LOS: A
Intersection Capacity Utilization 39.8% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 78.6
70th %ile Actuated Cycle: 76.5
50th %ile Actuated Cycle: 75
30th %ile Actuated Cycle: 88.2
10th %ile Actuated Cycle: 120

Splits and Phases: 5: SR 314 East & SR 611



Future 2017 Build Conditions

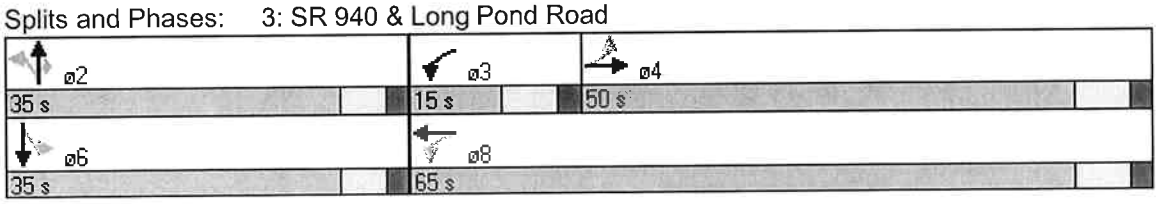
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.995				0.850		0.981	
Flt Protected	0.950			0.950				0.956			0.965	
Satd. Flow (prot)	1711	1852	0	1770	3522	0	0	1781	1583	0	1822	0
Flt Permitted	0.433			0.167				0.730			0.778	
Satd. Flow (perm)	780	1852	0	311	3522	0	0	1360	1583	0	1469	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7				329		9	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	24	569	24	169	516	19	47	4	429	71	14	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	618	26	184	561	21	51	4	466	77	15	15
Lane Group Flow (vph)	26	644	0	184	582	0	0	55	466	0	107	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	50.0	50.0	0.0	15.0	65.0	0.0	35.0	35.0	35.0	35.0	35.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	15.0%	65.0%	0.0%	35.0%	35.0%	35.0%	35.0%	35.0%	0.0%
Maximum Green (s)	43.0	43.0		8.0	58.0		29.0	29.0	29.0	29.0	29.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	46.0	46.0		61.0	61.0			31.0	31.0		31.0	
Actuated g/C Ratio	0.46	0.46		0.61	0.61			0.31	0.31		0.31	
v/c Ratio	0.07	0.75		0.53	0.27			0.13	0.65		0.23	
Control Delay	15.9	29.1		14.2	9.4			26.0	13.4		25.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	15.9	29.1		14.2	9.4			26.0	13.4		25.1	
LOS	B	C		B	A			C	B		C	
Approach Delay		28.6			10.5			14.7			25.1	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	9	327		47	83			25	66		46	
Queue Length 95th (ft)	25	473		78	111			55	179		89	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	359	854		350	2151			422	718		462	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.07	0.75		0.53	0.27			0.13	0.65		0.23	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 18.2 Intersection LOS: B
Intersection Capacity Utilization 73.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



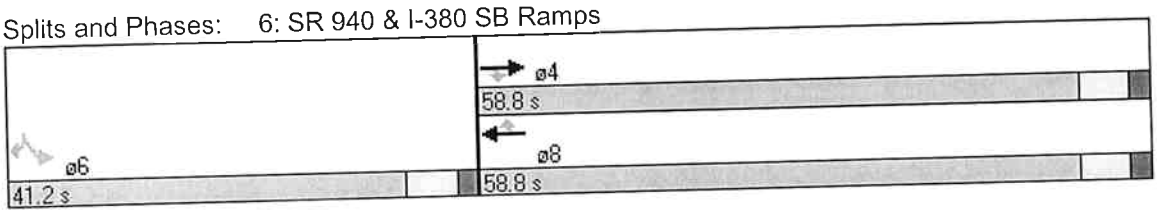
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			377						112
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	863	206	0	601	347	0	0	0	387	0	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	938	224	0	653	377	0	0	0	421	0	112
Lane Group Flow (vph)	0	938	224	0	653	377	0	0	0	421	0	112
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	58.8	58.8	0.0	58.8	58.8	0.0	0.0	0.0	41.2	0.0	41.2
Total Split (%)	0.0%	58.8%	58.8%	0.0%	58.8%	58.8%	0.0%	0.0%	0.0%	41.2%	0.0%	41.2%
Maximum Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		29.2	29.2		29.2	29.2				37.5		37.5
Actuated g/C Ratio		0.39	0.39		0.39	0.39				0.50		0.50
v/c Ratio		0.68	0.30		0.47	0.44				0.24		0.13
Control Delay		21.3	3.2		17.8	3.4				12.3		3.4
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		21.3	3.2		17.8	3.4				12.3		3.4
LOS		C	A		B	A				B		A
Approach Delay		17.8			12.5							
Approach LOS		B			B							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		37.0	37.0		37.0	37.0				34.7		34.7
90th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
70th %ile Green (s)		31.5	31.5		31.5	31.5				34.7		34.7
70th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
50th %ile Green (s)		26.6	26.6		26.6	26.6				34.7		34.7
50th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
30th %ile Green (s)		22.7	22.7		22.7	22.7				34.7		34.7
30th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
10th %ile Green (s)		17.7	17.7		17.7	17.7				34.7		34.7
10th %ile Term Code		Gap	Gap		Hold	Hold				MaxR		MaxR
Queue Length 50th (ft)		183	0		114	0				53		0
Queue Length 95th (ft)		241	36		156	45				103		28
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		1939	969		1939	1038				1721		849
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		0.48	0.23		0.34	0.36				0.24		0.13

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 74.8
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.4 — Intersection LOS: B
Intersection Capacity Utilization 41.6% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 84.7
70th %ile Actuated Cycle: 79.2
50th %ile Actuated Cycle: 74.3
30th %ile Actuated Cycle: 70.4
10th %ile Actuated Cycle: 65.4

Splits and Phases: 6: SR 940 & I-380 SB Ramps



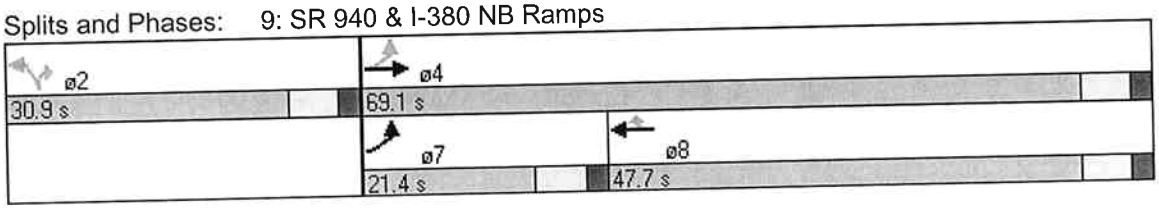
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.183						0.950					
Satd. Flow (perm)	341	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						175			94			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	97	1105	0	0	828	161	120	0	123	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	105	1201	0	0	900	175	130	0	134	0	0	0
Lane Group Flow (vph)	105	1201	0	0	900	175	130	0	134	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	21.4	69.1	0.0	0.0	47.7	47.7	30.9	0.0	30.9	0.0	0.0	0.0
Total Split (%)	21.4%	69.1%	0.0%	0.0%	47.7%	47.7%	30.9%	0.0%	30.9%	0.0%	0.0%	0.0%
Maximum Green (s)	14.9	62.6			41.2	41.2	24.4		24.4			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	65.1	65.1			43.7	43.7	26.9		26.9			
Actuated g/C Ratio	0.65	0.65			0.44	0.44	0.27		0.27			
v/c Ratio	0.22	0.54			0.60	0.22	0.29		0.29			
Control Delay	7.7	10.5			23.6	3.4	31.2		12.2			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	7.7	10.5			23.6	3.4	31.2		12.2			
LOS	A	B			C	A	C		B			
Approach Delay		10.3			20.3							
Approach LOS		B			C							
Queue Length 50th (ft)	22	195			224	0	66		19			
Queue Length 95th (ft)	41	247			288	37	118		66			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	471	2227			1495	790	444		466			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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	0.22	0.54			0.60	0.22	0.29		0.29			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 44.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



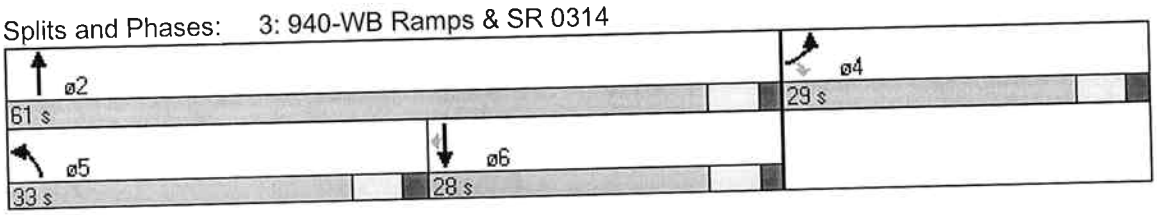
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.963		
Satd. Flow (prot)	1770	1583	1681	1704	1863	1583
Flt Permitted	0.950		0.950	0.610		
Satd. Flow (perm)	1770	1583	1681	1079	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		57				77
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	4	52	438	65	90	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	57	476	71	98	77
Lane Group Flow (vph)	4	57	238	309	98	77
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	29.0	29.0	33.0	61.0	28.0	28.0
Total Split (%)	32.2%	32.2%	36.7%	67.8%	31.1%	31.1%
Maximum Green (s)	23.0	23.0	27.0	55.0	22.0	22.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.4	8.4	19.5	78.2	54.7	54.7
Actuated g/C Ratio	0.09	0.09	0.22	0.87	0.61	0.61
v/c Ratio	0.02	0.29	0.65	0.29	0.09	0.08
Control Delay	36.5	14.5	47.5	5.8	10.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	14.5	47.5	5.8	10.9	3.6
LOS	D	B	D	A	B	A
Approach Delay	15.9			23.9	7.7	
Approach LOS	B			C	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	8.7	8.7	24.8	69.3	38.5	38.5
90th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
70th %ile Green (s)	6.7	6.7	20.4	71.3	44.9	44.9
70th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
50th %ile Green (s)	5.6	5.6	17.1	72.4	49.3	49.3
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	0.0	0.0	14.3	84.0	63.7	63.7
30th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	10.9	84.0	67.1	67.1
10th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
Queue Length 50th (ft)	2	0	142	62	24	0
Queue Length 95th (ft)	12	35	220	81	61	23
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	492	481	542	1073	1132	992
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	0.01	0.12	0.44	0.29	0.09	0.08

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 19.7 — Intersection LOS: B
Intersection Capacity Utilization 30.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 3: 940-WB Ramps & SR 0314



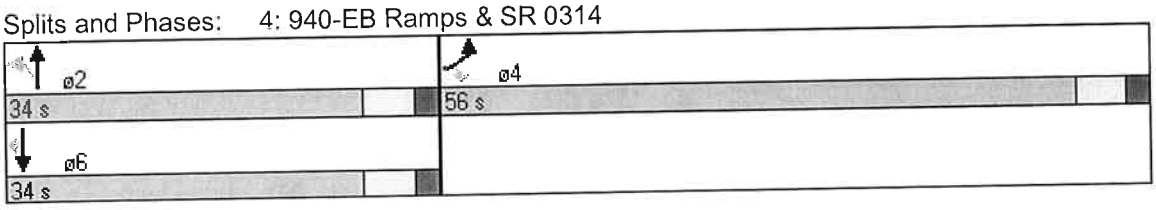
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.647			
Satd. Flow (perm)	1770	1583	1205	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		597				15
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	44	549	37	459	127	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	597	40	499	138	15
Lane Group Flow (vph)	48	597	40	499	138	15
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	56.0	56.0	34.0	34.0	34.0	34.0
Total Split (%)	62.2%	62.2%	37.8%	37.8%	37.8%	37.8%
Maximum Green (s)	50.0	50.0	28.0	28.0	28.0	28.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	12.8	12.8	69.2	69.2	69.2	69.2
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.77	0.77
v/c Ratio	0.19	0.81	0.04	0.18	0.10	0.01
Control Delay	32.8	12.3	3.9	3.5	3.7	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	12.3	3.9	3.5	3.7	2.5
LOS	C	B	A	A	A	A
Approach Delay	13.8			3.5	3.6	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	22.1	22.1	55.9	55.9	55.9	55.9
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	12.0	12.0	66.0	66.0	66.0	66.0
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	8.2	8.2	69.8	69.8	69.8	69.8
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	6.4	6.4	71.6	71.6	71.6	71.6
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.5	5.5	72.5	72.5	72.5	72.5
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	25	0	1	5	10	0
Queue Length 95th (ft)	48	88	m29	119	44	7
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	1023	1167	926	2720	1432	1220
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	0.05	0.51	0.04	0.18	0.10	0.01

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 8.5 Intersection LOS: A
Intersection Capacity Utilization 47.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



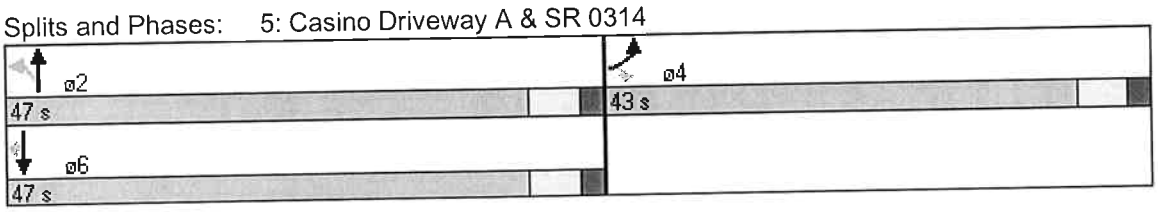
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.348			
Satd. Flow (perm)	3433	1583	648	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		5				103
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	218	5	7	278	581	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	237	5	8	302	632	103
Lane Group Flow (vph)	237	5	8	302	632	103
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	43.0	43.0	47.0	47.0	47.0	47.0
Total Split (%)	47.8%	47.8%	52.2%	52.2%	52.2%	52.2%
Maximum Green (s)	37.0	37.0	41.0	41.0	41.0	41.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	12.6	12.6	69.4	69.4	69.4	69.4
Actuated g/C Ratio	0.14	0.14	0.77	0.77	0.77	0.77
v/c Ratio	0.49	0.02	0.02	0.11	0.23	0.08
Control Delay	39.0	19.8	1.1	1.2	3.3	0.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	19.8	1.1	1.2	3.3	0.9
LOS	D	B	A	A	A	A
Approach Delay	38.6			1.2	3.0	
Approach LOS	D			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	13.5	13.5	64.5	64.5	64.5	64.5
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	11.8	11.8	66.2	66.2	66.2	66.2
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	10.6	10.6	67.4	67.4	67.4	67.4
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	9.4	9.4	68.6	68.6	68.6	68.6
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	7.8	7.8	70.2	70.2	70.2	70.2
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	64	0	0	7	35	0
Queue Length 95th (ft)	97	10	m1	11	m85	m7
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1488	689	500	2728	2728	1244
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	0.16	0.01	0.02	0.11	0.23	0.08

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 9.3 Intersection LOS: A
Intersection Capacity Utilization 28.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



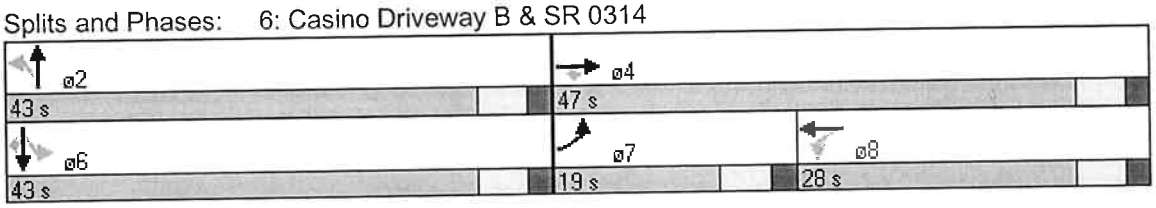
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.883			0.996				0.850
Flt Protected	0.950				0.997		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1640	0	1770	3525	0	1770	1863	1583
Flt Permitted	0.950				0.992		0.319			0.676		
Satd. Flow (perm)	3433	1863	1583	0	1632	0	594	3525	0	1259	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			8		13			3				70
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	165	1	7	1	1	12	10	108	3	92	430	64
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	179	1	8	1	1	13	11	117	3	100	467	70
Lane Group Flow (vph)	179	1	8	0	15	0	11	120	0	100	467	70
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	19.0	47.0	47.0	28.0	28.0	0.0	43.0	43.0	0.0	43.0	43.0	43.0
Total Split (%)	21.1%	52.2%	52.2%	31.1%	31.1%	0.0%	47.8%	47.8%	0.0%	47.8%	47.8%	47.8%
Maximum Green (s)	13.0	41.0	41.0	22.0	22.0		37.0	37.0		37.0	37.0	37.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	11.9	14.5	14.5		7.9		67.5	67.5		67.5	67.5	67.5
Actuated g/C Ratio	0.13	0.16	0.16		0.09		0.75	0.75		0.75	0.75	0.75
v/c Ratio	0.39	0.00	0.03		0.10		0.02	0.05		0.11	0.33	0.06
Control Delay	37.9	26.0	14.6		21.7		5.3	4.1		3.4	4.2	0.6
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	37.9	26.0	14.6		21.7		5.3	4.1		3.4	4.2	0.6
LOS	D	C	B		C		A	A		A	A	A
Approach Delay		36.9			21.7			4.2			3.6	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	12.7	25.8	25.8	7.1	7.1		52.2	52.2		52.2	52.2	52.2
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	11.0	11.0	11.0	0.0	0.0		67.0	67.0		67.0	67.0	67.0
70th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	9.8	9.8	9.8	0.0	0.0		68.2	68.2		68.2	68.2	68.2
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	8.8	8.8	8.8	0.0	0.0		69.2	69.2		69.2	69.2	69.2
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	7.2	7.2	7.2	0.0	0.0		70.8	70.8		70.8	70.8	70.8
10th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	48	1	0		1		1	6		10	51	0
Queue Length 95th (ft)	77	4	10		20		9	24		22	76	4
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	572	890	761		445		445	2644		944	1397	1204
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.31	0.00	0.01		0.03		0.02	0.05		0.11	0.33	0.06

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 10.4 Intersection LOS: B
Intersection Capacity Utilization 40.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Casino Driveway B & SR 0314



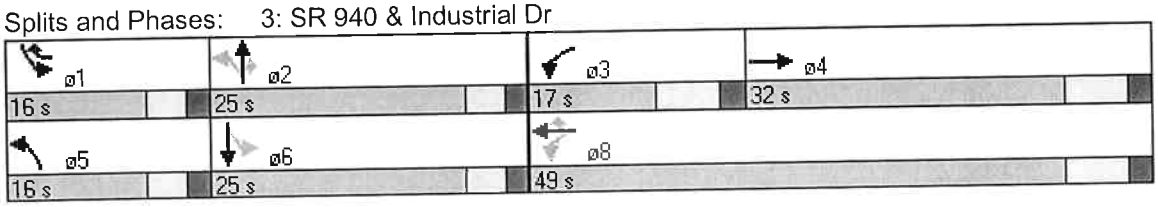
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999				0.850			0.850		0.866	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3536	0	1770	3539	1583	1770	2111	1583	1829	1667	0
Flt Permitted				0.242			0.714			0.533		
Satd. Flow (perm)	0	3536	0	451	3539	1583	1330	2111	1583	1026	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				174			25		59	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	560	5	24	514	160	82	165	23	44	6	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	609	5	26	559	174	89	179	25	48	7	59
Lane Group Flow (vph)	0	614	0	26	559	174	89	179	25	48	66	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	32.0	0.0	17.0	49.0	16.0	16.0	25.0	25.0	16.0	25.0	0.0
Total Split (%)	0.0%	35.6%	0.0%	18.9%	54.4%	17.8%	17.8%	27.8%	27.8%	17.8%	27.8%	0.0%
Maximum Green (s)		25.0		10.0	42.0	11.0	11.0	20.0	20.0	11.0	20.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		19.8		24.4	24.1	35.0	29.9	23.5	23.5	28.0	22.6	
Actuated g/C Ratio		0.30		0.34	0.37	0.52	0.44	0.36	0.36	0.42	0.35	
v/c Ratio		0.57		0.08	0.43	0.19	0.14	0.23	0.04	0.09	0.11	
Control Delay		22.8		14.3	15.8	1.6	12.7	21.1	10.0	12.9	9.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		22.8		14.3	15.8	1.6	12.7	21.1	10.0	12.9	9.1	
LOS		C		B	B	A	B	C	A	B	A	
Approach Delay		22.8			12.5			17.6			10.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		25.0		7.2	39.2	8.5	10.9	22.4	22.4	8.5	20.0	
90th %ile Term Code		Max		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		21.8		6.5	35.3	7.4	9.0	21.6	21.6	7.4	20.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		16.2		0.0	16.2	6.2	7.0	20.8	20.8	6.2	20.0	
50th %ile Term Code		Gap		Skip	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
30th %ile Green (s)		13.2		0.0	13.2	5.7	6.2	20.5	20.5	5.7	20.0	
30th %ile Term Code		Gap		Skip	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
10th %ile Green (s)		8.8		0.0	8.8	0.0	0.0	20.0	20.0	0.0	20.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	MaxR	
Queue Length 50th (ft)		95		6	84	0	14	44	0	7	2	
Queue Length 95th (ft)		196		20	130	21	58	134	19	36	34	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1387		375	1891	893	671	762	587	581	617	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.44		0.07	0.30	0.19	0.13	0.23	0.04	0.08	0.11	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 65.2
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 16.8 — Intersection LOS: B
Intersection Capacity Utilization 42.0% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 87.1
70th %ile Actuated Cycle: 81.3
50th %ile Actuated Cycle: 60.2
30th %ile Actuated Cycle: 56.4
10th %ile Actuated Cycle: 40.8

Splits and Phases: 3: SR 940 & Industrial Dr



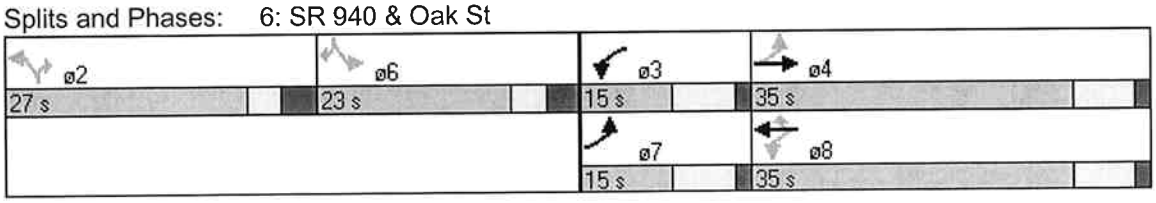
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.997				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.230			0.288			0.950			0.950		
Satd. Flow (perm)	428	3529	0	536	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				96			54			41
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	82	528	12	48	621	88	18	0	50	74	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	89	574	13	52	675	96	20	0	54	80	0	41
Lane Group Flow (vph)	89	587	0	52	675	96	20	0	54	80	0	41
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	15.0	35.0	0.0	15.0	35.0	35.0	27.0	0.0	27.0	23.0	0.0	23.0
Total Split (%)	15.0%	35.0%	0.0%	15.0%	35.0%	35.0%	27.0%	0.0%	27.0%	23.0%	0.0%	23.0%
Maximum Green (s)	8.0	28.0		8.0	28.0	28.0	21.0		21.0	17.0		17.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	42.0	31.0		42.0	31.0	31.0	23.0		23.0	19.0		19.0
Actuated g/C Ratio	0.42	0.31		0.42	0.31	0.31	0.23		0.23	0.19		0.19
v/c Ratio	0.27	0.54		0.14	0.62	0.17	0.05		0.13	0.12		0.12
Control Delay	17.8	30.6		16.2	32.3	6.2	30.6		9.6	34.2		11.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	17.8	30.6		16.2	32.3	6.2	30.6		9.6	34.2		11.7
LOS	B	C		B	C	A	C		A	C		B
Approach Delay		28.9			28.3							
Approach LOS		C			C							
Queue Length 50th (ft)	31	161		18	192	0	10		0	22		0
Queue Length 95th (ft)	60	216		40	253	36	30		31	42		29
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	327	1095		361	1097	557	407		406	652		334
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.27	0.54		0.14	0.62	0.17	0.05		0.13	0.12		0.12

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



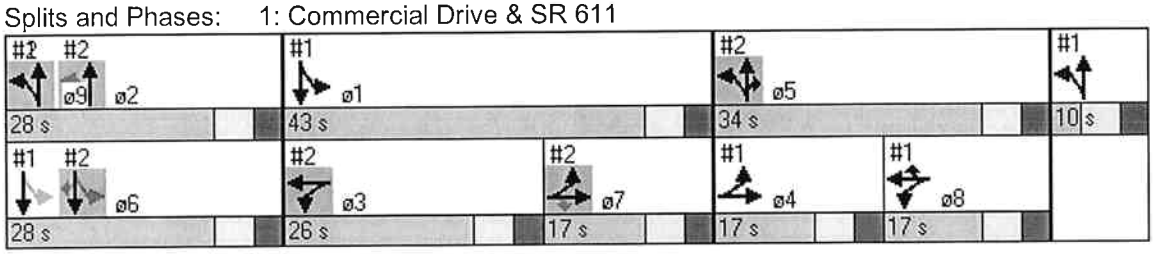
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.962				0.850		0.993			0.995	
Flt Protected		0.971			0.958		0.950			0.950		
Satd. Flow (prot)	0	2056	0	0	1987	2850	1801	3533	0	1733	1886	0
Flt Permitted		0.971			0.958		0.154			0.154		
Satd. Flow (perm)	0	2056	0	0	1987	2850	292	3533	0	281	1886	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				420		4			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	55	11	26	59	8	386	10	244	12	403	685	22
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	60	12	28	64	9	420	11	265	13	438	745	24
Lane Group Flow (vph)	0	100	0	0	73	420	11	278	0	438	769	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	38.0	0.0	43.0	71.0	0.0
Total Split (%)	14.8%	14.8%	0.0%	14.8%	14.8%	14.8%	8.7%	33.0%	0.0%	37.4%	61.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		14.3			14.2	14.2	34.0	36.0		67.0	69.0	
Actuated g/C Ratio		0.13			0.13	0.13	0.30	0.32		0.59	0.61	
v/c Ratio		0.37			0.29	0.58	0.06	0.25		0.63	0.67	
Control Delay		43.4			48.7	7.9	28.1	29.3		13.2	3.7	
Queue Delay		0.0			0.0	0.0	0.0	0.0		6.9	3.1	
Total Delay		43.4			48.7	7.9	28.1	29.3		20.1	6.8	
LOS		D			D	A	C	C		C	A	
Approach Delay		43.4			13.9			29.3			11.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			B			C			B	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			36.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Hold		
30th %ile Green (s)	9.5	9.5		9.1	9.1	9.1	3.0			36.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	7.1	7.1		7.0	7.0	7.0	3.0			36.0		
10th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
Queue Length 50th (ft)		59			50	0	6	79		182	48	
Queue Length 95th (ft)		113			96	50	20	115		m194	m43	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		284			262	741	194	1123		690	1148	
Starvation Cap Reductn		0			0	0	0	0		202	271	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.35			0.28	0.57	0.06	0.25		0.90	0.88	

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 113.5
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 60.5% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 115
70th %ile Actuated Cycle: 115
50th %ile Actuated Cycle: 115
30th %ile Actuated Cycle: 113.6
10th %ile Actuated Cycle: 109.1
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Commercial Drive & SR 611



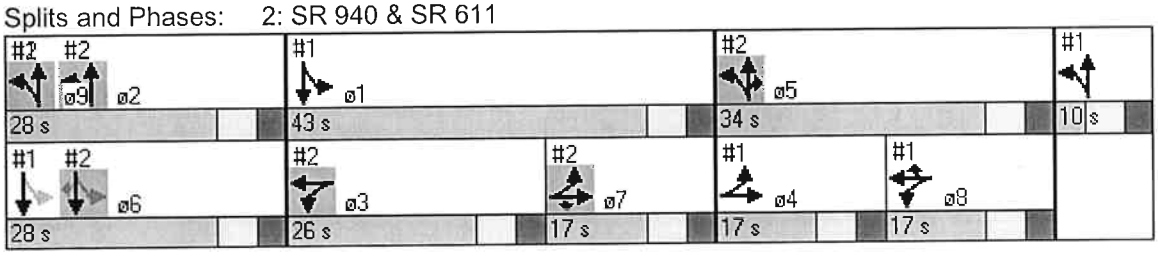
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950					
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3601	1611
Flt Permitted	0.950			0.950			0.158				0.747	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	299	1895	1611	0	2690	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			253						208			231
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	191	132	233	340	138	1	313	271	191	4	537	325
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	208	143	253	370	150	1	340	295	208	4	584	353
Lane Group Flow (vph)	208	143	253	370	151	0	340	295	208	0	588	353
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	26.0	26.0	0.0	44.0	72.0	34.0	28.0	28.0	28.0
Total Split (%)	14.8%	14.8%	14.8%	22.6%	22.6%	0.0%	38.3%	62.6%	29.6%	24.3%	24.3%	24.3%
Maximum Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.0	15.0	15.0	24.0	24.0		66.5	68.5	30.5		26.0	26.0
Actuated g/C Ratio	0.13	0.13	0.13	0.21	0.21		0.59	0.60	0.27		0.23	0.23
v/c Ratio	0.85	0.55	0.60	1.01	0.38		0.48	0.26	0.36		0.95	0.65
Control Delay	77.6	55.4	12.2	94.0	42.3		24.1	7.1	13.5		70.6	19.9
Queue Delay	0.0	0.0	0.1	64.9	0.0		0.9	0.5	0.3		0.0	0.0
Total Delay	77.6	55.4	12.3	159.0	42.3		25.0	7.6	13.8		70.6	19.9
LOS	E	E	B	F	D		C	A	B		E	B
Approach Delay		45.0			125.1			16.2			51.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			F			B			D	
90th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				27.0	21.0	21.0	21.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				25.6	21.0	21.0	21.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	19.0	19.0				21.1	21.0	21.0	21.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	153	101	0	~291	97		134	60	6		228	78
Queue Length 95th (ft)	#286	168	77	#479	161		183	67	62		#345	184
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	246	259	421	368	393		709	1141	603		616	547
Starvation Cap Reductn	0	0	0	0	0		161	486	105		0	0
Spillback Cap Reductn	0	0	8	55	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.85	0.55	0.61	1.18	0.38		0.62	0.45	0.42		0.95	0.65

Intersection Summary

Area Type: Other
Cycle Length: 115
Actuated Cycle Length: 113.5
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 53.1 Intersection LOS: D
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 115
70th %ile Actuated Cycle: 115
50th %ile Actuated Cycle: 115
30th %ile Actuated Cycle: 113.6
10th %ile Actuated Cycle: 109.1
~ 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: 2: SR 940 & SR 611



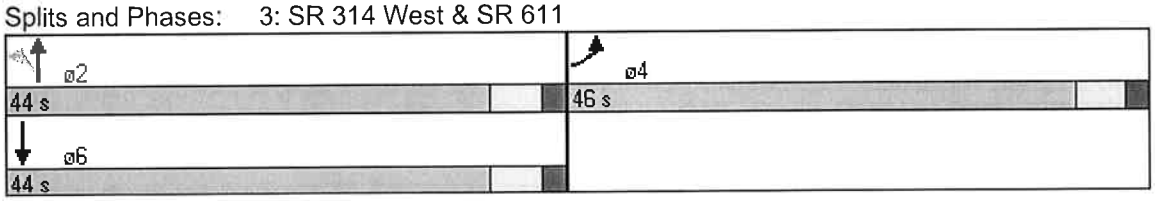
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.882				0.996	
Flt Protected	0.994			0.987		
Satd. Flow (prot)	1633	0	0	3493	3525	0
Flt Permitted	0.994			0.547		
Satd. Flow (perm)	1633	0	0	1936	3525	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	91				4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	66	446	143	393	766	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	72	485	155	427	833	22
Lane Group Flow (vph)	557	0	0	582	855	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	46.0	0.0	44.0	44.0	44.0	0.0
Total Split (%)	51.1%	0.0%	48.9%	48.9%	48.9%	0.0%
Maximum Green (s)	40.0		38.0	38.0	38.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	29.6			40.5	40.5	
Actuated g/C Ratio	0.38			0.52	0.52	
v/c Ratio	0.83			0.58	0.47	
Control Delay	28.9			18.1	14.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	28.9			18.1	14.6	
LOS	C			B	B	
Approach Delay	28.9			18.1	14.6	
Approach LOS	C			B	B	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	40.0		38.0	38.0	38.0	
90th %ile Term Code	Max		MaxR	MaxR	MaxR	
70th %ile Green (s)	35.3		38.0	38.0	38.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	28.2		38.0	38.0	38.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	22.6		38.0	38.0	38.0	
30th %ile Term Code	Gap		MaxR	MaxR	MaxR	
10th %ile Green (s)	15.2		38.0	38.0	38.0	
10th %ile Term Code	Gap		MaxR	MaxR	MaxR	
Queue Length 50th (ft)	200			97	132	
Queue Length 95th (ft)	324			197	237	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	811			1003	1827	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.69			0.58	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.3
Natural Cycle: 45
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 19.6 — Intersection LOS: B
Intersection Capacity Utilization 78.0% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 85.3
50th %ile Actuated Cycle: 78.2
30th %ile Actuated Cycle: 72.6
10th %ile Actuated Cycle: 65.2

Splits and Phases: 3: SR 314 West & SR 611



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.930			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3291	0	1770	3539
Flt Permitted	0.950				0.121	
Satd. Flow (perm)	1770	1583	3291	0	225	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		68	263			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	360	63	473	418	228	984
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	391	68	514	454	248	1070
Lane Group Flow (vph)	391	68	968	0	248	1070
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	36.0	36.0	33.0	0.0	21.0	54.0
Total Split (%)	40.0%	40.0%	36.7%	0.0%	23.3%	60.0%
Maximum Green (s)	29.0	29.0	25.0		13.0	46.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	25.6	25.6	31.5		50.2	50.2
Actuated g/C Ratio	0.31	0.31	0.38		0.60	0.60
v/c Ratio	0.72	0.13	0.69		0.61	0.50
Control Delay	34.2	6.0	20.1		20.7	11.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	34.2	6.0	20.1		20.7	11.5
LOS	C	A	C		C	B
Approach Delay	30.0		20.1			13.2
Approach LOS	C		C			B

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	29.0	29.0	25.0		13.0	46.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	27.6	27.6	25.0		13.0	46.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	23.5	23.5	26.3		11.7	46.0
50th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
30th %ile Green (s)	19.6	19.6	28.8		9.2	46.0
30th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
10th %ile Green (s)	14.3	14.3	30.8		7.2	46.0
10th %ile Term Code	Gap	Gap	Hold		Gap	MaxR
Queue Length 50th (ft)	181	0	167		63	160
Queue Length 95th (ft)	278	27	271		153	246
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	629	607	1400		437	2120
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	0.62	0.11	0.69		0.57	0.50

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 83.8
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.4 — Intersection LOS: B
Intersection Capacity Utilization 69.1% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 88.6
50th %ile Actuated Cycle: 84.5
30th %ile Actuated Cycle: 80.6
10th %ile Actuated Cycle: 75.3

Splits and Phases: 5: SR 314 East & SR 611

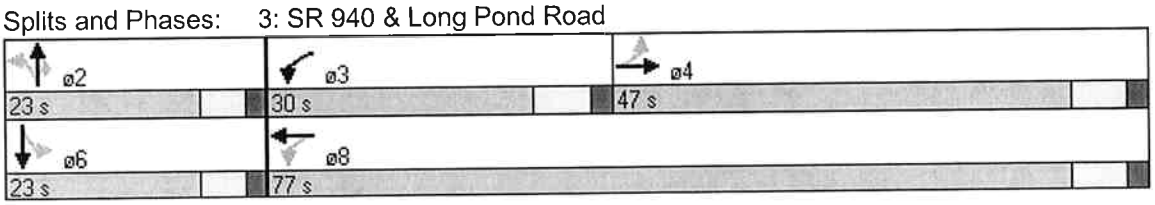
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.986				0.850		0.972	
Flt Protected	0.950			0.950				0.958			0.968	
Satd. Flow (prot)	1711	1835	0	1770	3490	0	0	1785	1583	0	1811	0
Flt Permitted	0.294			0.085				0.727			0.773	
Satd. Flow (perm)	529	1835	0	158	3490	0	0	1354	1583	0	1446	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			28				310		11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	20	620	67	435	817	81	61	8	285	53	11	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	674	73	473	888	88	66	9	310	58	12	18
Lane Group Flow (vph)	22	747	0	473	976	0	0	75	310	0	88	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	47.0	47.0	0.0	30.0	77.0	0.0	23.0	23.0	23.0	23.0	23.0	0.0
Total Split (%)	47.0%	47.0%	0.0%	30.0%	77.0%	0.0%	23.0%	23.0%	23.0%	23.0%	23.0%	0.0%
Maximum Green (s)	40.0	40.0		23.0	70.0		17.0	17.0	17.0	17.0	17.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	43.0	43.0		73.0	73.0			19.0	19.0		19.0	
Actuated g/C Ratio	0.43	0.43		0.73	0.73			0.19	0.19		0.19	
v/c Ratio	0.10	0.94		0.89	0.38			0.29	0.56		0.31	
Control Delay	18.5	48.9		45.9	5.4			38.4	8.5		33.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	18.5	48.9		45.9	5.4			38.4	8.5		33.9	
LOS	B	D		D	A			D	A		C	
Approach Delay		48.1			18.6			14.3			33.9	
Approach LOS		D			B			B			C	
Queue Length 50th (ft)	8	442		234	100			41	0		42	
Queue Length 95th (ft)	24	#692		#420	128			84	73		89	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	227	793		534	2555			257	552		284	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.10	0.94		0.89	0.38			0.29	0.56		0.31	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 26.9 Intersection LOS: C
Intersection Capacity Utilization 82.0% 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: 3: SR 940 & Long Pond Road



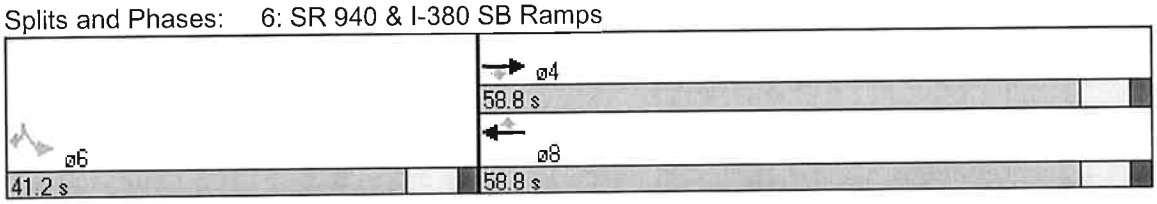
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			1091						42
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	780	177	0	1219	1151	0	0	0	544	0	114
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	848	192	0	1325	1251	0	0	0	591	0	124
Lane Group Flow (vph)	0	848	192	0	1325	1251	0	0	0	591	0	124
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	58.8	58.8	0.0	58.8	58.8	0.0	0.0	0.0	41.2	0.0	41.2
Total Split (%)	0.0%	58.8%	58.8%	0.0%	58.8%	58.8%	0.0%	0.0%	0.0%	41.2%	0.0%	41.2%
Maximum Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		51.3	51.3		51.3	51.3				37.3		37.3
Actuated g/C Ratio		0.53	0.53		0.53	0.53				0.39		0.39
v/c Ratio		0.45	0.21		0.71	0.92				0.45		0.19
Control Delay		14.7	2.2		19.3	16.1				24.1		15.1
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		14.7	2.2		19.3	16.1				24.1		15.1
LOS		B	A		B	B				C		B
Approach Delay		12.4			17.7							
Approach LOS		B			B							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
90th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
70th %ile Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
70th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
50th %ile Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
50th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
30th %ile Green (s)		50.5	50.5		50.5	50.5				34.7		34.7
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		37.8	37.8		37.8	37.8				34.7		34.7
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		160	0		303	49				145		34
Queue Length 95th (ft)		205	30		380	#673				194		75
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		1939	954		1939	1361				1325		637
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		0.44	0.20		0.68	0.92				0.45		0.19

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 96.7
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 17.3 — Intersection LOS: B
Intersection Capacity Utilization 74.6% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 100
50th %ile Actuated Cycle: 100
30th %ile Actuated Cycle: 98.2
10th %ile Actuated Cycle: 85.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 940 & I-380 SB Ramps



Lanes, Volumes, Timings
9: SR 940 & I-380 NB Ramps

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	*1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3601	1583	1652	0	1478	0	0	0
Flt Permitted	0.063						0.950					
Satd. Flow (perm)	117	3421	0	0	3601	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						587			74			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	75	1260	0	0	2087	634	283	0	159	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	1370	0	0	2268	689	308	0	173	0	0	0
Lane Group Flow (vph)	82	1370	0	0	2268	689	308	0	173	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8		8	2		2		
Permitted Phases	4					8	8	2		2		
Detector Phases	7	4			8	8	8	2		2		
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0	4.0		4.0		
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5	22.5		22.5		
Total Split (s)	9.0	72.0	0.0	0.0	63.0	63.0	28.0	28.0	0.0	28.0	0.0	0.0
Total Split (%)	9.0%	72.0%	0.0%	0.0%	63.0%	63.0%	28.0%	28.0%	0.0%	28.0%	0.0%	0.0%
Maximum Green (s)	2.5	65.5			56.5	56.5	21.5			21.5		
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5			4.5		
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0			2.0		
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0			3.0		
Recall Mode	None	None			None	None	C-Max			C-Max		
Walk Time (s)		5.0			5.0	5.0	5.0			5.0		
Flash Dont Walk (s)		11.0			11.0	11.0	11.0			11.0		
Pedestrian Calls (#/hr)		0			0	0	0			0		
Act Effct Green (s)	68.0	68.0			60.8	60.8	24.0			24.0		
Actuated g/C Ratio	0.68	0.68			0.61	0.61	0.24			0.24		
v/c Ratio	0.51	0.59			1.04	0.58	0.78			0.42		
Control Delay	19.9	9.8			50.6	4.0	50.6			21.7		
Queue Delay	0.0	0.0			0.0	0.0	0.0			0.0		
Total Delay	19.9	9.8			50.6	4.0	50.6			21.7		
LOS	B	A			D	A	D			C		
Approach Delay		10.4			39.7							

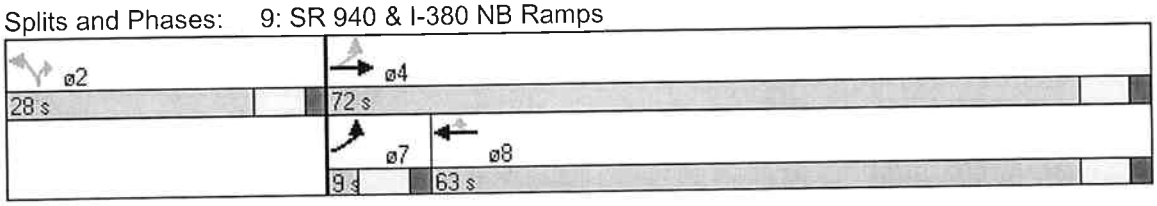
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			D							
90th %ile Green (s)	2.5	65.5			56.5	56.5	21.5		21.5			
90th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
70th %ile Green (s)	2.5	65.5			56.5	56.5	21.5		21.5			
70th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
50th %ile Green (s)	2.5	65.5			56.5	56.5	21.5		21.5			
50th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
30th %ile Green (s)	2.5	65.5			56.5	56.5	21.5		21.5			
30th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
10th %ile Green (s)	0.0	65.5			65.5	65.5	21.5		21.5			
10th %ile Term Code	Skip	Hold			Max	Max	Coord		Coord			
Queue Length 50th (ft)	16	216			~804	27	184		52			
Queue Length 95th (ft)	48	273			#935	88	#313		115			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	162	2326			2190	1193	396		411			
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	0.51	0.59			1.04	0.58	0.78		0.42			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 84.7% ICU Level of Service E
Analysis Period (min) 15

* User Entered Value
~ 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: 9: SR 940 & I-380 NB Ramps



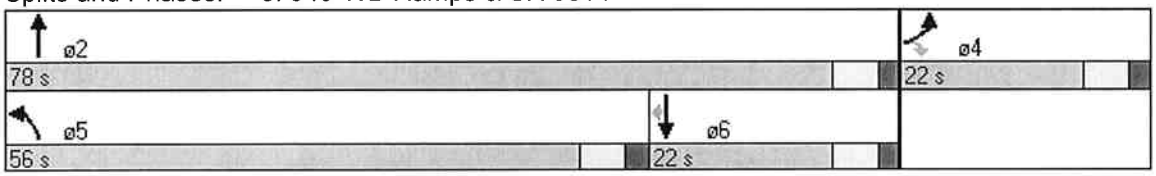
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.959		
Satd. Flow (prot)	1770	1583	1681	1697	1863	1583
Flt Permitted	0.950		0.950	0.536		
Satd. Flow (perm)	1770	1583	1681	949	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		111				53
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	2	102	1702	147	93	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	111	1850	160	101	53
Lane Group Flow (vph)	2	111	925	1085	101	53
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	56.0	78.0	22.0	22.0
Total Split (%)	22.0%	22.0%	56.0%	78.0%	22.0%	22.0%
Maximum Green (s)	16.0	16.0	50.0	72.0	16.0	16.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	9.0	9.0	61.0	83.0	18.0	18.0
Actuated g/C Ratio	0.09	0.09	0.61	0.83	0.18	0.18
v/c Ratio	0.01	0.46	0.90	0.87	0.30	0.16
Control Delay	39.5	14.5	30.7	25.4	38.4	11.3
Queue Delay	0.0	0.0	0.0	15.3	0.0	0.0
Total Delay	39.5	14.5	30.7	40.7	38.4	11.3
LOS	D	B	C	D	D	B
Approach Delay	14.9			36.1	29.1	
Approach LOS	B			D	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.7	10.7	55.3	77.3	16.0	16.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.5	7.5	58.5	80.5	16.0	16.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.6	5.6	60.4	82.4	16.0	16.0
50th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	60.5	82.5	16.0	16.0
30th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
10th %ile Green (s)	5.5	5.5	60.5	82.5	16.0	16.0
10th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	645	701	56	0
Queue Length 95th (ft)	8	50	#907	#984	105	33
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	319	376	1026	1244	335	328
Starvation Cap Reductn	0	0	0	172	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.30	0.90	1.01	0.30	0.16

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 940-WB Ramps & SR 0314



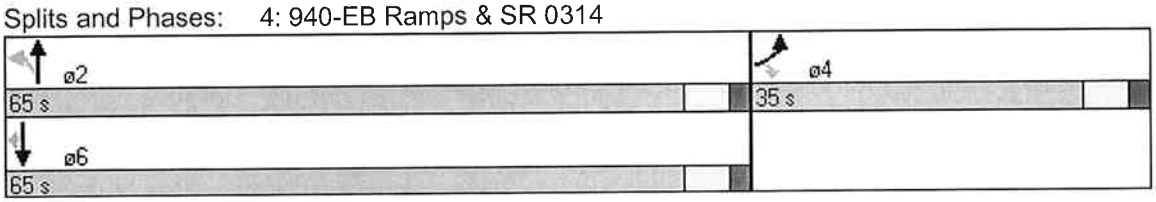
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.490			
Satd. Flow (perm)	1770	1583	913	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		505				32
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	90	608	128	1759	337	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	661	139	1912	366	32
Lane Group Flow (vph)	98	661	139	1912	366	32
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	35.0	35.0	65.0	65.0	65.0	65.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	65.0%
Maximum Green (s)	29.0	29.0	59.0	59.0	59.0	59.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	21.5	21.5	70.5	70.5	70.5	70.5
Actuated g/C Ratio	0.22	0.22	0.70	0.70	0.70	0.70
v/c Ratio	0.26	0.90	0.22	0.77	0.28	0.03
Control Delay	31.2	24.4	9.9	19.4	4.9	0.8
Queue Delay	0.1	0.0	0.0	0.5	0.0	0.0
Total Delay	31.3	24.4	9.9	20.0	4.9	0.8
LOS	C	C	A	B	A	A
Approach Delay	25.3			19.3	4.6	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	29.0	29.0	59.0	59.0	59.0	59.0
90th %ile Term Code	Max	Max	Coord	Coord	Coord	Coord
70th %ile Green (s)	28.8	28.8	59.2	59.2	59.2	59.2
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	20.2	20.2	67.8	67.8	67.8	67.8
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	13.1	13.1	74.9	74.9	74.9	74.9
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	6.5	6.5	81.5	81.5	81.5	81.5
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	52	97	32	581	54	0
Queue Length 95th (ft)	85	248	m64	761	87	m4
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	549	839	643	2494	1313	1125
Starvation Cap Reductn	0	0	0	220	0	0
Spillback Cap Reductn	75	0	0	90	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.79	0.22	0.84	0.28	0.03

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 62.1% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



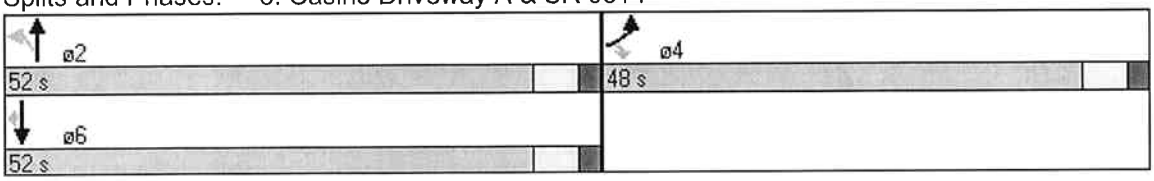
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.336			
Satd. Flow (perm)	3433	1583	626	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		20				378
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	851	18	19	1036	597	348
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	925	20	21	1126	649	378
Lane Group Flow (vph)	925	20	21	1126	649	378
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	48.0	48.0	52.0	52.0	52.0	52.0
Total Split (%)	48.0%	48.0%	52.0%	52.0%	52.0%	52.0%
Maximum Green (s)	42.0	42.0	46.0	46.0	46.0	46.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	34.3	34.3	57.7	57.7	57.7	57.7
Actuated g/C Ratio	0.34	0.34	0.58	0.58	0.58	0.58
v/c Ratio	0.79	0.04	0.06	0.55	0.32	0.35
Control Delay	34.3	7.6	10.4	13.9	10.6	1.5
Queue Delay	0.0	0.0	0.0	0.4	0.0	0.2
Total Delay	34.3	7.6	10.4	14.3	10.6	1.7
LOS	C	A	B	B	B	A
Approach Delay	33.7			14.2	7.3	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	40.3	40.3	47.7	47.7	47.7	47.7
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	35.8	35.8	52.2	52.2	52.2	52.2
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.0	32.0	56.0	56.0	56.0	56.0
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	29.2	29.2	58.8	58.8	58.8	58.8
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	24.3	24.3	63.7	63.7	63.7	63.7
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	272	0	4	286	88	0
Queue Length 95th (ft)	301	14	m17	331	m151	m23
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1511	708	361	2041	2041	1073
Starvation Cap Reductn	0	0	0	0	0	217
Spillback Cap Reductn	0	0	0	410	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.03	0.06	0.69	0.32	0.44

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 17.9 Intersection LOS: B
Intersection Capacity Utilization 59.6% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



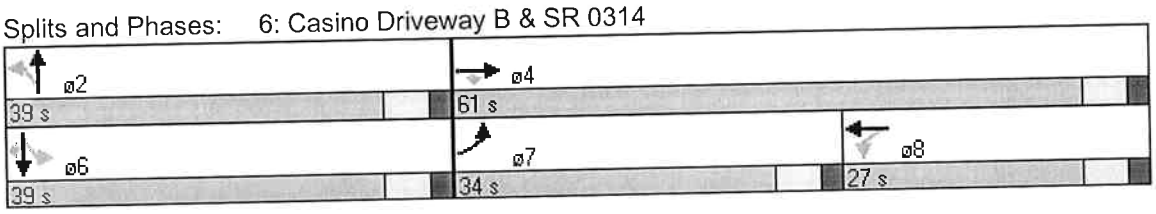
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.871							0.850
Flt Protected	0.950				0.998		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1619	0	1770	3539	0	1770	1863	1583
Flt Permitted	0.950				0.995		0.317			0.437		
Satd. Flow (perm)	3433	1863	1583	0	1614	0	590	3539	0	814	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28		117							252
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	567	1	26	4	1	108	29	380	1	22	361	232
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	616	1	28	4	1	117	32	413	1	24	392	252
Lane Group Flow (vph)	616	1	28	0	122	0	32	414	0	24	392	252
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	34.0	61.0	61.0	27.0	27.0	0.0	39.0	39.0	0.0	39.0	39.0	39.0
Total Split (%)	34.0%	61.0%	61.0%	27.0%	27.0%	0.0%	39.0%	39.0%	0.0%	39.0%	39.0%	39.0%
Maximum Green (s)	28.0	55.0	55.0	21.0	21.0		33.0	33.0		33.0	33.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	24.7	37.8	37.8		9.1		54.2	54.2		54.2	54.2	54.2
Actuated g/C Ratio	0.25	0.38	0.38		0.09		0.54	0.54		0.54	0.54	0.54
v/c Ratio	0.73	0.00	0.05		0.48		0.10	0.22		0.05	0.39	0.26
Control Delay	39.5	15.0	6.0		15.4		14.9	13.3		23.0	22.4	9.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.5	15.0	6.0		15.4		14.9	13.3		23.0	22.4	9.2
LOS	D	B	A		B		B	B		C	C	A
Approach Delay		38.0			15.4			13.5			17.5	
Approach LOS		D			B			B			B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	28.0	45.0	45.0	11.0	11.0		43.0	43.0		43.0	43.0	43.0
90th %ile Term Code	Max	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	25.3	39.2	39.2	7.9	7.9		48.8	48.8		48.8	48.8	48.8
70th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	23.3	35.0	35.0	5.7	5.7		53.0	53.0		53.0	53.0	53.0
50th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.1	31.6	31.6	5.5	5.5		56.4	56.4		56.4	56.4	56.4
30th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	16.8	28.3	28.3	5.5	5.5		59.7	59.7		59.7	59.7	59.7
10th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	184	0	0		3		9	66		7	118	0
Queue Length 95th (ft)	229	3	15		54		31	117		37	310	130
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1030	1062	914		461		320	1918		441	1009	973
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.60	0.00	0.03		0.26		0.10	0.22		0.05	0.39	0.26

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.73
Intersection Signal Delay: 23.4 — Intersection LOS: C
Intersection Capacity Utilization 53.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: Casino Driveway B & SR 0314



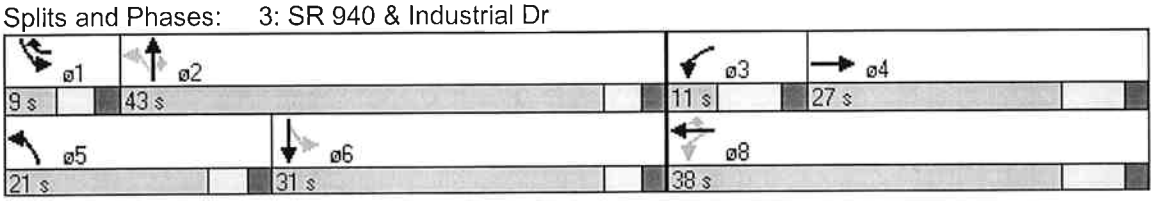
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998				0.850			0.850		0.874	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3532	0	1770	3539	1583	1770	2111	1583	1829	1682	0
Flt Permitted				0.148			0.129			0.654		
Satd. Flow (perm)	0	3532	0	276	3539	1583	240	2111	1583	1259	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				58			80		85	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	807	10	106	719	53	361	149	74	126	72	385
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	877	11	115	782	58	392	162	80	137	78	418
Lane Group Flow (vph)	0	888	0	115	782	58	392	162	80	137	496	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	27.0	0.0	11.0	38.0	9.0	21.0	43.0	43.0	9.0	31.0	0.0
Total Split (%)	0.0%	30.0%	0.0%	12.2%	42.2%	10.0%	23.3%	47.8%	47.8%	10.0%	34.4%	0.0%
Maximum Green (s)		20.0		4.0	31.0	4.0	16.0	38.0	38.0	4.0	26.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		23.1		31.8	31.6	40.7	48.1	39.1	39.1	32.5	27.5	
Actuated g/C Ratio		0.26		0.35	0.36	0.46	0.55	0.45	0.45	0.37	0.31	
v/c Ratio		0.96		0.54	0.61	0.08	0.93	0.17	0.11	0.28	0.85	
Control Delay		54.4		28.8	25.3	3.9	52.9	16.0	4.2	14.2	39.8	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		54.4		28.8	25.3	3.9	52.9	16.0	4.2	14.2	39.8	
LOS		D		C	C	A	D	B	A	B	D	
Approach Delay		54.4			24.4			37.3			34.3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			C			D			C	
90th %ile Green (s)		20.0	4.0		31.0	4.0	16.0	38.0	38.0	4.0	26.0	
90th %ile Term Code		Max	Max		Max	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)		20.0	4.0		31.0	4.0	16.0	38.0	38.0	4.0	26.0	
70th %ile Term Code		Max	Max		Hold	Max	Max	MaxR	MaxR	Max	MaxR	
50th %ile Green (s)		20.0	4.0		31.0	4.0	16.0	38.0	38.0	4.0	26.0	
50th %ile Term Code		Max	Max		Hold	Max	Max	MaxR	MaxR	Max	MaxR	
30th %ile Green (s)		20.0	4.0		31.0	4.0	16.0	38.0	38.0	4.0	26.0	
30th %ile Term Code		Max	Max		Hold	Max	Max	MaxR	MaxR	Max	MaxR	
10th %ile Green (s)		20.0	0.0		20.0	4.0	14.3	38.0	38.0	4.0	27.7	
10th %ile Term Code		Max	Skip		Hold	Max	Gap	MaxR	MaxR	Max	Hold	
Queue Length 50th (ft)		264	43		183	0	168	55	0	37	226	
Queue Length 95th (ft)		#396	80		243	19	#345	95	25	67	#411	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		928	213		1337	765	427	940	749	498	584	
Starvation Cap Reductn		0	0		0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0		0	0	0	0	0	0	0	
Storage Cap Reductn		0	0		0	0	0	0	0	0	0	
Reduced v/c Ratio		0.96	0.54		0.58	0.08	0.92	0.17	0.11	0.28	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 87.8
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 37.6 — Intersection LOS: D
Intersection Capacity Utilization 89.4% — ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 90
30th %ile Actuated Cycle: 90
10th %ile Actuated Cycle: 79
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: SR 940 & Industrial Dr



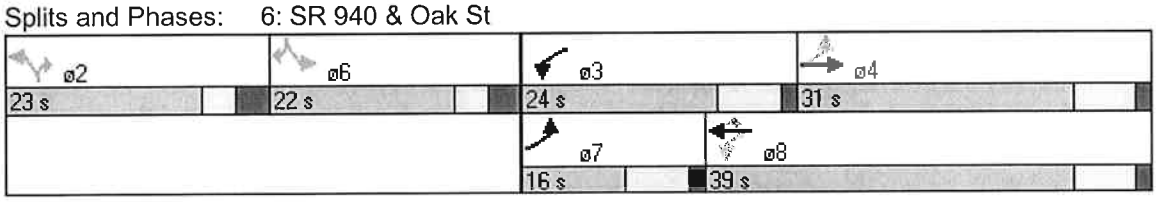
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.985				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.495			0.129			0.950			0.950		
Satd. Flow (perm)	922	3486	0	240	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				480			130			168
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	202	698	78	300	408	442	33	0	120	240	0	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	220	759	85	326	443	480	36	0	130	261	0	168
Lane Group Flow (vph)	220	844	0	326	443	480	36	0	130	261	0	168
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	16.0	31.0	0.0	24.0	39.0	39.0	23.0	0.0	23.0	22.0	0.0	22.0
Total Split (%)	16.0%	31.0%	0.0%	24.0%	39.0%	39.0%	23.0%	0.0%	23.0%	22.0%	0.0%	22.0%
Maximum Green (s)	9.0	24.0		17.0	32.0	32.0	17.0		17.0	16.0		16.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	39.0	27.0		51.0	35.0	35.0	19.0		19.0	18.0		18.0
Actuated g/C Ratio	0.39	0.27		0.51	0.35	0.35	0.19		0.19	0.18		0.18
v/c Ratio	0.48	0.89		0.76	0.36	0.55	0.11		0.32	0.42		0.40
Control Delay	18.5	47.4		34.8	25.2	5.0	34.6		8.7	38.8		8.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	18.5	47.4		34.8	25.2	5.0	34.6		8.7	38.8		8.8
LOS	B	D		C	C	A	C		A	D		A
Approach Delay		41.4			19.9							
Approach LOS		D			B							
Queue Length 50th (ft)	75	268		142	109	0	19		0	76		0
Queue Length 95th (ft)	121	#378		#269	151	66	47		49	115		55
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	461	950		428	1239	866	336		406	618		423
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.48	0.89		0.76	0.36	0.55	0.11		0.32	0.42		0.40

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 90
Control Type: Pretimed
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 28.5 Intersection LOS: C
Intersection Capacity Utilization 55.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SR 940 & Oak St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.981				0.850		0.995			0.989	
Flt Protected		0.963			0.961		0.950			0.950		
Satd. Flow (prot)	0	2084	0	0	1994	2850	1801	3543	0	1733	1875	0
Flt Permitted		0.963			0.961		0.103			0.103		
Satd. Flow (perm)	0	2084	0	0	1994	2850	195	3543	0	188	1875	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				782		2			5	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	265	32	50	99	22	719	26	833	27	707	772	60
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	288	35	54	108	24	782	28	905	29	768	839	65
Lane Group Flow (vph)	0	377	0	0	132	782	28	934	0	768	904	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	25.0	25.0	0.0	17.0	17.0	17.0	10.0	51.0	0.0	52.0	93.0	0.0
Total Split (%)	17.2%	17.2%	0.0%	11.7%	11.7%	11.7%	6.9%	35.2%	0.0%	35.9%	64.1%	0.0%
Maximum Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		23.0			15.0	15.0	47.0	49.0		89.0	91.0	
Actuated g/C Ratio		0.16			0.10	0.10	0.32	0.34		0.61	0.63	
v/c Ratio		1.13			0.64	0.79	0.18	0.78		1.19	0.77	
Control Delay		140.5			77.4	10.3	35.3	48.5		114.2	6.5	
Queue Delay		606.6			0.0	40.6	0.0	19.6		220.8	38.3	
Total Delay		747.1			77.4	50.8	35.3	68.1		335.0	44.8	
LOS		F			E	D	D	E		F	D	
Approach Delay		747.1			54.6			67.1			178.1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			D			E			F	
90th %ile Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
30th %ile Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
30th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
10th %ile Green (s)	18.0	18.0		10.0	10.0	10.0	3.0			45.0		
10th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
Queue Length 50th (ft)		~408			122	0	18	416		~823	118	
Queue Length 95th (ft)		#616			195	65	42	500		m#756	m112	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		335			206	996	152	1199		648	1179	
Starvation Cap Reductn		0			0	0	0	0		191	335	
Spillback Cap Reductn		191			0	269	0	282		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		2.62			0.64	1.08	0.18	1.02		1.68	1.07	

Intersection Summary

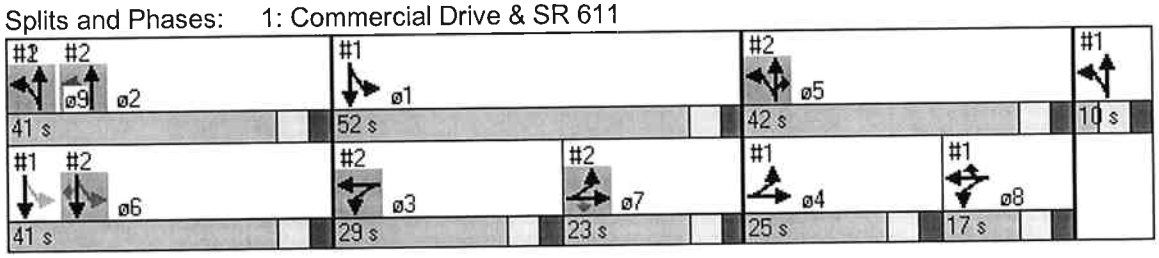
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 145
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 176.8 Intersection LOS: F
Intersection Capacity Utilization 95.0% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 145
70th %ile Actuated Cycle: 145
50th %ile Actuated Cycle: 145
30th %ile Actuated Cycle: 145
10th %ile Actuated Cycle: 145

~ 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: Commercial Drive & SR 611



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.104				0.724	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	197	1895	1611	0	2607	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			423						362			199
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	181	274	541	313	161	1	424	711	683	7	685	428
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	197	298	588	340	175	1	461	773	742	8	745	465
Lane Group Flow (vph)	197	298	588	340	176	0	461	773	742	0	753	465
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	23.0	23.0	23.0	29.0	29.0	0.0	52.0	93.0	42.0	41.0	41.0	41.0
Total Split (%)	15.9%	15.9%	15.9%	20.0%	20.0%	0.0%	35.9%	64.1%	29.0%	28.3%	28.3%	28.3%
Maximum Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	21.0	21.0	21.0	27.0	27.0		89.0	91.0	40.0		39.0	39.0
Actuated g/C Ratio	0.14	0.14	0.14	0.19	0.19		0.61	0.63	0.28		0.27	0.27
v/c Ratio	0.73	1.05	1.01	1.05	0.51		0.68	0.65	1.05		1.07	0.80
Control Delay	75.7	125.1	56.8	119.2	58.9		48.1	7.7	75.6		105.1	39.4
Queue Delay	0.0	0.0	32.5	0.0	0.0		50.7	2.1	78.8		357.8	0.0
Total Delay	75.7	125.1	89.3	119.2	58.9		98.8	9.7	154.4		462.9	39.4
LOS	E	F	F	F	E		F	A	F		F	D
Approach Delay		96.7			98.6			84.8			301.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			F			F			F	
90th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
50th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
30th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
30th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
10th %ile Green (s)	16.0	16.0	16.0	22.0	22.0				35.0	34.0	34.0	34.0
10th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
Queue Length 50th (ft)	181	~306	~202	~349	151		343	143	~416		~414	248
Queue Length 95th (ft)	#286	#496	#456	#549	232		m414	m151	m#605		#545	398
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	270	284	582	324	346		674	1189	707		701	579
Starvation Cap Reductn	0	0	0	0	0		251	266	108		0	0
Spillback Cap Reductn	0	0	49	0	0		0	0	0		301	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.73	1.05	1.10	1.05	0.51		1.09	0.84	1.24		1.88	0.80

Intersection Summary

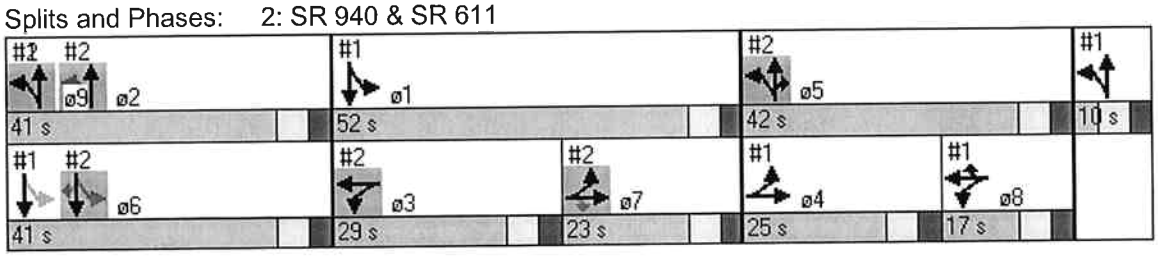
Area Type: Other
Cycle Length: 145
Actuated Cycle Length: 145
Natural Cycle: 145
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 144.0 Intersection LOS: F
Intersection Capacity Utilization 97.2% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 145
70th %ile Actuated Cycle: 145
50th %ile Actuated Cycle: 145
30th %ile Actuated Cycle: 145
10th %ile Actuated Cycle: 145

~ 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: 2: SR 940 & SR 611



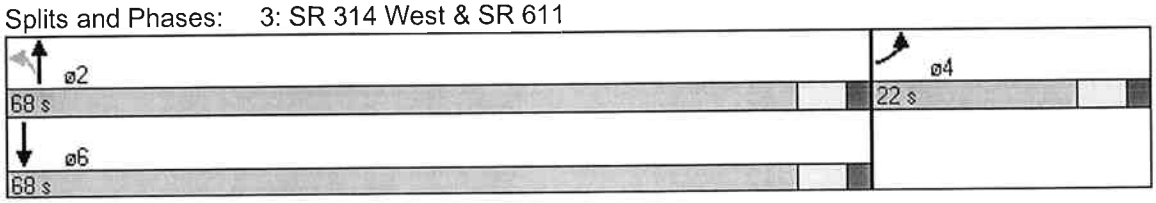
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.875				0.992	
Flt Protected	0.996			0.983		
Satd. Flow (prot)	1623	0	0	3479	3511	0
Flt Permitted	0.996			0.571		
Satd. Flow (perm)	1623	0	0	2021	3511	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	218				15	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	16	201	470	870	713	39
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	218	511	946	775	42
Lane Group Flow (vph)	235	0	0	1457	817	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	22.0	0.0	68.0	68.0	68.0	0.0
Total Split (%)	24.4%	0.0%	75.6%	75.6%	75.6%	0.0%
Maximum Green (s)	16.0		62.0	62.0	62.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	10.2			66.4	66.4	
Actuated g/C Ratio	0.12			0.78	0.78	
v/c Ratio	0.61			1.09dl	0.30	
Control Delay	13.3			19.8	3.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.3			19.8	3.1	
LOS	B			B	A	
Approach Delay	13.3			19.8	3.1	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	14.1		62.0	62.0	62.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	9.5		62.0	62.0	62.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	6.4		62.0	62.0	62.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	5.5		63.6	63.6	63.6	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		72.2	72.2	72.2	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	8			199	39	
Queue Length 95th (ft)	69			#576	91	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	492			1587	2760	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.48			0.92	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.6
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 82.0% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 88.1
70th %ile Actuated Cycle: 83.5
50th %ile Actuated Cycle: 80.4
30th %ile Actuated Cycle: 81.1
10th %ile Actuated Cycle: 89.7
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: 3: SR 314 West & SR 611



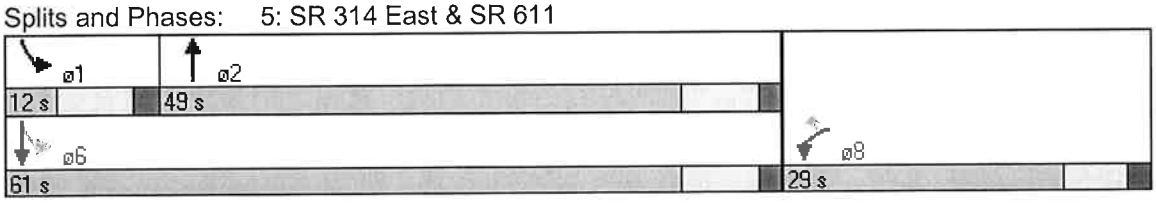
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.972			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3440	0	1770	3539
Flt Permitted	0.950				0.082	
Satd. Flow (perm)	1770	1583	3440	0	153	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		124	44			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	397	117	1223	280	102	812
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	432	127	1329	304	111	883
Lane Group Flow (vph)	432	127	1633	0	111	883
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	29.0	29.0	49.0	0.0	12.0	61.0
Total Split (%)	32.2%	32.2%	54.4%	0.0%	13.3%	67.8%
Maximum Green (s)	22.0	22.0	41.0		4.0	53.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	24.6	24.6	47.4		57.1	57.0
Actuated g/C Ratio	0.27	0.27	0.53		0.62	0.64
v/c Ratio	0.89	0.24	0.89		0.47	0.39
Control Delay	53.5	6.4	26.8		15.9	8.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	53.5	6.4	26.8		15.9	8.6
LOS	D	A	C		B	A
Approach Delay	42.8		26.8			9.4
Approach LOS	D		C			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	22.0	22.0	41.0		4.0	53.0
90th %ile Term Code	Max	Max	MaxR		Max	MaxR
70th %ile Green (s)	22.0	22.0	41.0		4.0	53.0
70th %ile Term Code	Max	Max	MaxR		Max	MaxR
50th %ile Green (s)	22.0	22.0	41.0		4.0	53.0
50th %ile Term Code	Max	Max	MaxR		Max	MaxR
30th %ile Green (s)	22.0	22.0	41.0		4.0	53.0
30th %ile Term Code	Max	Max	MaxR		Max	MaxR
10th %ile Green (s)	20.0	20.0	53.0		0.0	53.0
10th %ile Term Code	Gap	Gap	Hold		Skip	MaxR
Queue Length 50th (ft)	234	1	430		22	116
Queue Length 95th (ft)	#403	42	#608		60	152
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	492	529	1842		236	2251
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	0.88	0.24	0.89		0.47	0.39

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 89.6
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 24.2 — Intersection LOS: C
Intersection Capacity Utilization 80.4% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 90
50th %ile Actuated Cycle: 90
30th %ile Actuated Cycle: 90
10th %ile Actuated Cycle: 88
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 314 East & SR 611



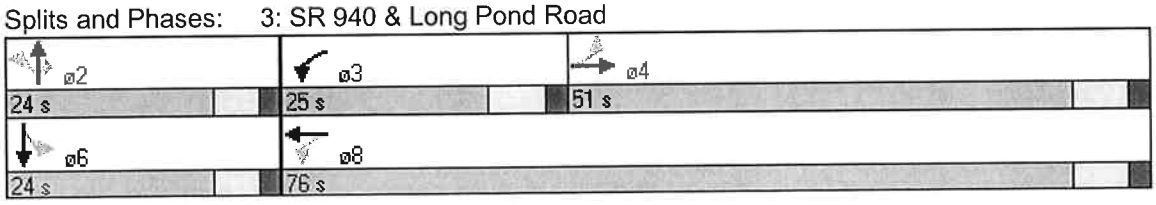
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982			0.982				0.850		0.972	
Flt Protected	0.950			0.950				0.957			0.968	
Satd. Flow (prot)	1711	1829	0	1770	3476	0	0	1783	1583	0	1811	0
Flt Permitted	0.426			0.259				0.749			0.797	
Satd. Flow (perm)	767	1829	0	482	3476	0	0	1395	1583	0	1491	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			38				215		12	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	29	435	59	312	484	65	30	4	198	53	11	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	32	473	64	339	526	71	33	4	215	58	12	18
Lane Group Flow (vph)	32	537	0	339	597	0	0	37	215	0	88	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	51.0	51.0	0.0	25.0	76.0	0.0	24.0	24.0	24.0	24.0	24.0	0.0
Total Split (%)	51.0%	51.0%	0.0%	25.0%	76.0%	0.0%	24.0%	24.0%	24.0%	24.0%	24.0%	0.0%
Maximum Green (s)	44.0	44.0		18.0	69.0		18.0	18.0	18.0	18.0	18.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	47.0	47.0		72.0	72.0			20.0	20.0		20.0	
Actuated g/C Ratio	0.47	0.47		0.72	0.72			0.20	0.20		0.20	
v/c Ratio	0.09	0.62		0.55	0.24			0.13	0.44		0.29	
Control Delay	15.6	23.4		8.4	4.7			34.4	7.9		32.1	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	15.6	23.4		8.4	4.7			34.4	7.9		32.1	
LOS	B	C		A	A			C	A		C	
Approach Delay		23.0			6.0			11.8			32.1	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	11	243		64	53			20	0		41	
Queue Length 95th (ft)	29	356		98	72			48	60		87	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	360	864		618	2513			279	489		308	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.09	0.62		0.55	0.24			0.13	0.44		0.29	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 13.3 Intersection LOS: B
Intersection Capacity Utilization 65.0% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



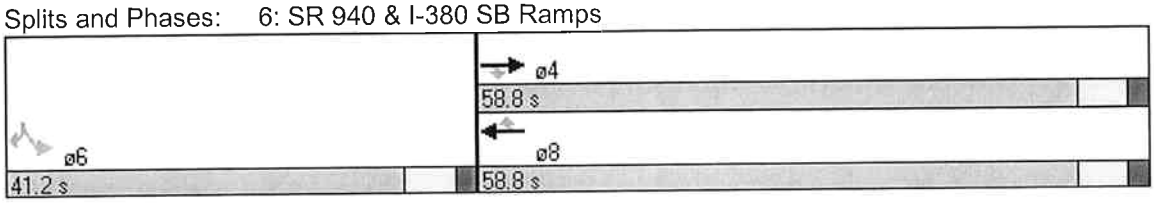
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			1091						58
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	519	111	0	808	1043	0	0	0	535	0	53
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	564	121	0	878	1134	0	0	0	582	0	58
Lane Group Flow (vph)	0	564	121	0	878	1134	0	0	0	582	0	58
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	58.8	58.8	0.0	58.8	58.8	0.0	0.0	0.0	41.2	0.0	41.2
Total Split (%)	0.0%	58.8%	58.8%	0.0%	58.8%	58.8%	0.0%	0.0%	0.0%	41.2%	0.0%	41.2%
Maximum Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		38.2	38.2		38.2	38.2				37.9		37.9
Actuated g/C Ratio		0.45	0.45		0.45	0.45				0.45		0.45
v/c Ratio		0.35	0.15		0.55	0.86				0.38		0.08
Control Delay		14.8	2.7		17.4	9.6				18.5		5.9
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		14.8	2.7		17.4	9.6				18.5		5.9
LOS		B	A		B	A				B		A
Approach Delay		12.7			13.0							
Approach LOS		B			B							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		52.3	52.3		52.3	52.3				34.7		34.7
90th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
70th %ile Green (s)		46.5	46.5		46.5	46.5				34.7		34.7
70th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
50th %ile Green (s)		35.0	35.0		35.0	35.0				34.7		34.7
50th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
30th %ile Green (s)		28.4	28.4		28.4	28.4				34.7		34.7
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		20.8	20.8		20.8	20.8				34.7		34.7
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		96	0		167	12				98		0
Queue Length 95th (ft)		129	25		214	102				191		26
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		1939	922		1939	1361				1544		744
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		0.29	0.13		0.45	0.83				0.38		0.08

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 84.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 13.8 — Intersection LOS: B
Intersection Capacity Utilization 67.9% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 94.2
50th %ile Actuated Cycle: 82.7
30th %ile Actuated Cycle: 76.1
10th %ile Actuated Cycle: 68.5

Splits and Phases: 6: SR 940 & I-380 SB Ramps



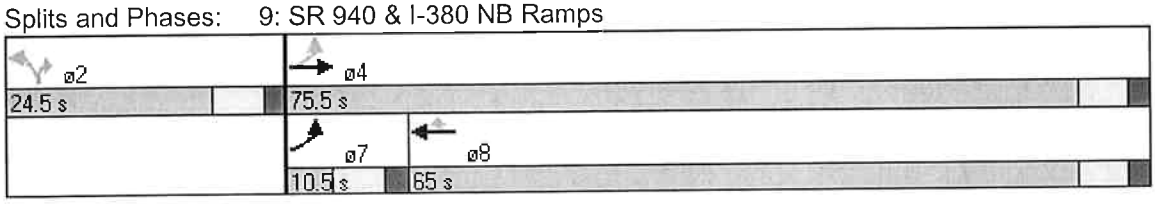
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.062						0.950					
Satd. Flow (perm)	115	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						602			144			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	60	1012	0	0	1648	554	203	0	213	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	1100	0	0	1791	602	221	0	232	0	0	0
Lane Group Flow (vph)	65	1100	0	0	1791	602	221	0	232	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	10.5	75.5	0.0	0.0	65.0	65.0	24.5	0.0	24.5	0.0	0.0	0.0
Total Split (%)	10.5%	75.5%	0.0%	0.0%	65.0%	65.0%	24.5%	0.0%	24.5%	0.0%	0.0%	0.0%
Maximum Green (s)	4.0	69.0			58.5	58.5	18.0		18.0			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	68.2	68.2			59.8	59.8	23.8		23.8			
Actuated g/C Ratio	0.68	0.68			0.60	0.60	0.24		0.24			
v/c Ratio	0.35	0.47			0.88	0.51	0.56		0.50			
Control Delay	11.0	8.0			22.9	2.3	41.8		18.3			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	11.0	8.0			22.9	2.3	41.8		18.3			
LOS	B	A			C	A	D		B			
Approach Delay		8.2			17.7							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			B							
90th %ile Green (s)	4.0	69.0			58.5	58.5	18.0		18.0			
90th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
70th %ile Green (s)	4.0	69.0			58.5	58.5	18.0		18.0			
70th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
50th %ile Green (s)	4.0	69.0			58.5	58.5	18.0		18.0			
50th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
30th %ile Green (s)	4.0	69.0			58.5	58.5	18.0		18.0			
30th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
10th %ile Green (s)	0.0	52.5			52.5	52.5	34.5		34.5			
10th %ile Term Code	Skip	Hold			Gap	Gap	Coord		Coord			
Queue Length 50th (ft)	11	133			454	0	130		48			
Queue Length 95th (ft)	30	168			573	40	211		125			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	186	2446			2087	1200	393		461			
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	0.35	0.45			0.86	0.50	0.56		0.50			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 67.8% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



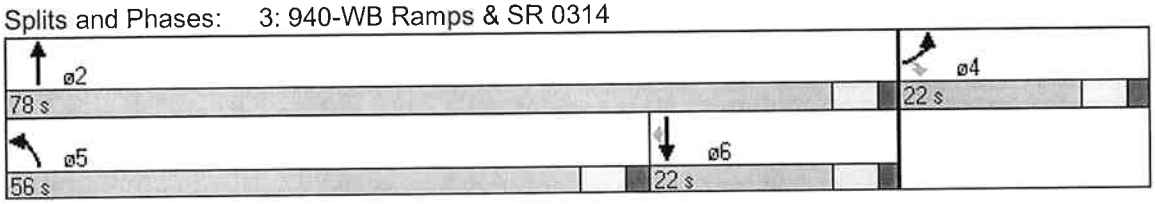
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.958		
Satd. Flow (prot)	1770	1583	1681	1695	1863	1583
Flt Permitted	0.950		0.950	0.574		
Satd. Flow (perm)	1770	1583	1681	1016	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		104				52
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	2	96	1496	114	69	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	104	1626	124	75	52
Lane Group Flow (vph)	2	104	813	937	75	52
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	56.0	78.0	22.0	22.0
Total Split (%)	22.0%	22.0%	56.0%	78.0%	22.0%	22.0%
Maximum Green (s)	16.0	16.0	50.0	72.0	16.0	16.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.9	8.9	55.8	85.4	25.6	25.6
Actuated g/C Ratio	0.09	0.09	0.56	0.85	0.26	0.26
v/c Ratio	0.01	0.44	0.87	0.75	0.16	0.12
Control Delay	40.0	14.5	38.7	19.9	34.7	10.8
Queue Delay	0.0	0.0	0.0	0.9	0.0	0.0
Total Delay	40.0	14.5	38.7	20.8	34.7	10.8
LOS	D	B	D	C	C	B
Approach Delay	15.0			29.1	24.9	
Approach LOS	B			C	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.4	10.4	55.6	77.6	16.0	16.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.5	7.5	58.5	80.5	16.0	16.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.6	5.6	58.1	82.4	18.3	18.3
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	52.2	82.5	24.3	24.3
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	44.7	94.0	43.3	43.3
10th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	541	316	40	0
Queue Length 95th (ft)	8	48	#731	766	82	32
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	319	370	956	1247	476	444
Starvation Cap Reductn	0	0	0	111	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.85	0.82	0.16	0.12

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 61.1% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 940-WB Ramps & SR 0314



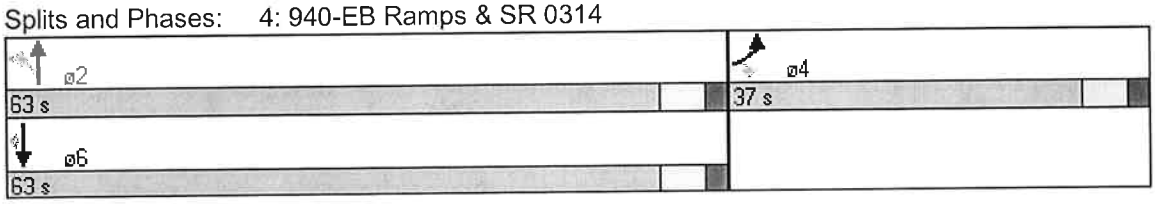
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.664			
Satd. Flow (perm)	1770	1583	1237	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		627				17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	72	577	108	1538	134	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	627	117	1672	146	17
Lane Group Flow (vph)	78	627	117	1672	146	17
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	37.0	37.0	63.0	63.0	63.0	63.0
Total Split (%)	37.0%	37.0%	63.0%	63.0%	63.0%	63.0%
Maximum Green (s)	31.0	31.0	57.0	57.0	57.0	57.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.8	14.8	77.2	77.2	77.2	77.2
Actuated g/C Ratio	0.15	0.15	0.77	0.77	0.77	0.77
v/c Ratio	0.30	0.82	0.12	0.61	0.10	0.01
Control Delay	38.2	12.3	6.7	12.7	1.7	0.0
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	38.2	12.3	6.7	13.0	1.7	0.0
LOS	D	B	A	B	A	A
Approach Delay	15.2			12.5	1.5	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	26.2	26.2	61.8	61.8	61.8	61.8
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	13.7	13.7	74.3	74.3	74.3	74.3
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	10.2	10.2	77.8	77.8	77.8	77.8
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	7.9	7.9	80.1	80.1	80.1	80.1
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.9	5.9	82.1	82.1	82.1	82.1
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	46	0	22	423	9	0
Queue Length 95th (ft)	74	94	m51	598	18	m0
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	584	942	955	2733	1439	1226
Starvation Cap Reductn	0	0	0	417	0	0
Spillback Cap Reductn	40	0	0	42	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.67	0.12	0.72	0.10	0.01

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 12.6 Intersection LOS: B
Intersection Capacity Utilization 53.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



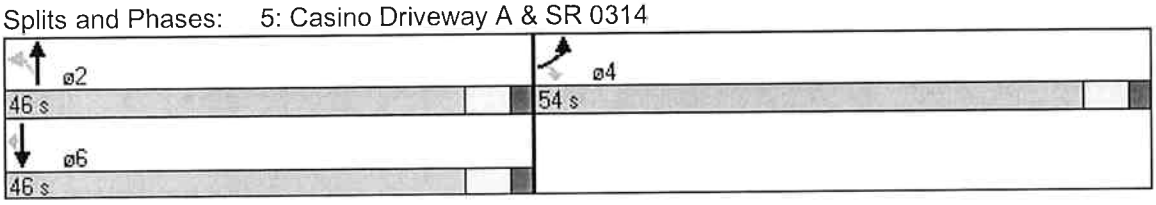
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.480			
Satd. Flow (perm)	3433	1583	894	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21				417
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	900	19	19	746	357	384
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	978	21	21	811	388	417
Lane Group Flow (vph)	978	21	21	811	388	417
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	54.0	54.0	46.0	46.0	46.0	46.0
Total Split (%)	54.0%	54.0%	46.0%	46.0%	46.0%	46.0%
Maximum Green (s)	48.0	48.0	40.0	40.0	40.0	40.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	35.3	35.3	56.7	56.7	56.7	56.7
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.81	0.04	0.04	0.40	0.19	0.39
Control Delay	34.6	7.1	9.7	12.6	11.2	1.9
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.3
Total Delay	34.6	7.1	9.7	12.7	11.2	2.2
LOS	C	A	A	B	B	A
Approach Delay	34.0			12.6	6.5	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	41.8	41.8	46.2	46.2	46.2	46.2
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	36.7	36.7	51.3	51.3	51.3	51.3
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.9	32.9	55.1	55.1	55.1	55.1
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	30.0	30.0	58.0	58.0	58.0	58.0
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	25.0	25.0	63.0	63.0	63.0	63.0
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	289	0	3	242	55	0
Queue Length 95th (ft)	314	14	m18	300	m101	m42
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1717	802	507	2007	2007	1078
Starvation Cap Reductn	0	0	0	0	0	211
Spillback Cap Reductn	0	0	0	262	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.03	0.04	0.46	0.19	0.48

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 53.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



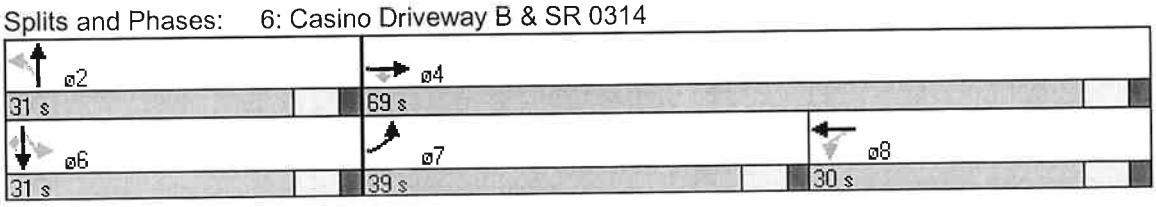
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.904			0.999				0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1672	0	1770	3536	0	1770	1863	1583
Flt Permitted	0.950				0.984		0.606			0.641		
Satd. Flow (perm)	3433	1863	1583	0	1657	0	1129	3536	0	1194	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		5			1				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	600	1	28	1	1	5	29	160	1	2	133	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	652	1	30	1	1	5	32	174	1	2	145	259
Lane Group Flow (vph)	652	1	30	0	7	0	32	175	0	2	145	259
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	39.0	69.0	69.0	30.0	30.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	39.0%	69.0%	69.0%	30.0%	30.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	33.0	63.0	63.0	24.0	24.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	25.7	28.2	28.2		7.8		63.8	63.8		63.8	63.8	63.8
Actuated g/C Ratio	0.26	0.28	0.28		0.08		0.64	0.64		0.64	0.64	0.64
v/c Ratio	0.74	0.00	0.06		0.05		0.04	0.08		0.00	0.12	0.23
Control Delay	39.0	19.0	7.0		30.2		10.2	8.8		16.5	12.5	7.5
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.0	19.0	7.0		30.2		10.2	8.8		16.5	12.5	7.5
LOS	D	B	A		C		B	A		B	B	A
Approach Delay		37.6			30.2			9.0			9.3	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	30.2	42.8	42.8	6.6	6.6		45.2	45.2		45.2	45.2	45.2
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	26.3	26.3	26.3	0.0	0.0		61.7	61.7		61.7	61.7	61.7
70th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	24.0	24.0	24.0	0.0	0.0		64.0	64.0		64.0	64.0	64.0
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.7	20.7	20.7	0.0	0.0		67.3	67.3		67.3	67.3	67.3
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	17.4	17.4	17.4	0.0	0.0		70.6	70.6		70.6	70.6	70.6
10th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	195	1	0		1		6	18		0	28	0
Queue Length 95th (ft)	236	4	16		15		28	51		m5	106	116
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1202	1211	1039		435		720	2255		761	1188	1103
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.00	0.03		0.02		0.04	0.08		0.00	0.12	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.2 Intersection LOS: C
Intersection Capacity Utilization 44.1% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Casino Driveway B & SR 0314



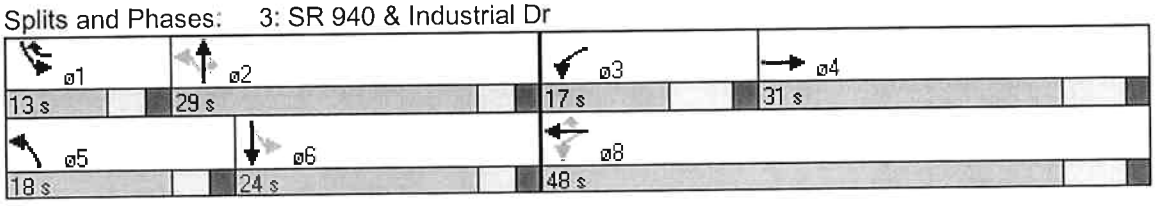
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997				0.850			0.850		0.895	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3529	0	1770	3539	1583	1770	2111	1583	1829	1723	0
Flt Permitted				0.183			0.561			0.724		
Satd. Flow (perm)	0	3529	0	341	3539	1583	1045	2111	1583	1394	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				39			118		75	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	634	11	99	540	36	179	47	109	49	29	69
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	689	12	108	587	39	195	51	118	53	32	75
Lane Group Flow (vph)	0	701	0	108	587	39	195	51	118	53	107	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	31.0	0.0	17.0	48.0	13.0	18.0	29.0	29.0	13.0	24.0	0.0
Total Split (%)	0.0%	34.4%	0.0%	18.9%	53.3%	14.4%	20.0%	32.2%	32.2%	14.4%	26.7%	0.0%
Maximum Green (s)		24.0		10.0	41.0	8.0	13.0	24.0	24.0	8.0	19.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		23.1		34.7	34.6	45.5	34.7	26.7	26.7	28.5	23.4	
Actuated g/C Ratio		0.29		0.43	0.44	0.56	0.43	0.34	0.34	0.35	0.30	
v/c Ratio		0.67		0.32	0.38	0.04	0.35	0.07	0.19	0.10	0.19	
Control Delay		29.4		15.3	15.0	2.3	18.0	23.7	6.2	16.0	12.6	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		29.4		15.3	15.0	2.3	18.0	23.7	6.2	16.0	12.6	
LOS		C		B	B	A	B	C	A	B	B	
Approach Delay		29.4			14.4			14.9			13.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		24.0		10.0	41.0	8.0	13.0	24.0	24.0	8.0	19.0	
90th %ile Term Code		Max		Max	Hold	Max	Max	MaxR	MaxR	Max	MaxR	
70th %ile Green (s)		24.0		9.5	40.5	7.7	13.0	24.3	24.3	7.7	19.0	
70th %ile Term Code		Max		Gap	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		22.7		8.4	38.1	6.9	11.6	24.0	24.0	6.9	19.3	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
30th %ile Green (s)		19.8		7.3	34.1	6.2	9.5	24.0	24.0	6.2	20.7	
30th %ile Term Code		Gap		Gap	Hold	Gap	Gap	MaxR	MaxR	Gap	Hold	
10th %ile Green (s)		10.4		0.0	10.4	0.0	0.0	24.0	24.0	0.0	24.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		173		31	100	0	66	20	0	16	14	
Queue Length 95th (ft)		243		61	140	11	118	49	39	40	57	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1185		371	1800	881	559	717	615	543	565	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.59		0.29	0.33	0.04	0.35	0.07	0.19	0.10	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.6
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 19.8 — Intersection LOS: B
Intersection Capacity Utilization 49.9% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 89.5
50th %ile Actuated Cycle: 86
30th %ile Actuated Cycle: 81.3
10th %ile Actuated Cycle: 46.4

Splits and Phases: 3: SR 940 & Industrial Dr



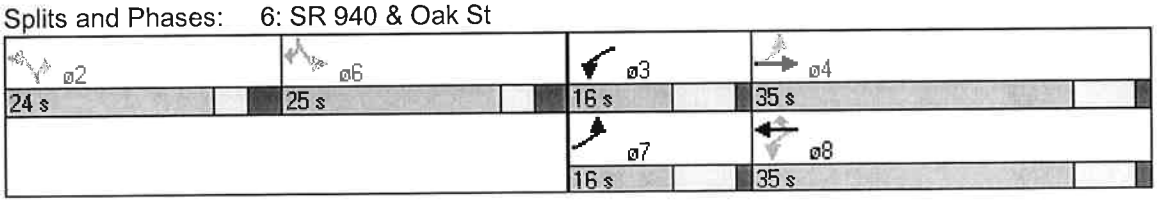
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.985				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3486	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.328			0.202			0.950			0.950		
Satd. Flow (perm)	611	3486	0	376	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				220			165			137
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	173	597	66	117	488	202	43	0	152	200	0	126
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	188	649	72	127	530	220	47	0	165	217	0	137
Lane Group Flow (vph)	188	721	0	127	530	220	47	0	165	217	0	137
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	16.0	35.0	0.0	16.0	35.0	35.0	24.0	0.0	24.0	25.0	0.0	25.0
Total Split (%)	16.0%	35.0%	0.0%	16.0%	35.0%	35.0%	24.0%	0.0%	24.0%	25.0%	0.0%	25.0%
Maximum Green (s)	9.0	28.0		9.0	28.0	28.0	18.0		18.0	19.0		19.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	43.0	31.0		43.0	31.0	31.0	20.0		20.0	21.0		21.0
Actuated g/C Ratio	0.43	0.31		0.43	0.31	0.31	0.20		0.20	0.21		0.21
v/c Ratio	0.47	0.66		0.39	0.48	0.34	0.13		0.37	0.30		0.31
Control Delay	20.0	33.0		18.9	29.8	5.2	34.1		8.0	34.7		7.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	20.0	33.0		18.9	29.8	5.2	34.1		8.0	34.7		7.9
LOS	C	C		B	C	A	C		A	C		A
Approach Delay		30.3			22.1							
Approach LOS		C			C							
Queue Length 50th (ft)	69	205		45	143	0	25		0	60		0
Queue Length 95th (ft)	114	270		79	194	51	57		54	94		49
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	402	1089		329	1097	643	354		449	721		441
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.47	0.66		0.39	0.48	0.34	0.13		0.37	0.30		0.31

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 24.8 Intersection LOS: C
Intersection Capacity Utilization 43.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



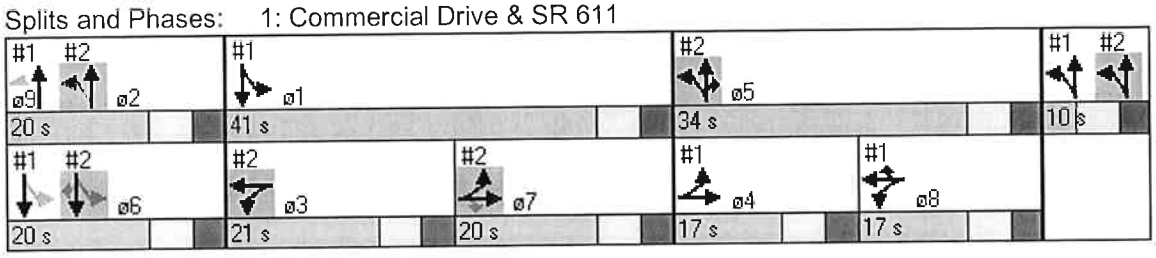
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.965				0.850		0.996			0.991	
Flt Protected		0.971			0.960		0.950			0.950		
Satd. Flow (prot)	0	2058	0	0	1992	2850	1801	3547	0	1733	1878	0
Flt Permitted		0.971			0.960		0.222			0.222		
Satd. Flow (perm)	0	2058	0	0	1992	2850	421	3547	0	405	1878	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				525		3			5	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	126	31	55	53	11	483	23	788	23	449	682	44
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	137	34	60	58	12	525	25	857	25	488	741	48
Lane Group Flow (vph)	0	231	0	0	70	525	25	882	0	488	789	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	30.0	0.0	41.0	61.0	0.0
Total Split (%)	16.2%	16.2%	0.0%	16.2%	16.2%	16.2%	9.5%	28.6%	0.0%	39.0%	58.1%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			34.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		15.0			14.1	14.1	26.0	28.0		57.0	59.0	
Actuated g/C Ratio		0.14			0.14	0.14	0.25	0.27		0.55	0.57	
v/c Ratio		0.75			0.26	0.63	0.12	0.92		0.68	0.74	
Control Delay		56.5			43.0	7.3	30.0	53.1		16.5	9.5	
Queue Delay		37.7			0.0	0.2	0.0	0.8		0.0	8.8	
Total Delay		94.1			43.0	7.5	30.0	53.9		16.5	18.3	
LOS		F			D	A	C	D		B	B	
Approach Delay		94.1			11.7			53.2			17.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		F			B			D			B	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			34.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			34.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			34.0		
50th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
30th %ile Green (s)	10.0	10.0		8.7	8.7	8.7	3.0			34.0		
30th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	10.0	10.0		6.7	6.7	6.7	3.0			34.0		
10th %ile Term Code	Max	Max		Gap	Gap	Gap	Max			Hold		
Queue Length 50th (ft)		142			42	0	12	303		195	115	
Queue Length 95th (ft)		#253			85	51	34	#426		m232	m117	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		309			287	860	211	957		719	1067	
Starvation Cap Reductn		0			0	0	0	0		0	246	
Spillback Cap Reductn		86			0	41	0	11		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		1.04			0.24	0.64	0.12	0.93		0.68	0.96	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 104.1
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 73.1% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 105
70th %ile Actuated Cycle: 105
50th %ile Actuated Cycle: 105
30th %ile Actuated Cycle: 103.7
10th %ile Actuated Cycle: 101.7
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: Commercial Drive & SR 611



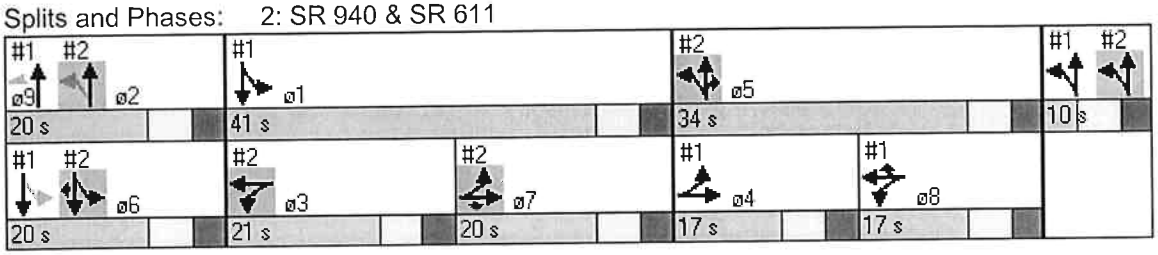
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.996				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.999	
Satd. Flow (prot)	1863	1961	1522	1739	1853	0	1801	1895	1611	0	3598	1611
Flt Permitted	0.950			0.950			0.222				0.689	
Satd. Flow (perm)	1863	1961	1522	1739	1853	0	421	1895	1611	0	2481	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			449		1				657			257
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	149	295	413	276	166	5	410	383	604	5	386	256
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	162	321	449	300	180	5	446	416	657	5	420	278
Lane Group Flow (vph)	162	321	449	300	185	0	446	416	657	0	425	278
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	20.0	20.0	20.0	21.0	21.0	0.0	44.0	64.0	34.0	20.0	20.0	20.0
Total Split (%)	19.0%	19.0%	19.0%	20.0%	20.0%	0.0%	41.9%	61.0%	32.4%	19.0%	19.0%	19.0%
Maximum Green (s)	13.0	13.0	13.0	14.0	14.0				27.0	13.0	13.0	13.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	18.0	18.0	18.0	19.0	19.0		59.1	61.1	31.1		18.0	18.0
Actuated g/C Ratio	0.17	0.17	0.17	0.18	0.18		0.57	0.59	0.30		0.17	0.17
v/c Ratio	0.50	0.95	0.71	0.94	0.55		0.57	0.37	0.70		0.99	0.57
Control Delay	45.4	81.1	10.7	81.6	45.5		31.9	8.2	19.1		85.4	11.4
Queue Delay	0.0	0.0	0.3	110.4	0.0		1.4	0.9	3.7		95.1	0.0
Total Delay	45.4	81.1	11.0	191.9	45.5		33.3	9.1	22.8		180.5	11.4
LOS	D	F	B	F	D		C	A	C		F	B
Approach Delay		41.1			136.1			22.1			113.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		D			F			C			F	
90th %ile Green (s)	13.0	13.0	13.0	14.0	14.0				27.0	13.0	13.0	13.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	13.0	13.0	13.0	14.0	14.0				27.0	13.0	13.0	13.0
70th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
50th %ile Green (s)	13.0	13.0	13.0	14.0	14.0				27.0	13.0	13.0	13.0
50th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
30th %ile Green (s)	13.0	13.0	13.0	14.0	14.0				25.7	13.0	13.0	13.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	13.0	13.0	13.0	14.0	14.0				23.7	13.0	13.0	13.0
10th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
Queue Length 50th (ft)	100	216	0	202	113		213	75	216		152	12
Queue Length 95th (ft)	168	#389	97	#369	186		m244	m89	m244		#257	89
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	322	339	635	318	339		781	1109	950		429	491
Starvation Cap Reductn	0	0	0	0	0		168	419	205		0	0
Spillback Cap Reductn	0	0	20	80	0		0	0	0		87	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.50	0.95	0.73	1.26	0.55		0.73	0.60	0.88		1.24	0.57

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 104.1
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 59.8 — Intersection LOS: E
Intersection Capacity Utilization 74.5% — ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 105
70th %ile Actuated Cycle: 105
50th %ile Actuated Cycle: 105
30th %ile Actuated Cycle: 103.7
10th %ile Actuated Cycle: 101.7
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: 2: SR 940 & SR 611



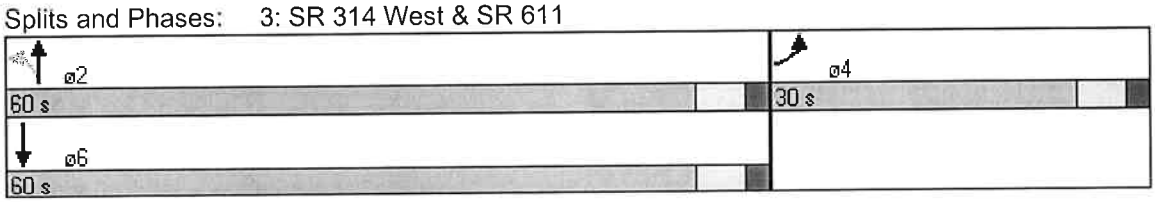
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.886				0.991	
Flt Protected	0.992			0.989		
Satd. Flow (prot)	1637	0	0	3500	3507	0
Flt Permitted	0.992			0.698		
Satd. Flow (perm)	1637	0	0	2470	3507	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	245				14	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	41	225	224	780	451	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	245	243	848	490	33
Lane Group Flow (vph)	290	0	0	1091	523	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	30.0	0.0	60.0	60.0	60.0	0.0
Total Split (%)	33.3%	0.0%	66.7%	66.7%	66.7%	0.0%
Maximum Green (s)	24.0		54.0	54.0	54.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	11.1			57.3	57.3	
Actuated g/C Ratio	0.15			0.75	0.75	
v/c Ratio	0.65			0.59	0.20	
Control Delay	13.9			6.6	3.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.9			6.6	3.4	
LOS	B			A	A	
Approach Delay	13.9			6.6	3.4	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	16.3		54.0	54.0	54.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	11.1		54.0	54.0	54.0	
70th %ile Term Code	Gap		MaxR	MaxR	MaxR	
50th %ile Green (s)	7.7		54.0	54.0	54.0	
50th %ile Term Code	Gap		MaxR	MaxR	MaxR	
30th %ile Green (s)	5.5		54.0	54.0	54.0	
30th %ile Term Code	Gap		MaxR	MaxR	MaxR	
10th %ile Green (s)	5.5		59.7	59.7	59.7	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	19			84	25	
Queue Length 95th (ft)	86			205	62	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	642			1852	2633	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.45			0.59	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 76.4
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.65
Intersection Signal Delay: 6.8 — Intersection LOS: A
Intersection Capacity Utilization 67.6% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 82.3
70th %ile Actuated Cycle: 77.1
50th %ile Actuated Cycle: 73.7
30th %ile Actuated Cycle: 71.5
10th %ile Actuated Cycle: 77.2

Splits and Phases: 3: SR 314 West & SR 611



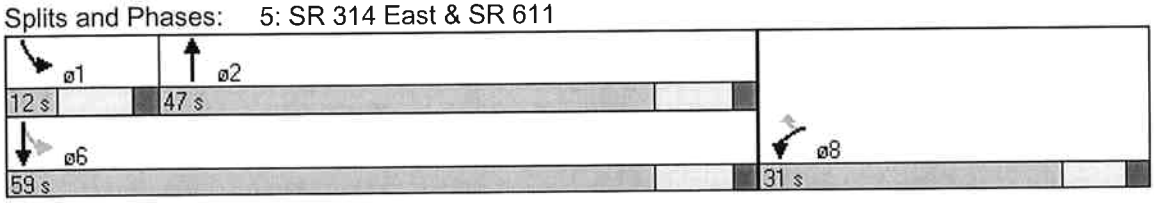
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.965			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3415	0	1770	3539
Flt Permitted	0.950				0.085	
Satd. Flow (perm)	1770	1583	3415	0	158	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		60	61			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	151	55	948	288	161	515
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	60	1030	313	175	560
Lane Group Flow (vph)	164	60	1343	0	175	560
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	15.4	15.4	43.9		55.9	55.9
Actuated g/C Ratio	0.19	0.19	0.55		0.70	0.70
v/c Ratio	0.48	0.17	0.70		0.64	0.22
Control Delay	32.6	8.5	15.4		23.8	4.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	32.6	8.5	15.4		23.8	4.8
LOS	C	A	B		C	A
Approach Delay	26.1		15.4			9.3
Approach LOS	C		B			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	17.9	17.9	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	14.6	14.6	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	12.4	12.4	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	10.3	10.3	39.0		4.0	51.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	7.4	7.4	43.2		4.0	55.2
10th %ile Term Code	Gap	Gap	Dwell		Max	Dwell
Queue Length 50th (ft)	72	0	225		30	42
Queue Length 95th (ft)	127	29	352		#124	77
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	526	513	1917		274	2494
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.31	0.12	0.70		0.64	0.22

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 79.4
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 14.5 — Intersection LOS: B
Intersection Capacity Utilization 62.7% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 83.9
70th %ile Actuated Cycle: 80.6
50th %ile Actuated Cycle: 78.4
30th %ile Actuated Cycle: 76.3
10th %ile Actuated Cycle: 77.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 5: SR 314 East & SR 611



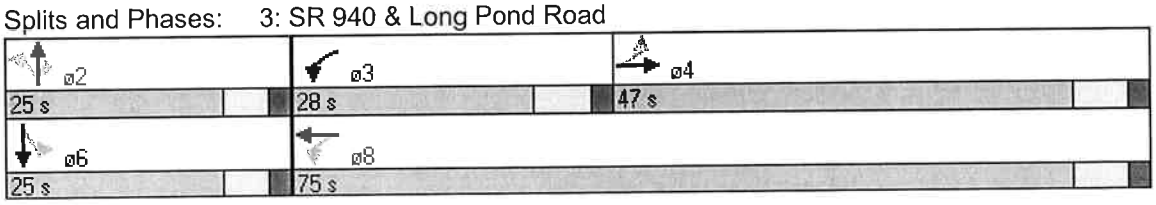
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	12	12	12	12	12	12	12	12	12	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.983				0.850		0.975	
Flt Protected	0.950			0.950				0.958			0.967	
Satd. Flow (prot)	1711	1818	0	1770	3479	0	0	1785	1583	0	1815	0
Flt Permitted	0.477			0.253				0.756			0.801	
Satd. Flow (perm)	859	1818	0	471	3479	0	0	1408	1583	0	1503	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			34				267		11	
Headway Factor	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1167			4199			2546			2206	
Travel Time (s)		26.5			95.4			57.9			50.1	
Volume (vph)	14	388	75	304	393	51	35	5	246	43	8	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	422	82	330	427	55	38	5	267	47	9	13
Lane Group Flow (vph)	15	504	0	330	482	0	0	43	267	0	69	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)	23.0	23.0		11.0	23.0		22.0	22.0	22.0	22.0	22.0	
Total Split (s)	47.0	47.0	0.0	28.0	75.0	0.0	25.0	25.0	25.0	25.0	25.0	0.0
Total Split (%)	47.0%	47.0%	0.0%	28.0%	75.0%	0.0%	25.0%	25.0%	25.0%	25.0%	25.0%	0.0%
Maximum Green (s)	40.0	40.0		21.0	68.0		19.0	19.0	19.0	19.0	19.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		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	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Walk Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0	0	0	0	
Act Effct Green (s)	43.0	43.0		71.0	71.0			21.0	21.0		21.0	
Actuated g/C Ratio	0.43	0.43		0.71	0.71			0.21	0.21		0.21	
v/c Ratio	0.04	0.64		0.51	0.19			0.15	0.49		0.21	
Control Delay	17.1	26.4		8.2	4.7			33.8	7.7		30.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay	17.1	26.4		8.2	4.7			33.8	7.7		30.0	
LOS	B	C		A	A			C	A		C	
Approach Delay		26.1			6.1			11.3			30.0	
Approach LOS		C			A			B			C	
Queue Length 50th (ft)	5	240		65	43			22	0		31	
Queue Length 95th (ft)	18	354		99	60			53	65		69	
Internal Link Dist (ft)		1087			4119			2466			2126	
Turn Bay Length (ft)												
Base Capacity (vph)	369	789		646	2480			296	543		324	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	0		0	0			0	0		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.04	0.64		0.51	0.19			0.15	0.49		0.21	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Pretimed
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 14.1 Intersection LOS: B
Intersection Capacity Utilization 62.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 3: SR 940 & Long Pond Road



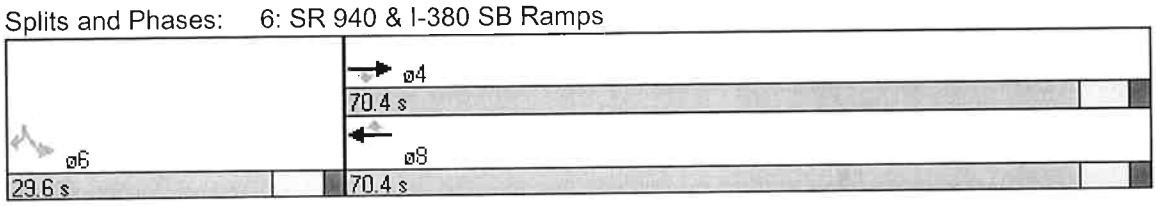
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50				50		50
Trailing Detector (ft)		0	0		0	0				0		0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850						0.850
Flt Protected										0.950		
Satd. Flow (prot)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Flt Permitted										0.950		
Satd. Flow (perm)	0	3539	1583	0	3539	1583	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			171			1091						55
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4199			3681			2552			2296	
Travel Time (s)		95.4			83.7			58.0			52.2	
Volume (vph)	0	521	157	0	697	1008	0	0	0	529	0	51
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	566	171	0	758	1096	0	0	0	575	0	55
Lane Group Flow (vph)	0	566	171	0	758	1096	0	0	0	575	0	55
Turn Type			Perm			Perm				custom		custom
Protected Phases		4			8							
Permitted Phases			4			8				6		6
Detector Phases		4	4		8	8				6		6
Minimum Initial (s)		4.0	4.0		4.0	4.0				4.0		4.0
Minimum Split (s)		22.5	22.5		22.5	22.5				22.5		22.5
Total Split (s)	0.0	70.4	70.4	0.0	70.4	70.4	0.0	0.0	0.0	29.6	0.0	29.6
Total Split (%)	0.0%	70.4%	70.4%	0.0%	70.4%	70.4%	0.0%	0.0%	0.0%	29.6%	0.0%	29.6%
Maximum Green (s)		63.9	63.9		63.9	63.9				23.1		23.1
Yellow Time (s)		4.5	4.5		4.5	4.5				4.5		4.5
All-Red Time (s)		2.0	2.0		2.0	2.0				2.0		2.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0	3.0		3.0	3.0				3.0		3.0
Recall Mode		None	None		None	None				Max		Max
Walk Time (s)		5.0	5.0		5.0	5.0				5.0		5.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		11.0
Pedestrian Calls (#/hr)		0	0		0	0				0		0
Act Effct Green (s)		32.7	32.7		32.7	32.7				27.0		27.0
Actuated g/C Ratio		0.48	0.48		0.48	0.48				0.40		0.40
v/c Ratio		0.33	0.20		0.45	0.83				0.42		0.08
Control Delay		10.4	1.8		11.4	6.8				19.9		7.7
Queue Delay		0.0	0.0		0.0	0.0				0.0		0.0
Total Delay		10.4	1.8		11.4	6.8				19.9		7.7
LOS		B	A		B	A				B		A
Approach Delay		8.4			8.7							
Approach LOS		A			A							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)		63.9	63.9		63.9	63.9				23.1		23.1
90th %ile Term Code		Hold	Hold		Max	Max				MaxR		MaxR
70th %ile Green (s)		33.8	33.8		33.8	33.8				23.1		23.1
70th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
50th %ile Green (s)		26.0	26.0		26.0	26.0				23.1		23.1
50th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
30th %ile Green (s)		21.0	21.0		21.0	21.0				23.1		23.1
30th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
10th %ile Green (s)		15.3	15.3		15.3	15.3				23.1		23.1
10th %ile Term Code		Hold	Hold		Gap	Gap				MaxR		MaxR
Queue Length 50th (ft)		67	0		97	1				75		0
Queue Length 95th (ft)		91	20		126	42				227		30
Internal Link Dist (ft)		4119			3601			2472			2216	
Turn Bay Length (ft)												
Base Capacity (vph)		2350	1109		2350	1418				1360		660
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		0.24	0.15		0.32	0.77				0.42		0.08

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 68.1
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 10.6 — Intersection LOS: B
Intersection Capacity Utilization 65.7% — ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 100
70th %ile Actuated Cycle: 69.9
50th %ile Actuated Cycle: 62.1
30th %ile Actuated Cycle: 57.1
10th %ile Actuated Cycle: 51.4

Splits and Phases: 6: SR 940 & I-380 SB Ramps



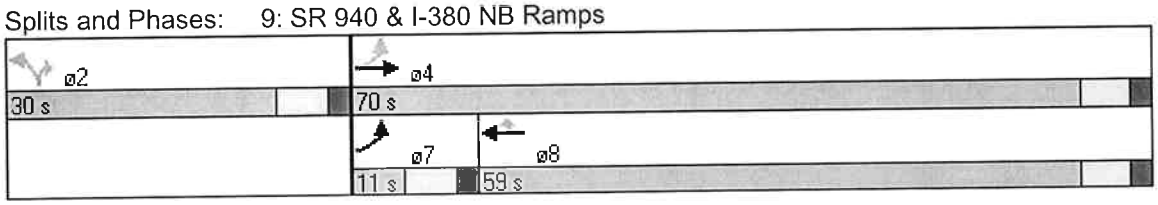
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	11	12	10	12	10	12	12	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50			50	50	50		50			
Trailing Detector (ft)	0	0			0	0	0		0			
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1770	3421	0	0	3421	1583	1652	0	1478	0	0	0
Flt Permitted	0.068						0.950					
Satd. Flow (perm)	127	3421	0	0	3421	1583	1652	0	1478	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						558			125			
Headway Factor	1.00	1.04	1.00	1.00	1.04	1.00	1.09	1.00	1.09	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3681			2505			2531			2254	
Travel Time (s)		83.7			56.9			57.5			51.2	
Volume (vph)	57	996	0	0	1549	517	155	0	164	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	1083	0	0	1684	562	168	0	178	0	0	0
Lane Group Flow (vph)	62	1083	0	0	1684	562	168	0	178	0	0	0
Turn Type	pm+pt					Perm	custom		custom			
Protected Phases	7	4			8							
Permitted Phases	4					8	2		2			
Detector Phases	7	4			8	8	2		2			
Minimum Initial (s)	4.0	4.0			4.0	4.0	4.0		4.0			
Minimum Split (s)	10.5	22.5			22.5	22.5	22.5		22.5			
Total Split (s)	11.0	70.0	0.0	0.0	59.0	59.0	30.0	0.0	30.0	0.0	0.0	0.0
Total Split (%)	11.0%	70.0%	0.0%	0.0%	59.0%	59.0%	30.0%	0.0%	30.0%	0.0%	0.0%	0.0%
Maximum Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
Yellow Time (s)	4.5	4.5			4.5	4.5	4.5		4.5			
All-Red Time (s)	2.0	2.0			2.0	2.0	2.0		2.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	None			None	None	C-Max		C-Max			
Walk Time (s)		5.0			5.0	5.0	5.0		5.0			
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0			
Pedestrian Calls (#/hr)		0			0	0	0		0			
Act Effct Green (s)	63.1	63.1			54.3	54.3	28.9		28.9			
Actuated g/C Ratio	0.63	0.63			0.54	0.54	0.29		0.29			
v/c Ratio	0.32	0.50			0.91	0.50	0.35		0.34			
Control Delay	10.3	10.6			28.9	2.8	32.3		12.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	10.3	10.6			28.9	2.8	32.3		12.4			
LOS	B	B			C	A	C		B			
Approach Delay		10.6			22.4							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		B			C							
90th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
90th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
70th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
70th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
50th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
50th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
30th %ile Green (s)	4.5	63.5			52.5	52.5	23.5		23.5			
30th %ile Term Code	Max	Hold			Max	Max	Coord		Coord			
10th %ile Green (s)	0.0	49.2			49.2	49.2	37.8		37.8			
10th %ile Term Code	Skip	Hold			Gap	Gap	Coord		Coord			
Queue Length 50th (ft)	13	162			473	1	88		26			
Queue Length 95th (ft)	26	205			595	48	150		83			
Internal Link Dist (ft)		3601			2425			2451			2174	
Turn Bay Length (ft)												
Base Capacity (vph)	195	2258			1882	1122	477		516			
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	0.32	0.48			0.89	0.50	0.35		0.34			

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 18.7 Intersection LOS: B
Intersection Capacity Utilization 62.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 9: SR 940 & I-380 NB Ramps



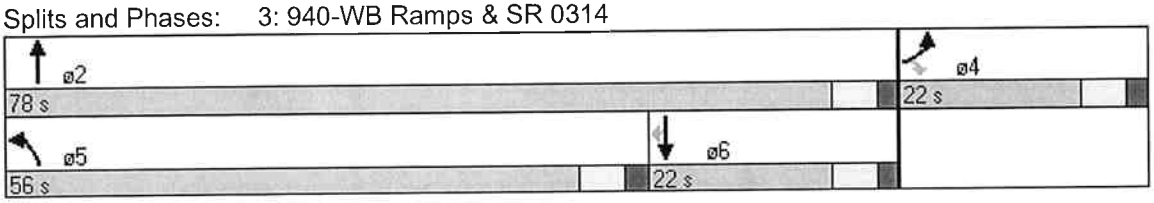
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950	0.958		
Satd. Flow (prot)	1770	1583	1681	1695	1863	1583
Flt Permitted	0.950		0.950	0.586		
Satd. Flow (perm)	1770	1583	1681	1037	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		104				41
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	1993			742	1143	
Travel Time (s)	45.3			16.9	26.0	
Volume (vph)	2	96	1469	97	45	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	104	1597	105	49	41
Lane Group Flow (vph)	2	104	799	903	49	41
Turn Type		Perm	custom			Perm
Protected Phases	4		5	2	6	
Permitted Phases		4	5			6
Detector Phases	4	4	5	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	10.0	22.0	22.0	22.0
Total Split (s)	22.0	22.0	56.0	78.0	22.0	22.0
Total Split (%)	22.0%	22.0%	56.0%	78.0%	22.0%	22.0%
Maximum Green (s)	16.0	16.0	50.0	72.0	16.0	16.0
Yellow Time (s)	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
Lead/Lag			Lead		Lag	Lag
Lead-Lag Optimize?			Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	8.9	8.9	55.0	85.4	26.4	26.4
Actuated g/C Ratio	0.09	0.09	0.55	0.85	0.26	0.26
v/c Ratio	0.01	0.44	0.86	0.72	0.10	0.09
Control Delay	40.0	14.5	40.0	18.7	33.9	11.6
Queue Delay	0.0	0.0	0.0	0.6	0.0	0.0
Total Delay	40.0	14.5	40.0	19.2	33.9	11.6
LOS	D	B	D	B	C	B
Approach Delay	15.0			29.0	23.7	
Approach LOS	B			C	C	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	10.4	10.4	55.6	77.6	16.0	16.0
90th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
70th %ile Green (s)	7.5	7.5	58.5	80.5	16.0	16.0
70th %ile Term Code	Gap	Gap	Max	Coord	Coord	Coord
50th %ile Green (s)	5.6	5.6	56.4	82.4	20.0	20.0
50th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
30th %ile Green (s)	5.5	5.5	50.7	82.5	25.8	25.8
30th %ile Term Code	Gap	Gap	Gap	Coord	Coord	Coord
10th %ile Green (s)	0.0	0.0	43.6	94.0	44.4	44.4
10th %ile Term Code	Skip	Skip	Gap	Coord	Coord	Coord
Queue Length 50th (ft)	1	0	471	263	25	0
Queue Length 95th (ft)	8	48	#709	723	59	29
Internal Link Dist (ft)	1913			662	1063	
Turn Bay Length (ft)						
Base Capacity (vph)	319	370	945	1247	492	449
Starvation Cap Reductn	0	0	0	99	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.28	0.85	0.79	0.10	0.09

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 28.0 Intersection LOS: C
Intersection Capacity Utilization 59.9% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: 940-WB Ramps & SR 0314



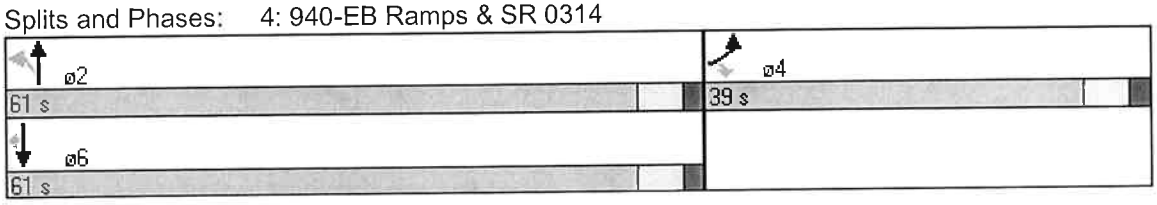
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	1863	1583
Flt Permitted	0.950		0.668			
Satd. Flow (perm)	1770	1583	1244	3539	1863	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		627				12
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2229			460	742	
Travel Time (s)	50.7			10.5	16.9	
Volume (vph)	67	577	101	1499	129	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	73	627	110	1629	140	12
Lane Group Flow (vph)	73	627	110	1629	140	12
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	39.0	39.0	61.0	61.0	61.0	61.0
Total Split (%)	39.0%	39.0%	61.0%	61.0%	61.0%	61.0%
Maximum Green (s)	33.0	33.0	55.0	55.0	55.0	55.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.6	14.6	77.4	77.4	77.4	77.4
Actuated g/C Ratio	0.15	0.15	0.77	0.77	0.77	0.77
v/c Ratio	0.28	0.82	0.11	0.59	0.10	0.01
Control Delay	38.0	12.4	6.9	12.5	1.9	0.3
Queue Delay	0.0	0.0	0.0	0.3	0.0	0.0
Total Delay	38.0	12.4	6.9	12.8	1.9	0.3
LOS	D	B	A	B	A	A
Approach Delay	15.1			12.5	1.8	
Approach LOS	B			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	26.0	26.0	62.0	62.0	62.0	62.0
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	13.6	13.6	74.4	74.4	74.4	74.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	9.9	9.9	78.1	78.1	78.1	78.1
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	7.6	7.6	80.4	80.4	80.4	80.4
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	5.8	5.8	82.2	82.2	82.2	82.2
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	43	0	19	394	10	0
Queue Length 95th (ft)	70	95	m50	589	20	m0
Internal Link Dist (ft)	2149			380	662	
Turn Bay Length (ft)						
Base Capacity (vph)	620	962	963	2740	1442	1228
Starvation Cap Reductn	0	0	0	459	0	0
Spillback Cap Reductn	46	0	0	22	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.65	0.11	0.71	0.10	0.01

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 12.5 Intersection LOS: B
Intersection Capacity Utilization 51.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: 940-EB Ramps & SR 0314



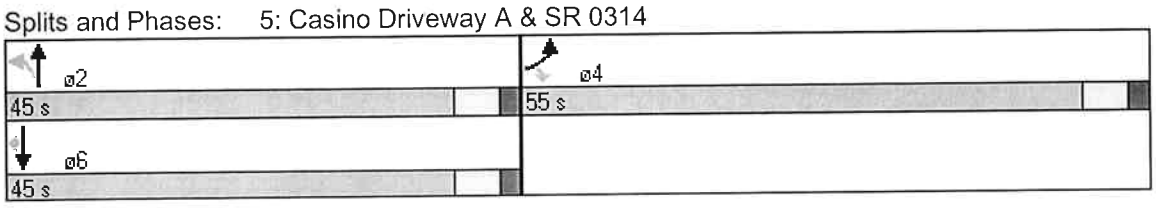
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	0.97	1.00	1.00	0.95	0.95	1.00
Frt		0.850				0.850
Flt Protected	0.950		0.950			
Satd. Flow (prot)	3433	1583	1770	3539	3539	1583
Flt Permitted	0.950		0.477			
Satd. Flow (perm)	3433	1583	889	3539	3539	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		21				379
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	2370			1430	460	
Travel Time (s)	53.9			32.5	10.5	
Volume (vph)	900	19	19	700	357	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	978	21	21	761	388	379
Lane Group Flow (vph)	978	21	21	761	388	379
Turn Type		Perm	Perm			Perm
Protected Phases	4			2	6	
Permitted Phases		4	2			6
Detector Phases	4	4	2	2	6	6
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	22.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	55.0	55.0	45.0	45.0	45.0	45.0
Total Split (%)	55.0%	55.0%	45.0%	45.0%	45.0%	45.0%
Maximum Green (s)	49.0	49.0	39.0	39.0	39.0	39.0
Yellow Time (s)	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
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min
Walk Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	35.2	35.2	56.8	56.8	56.8	56.8
Actuated g/C Ratio	0.35	0.35	0.57	0.57	0.57	0.57
v/c Ratio	0.81	0.04	0.04	0.38	0.19	0.36
Control Delay	34.8	7.1	8.8	11.3	11.4	2.0
Queue Delay	0.0	0.0	0.0	0.1	0.0	0.2
Total Delay	34.8	7.1	8.8	11.4	11.4	2.2
LOS	C	A	A	B	B	A
Approach Delay	34.2			11.3	6.9	
Approach LOS	C			B	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	41.7	41.7	46.3	46.3	46.3	46.3
90th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
70th %ile Green (s)	36.6	36.6	51.4	51.4	51.4	51.4
70th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
50th %ile Green (s)	32.8	32.8	55.2	55.2	55.2	55.2
50th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
30th %ile Green (s)	29.9	29.9	58.1	58.1	58.1	58.1
30th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
10th %ile Green (s)	24.9	24.9	63.1	63.1	63.1	63.1
10th %ile Term Code	Gap	Gap	Coord	Coord	Coord	Coord
Queue Length 50th (ft)	289	0	2	230	56	0
Queue Length 95th (ft)	314	14	m17	298	m104	m43
Internal Link Dist (ft)	2290			1350	380	
Turn Bay Length (ft)						
Base Capacity (vph)	1751	818	505	2011	2011	1063
Starvation Cap Reductn	0	0	0	0	0	222
Spillback Cap Reductn	0	0	0	204	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.03	0.04	0.42	0.19	0.45

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBT, Start of Green
Natural Cycle: 45
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.0 Intersection LOS: B
Intersection Capacity Utilization 51.7% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Casino Driveway A & SR 0314



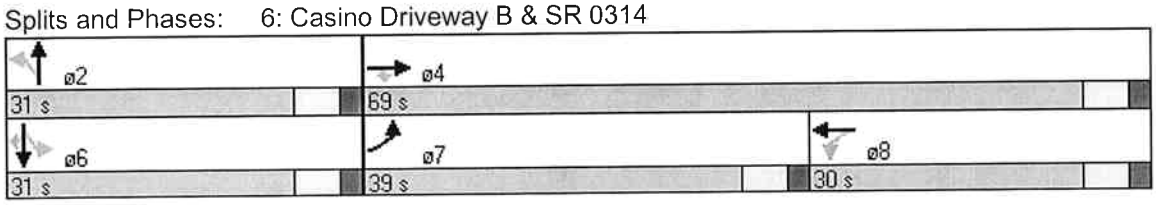
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt			0.850		0.904			0.999				0.850
Flt Protected	0.950				0.993		0.950			0.950		
Satd. Flow (prot)	3433	1863	1583	0	1672	0	1770	3536	0	1770	1863	1583
Flt Permitted	0.950				0.984		0.616			0.673		
Satd. Flow (perm)	3433	1863	1583	0	1657	0	1147	3536	0	1254	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			30		5			1				259
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2445			1974			919			1430	
Travel Time (s)		55.6			44.9			20.9			32.5	
Volume (vph)	600	1	28	1	1	5	29	114	1	2	128	238
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	652	1	30	1	1	5	32	124	1	2	139	259
Lane Group Flow (vph)	652	1	30	0	7	0	32	125	0	2	139	259
Turn Type	custom		Perm	Perm			Perm			Perm		Perm
Protected Phases	7	4			8			2			6	
Permitted Phases	7		4	8			2			6		6
Detector Phases	7	4	4	8	8		2	2		6	6	6
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)	10.0	22.0	22.0	22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	39.0	69.0	69.0	30.0	30.0	0.0	31.0	31.0	0.0	31.0	31.0	31.0
Total Split (%)	39.0%	69.0%	69.0%	30.0%	30.0%	0.0%	31.0%	31.0%	0.0%	31.0%	31.0%	31.0%
Maximum Green (s)	33.0	63.0	63.0	24.0	24.0		25.0	25.0		25.0	25.0	25.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)		5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	5.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0		0	0		0	0	0
Act Effct Green (s)	25.7	28.2	28.2		7.8		63.8	63.8		63.8	63.8	63.8
Actuated g/C Ratio	0.26	0.28	0.28		0.08		0.64	0.64		0.64	0.64	0.64
v/c Ratio	0.74	0.00	0.06		0.05		0.04	0.06		0.00	0.12	0.23
Control Delay	39.0	19.0	7.0		30.2		10.2	8.9		14.5	11.0	6.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.0	19.0	7.0		30.2		10.2	8.9		14.5	11.0	6.8
LOS	D	B	A		C		B	A		B	B	A
Approach Delay		37.6			30.2			9.1			8.3	
Approach LOS		D			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
90th %ile Green (s)	30.2	42.8	42.8	6.6	6.6		45.2	45.2		45.2	45.2	45.2
90th %ile Term Code	Gap	Hold	Hold	Gap	Gap		Coord	Coord		Coord	Coord	Coord
70th %ile Green (s)	26.3	26.3	26.3	0.0	0.0		61.7	61.7		61.7	61.7	61.7
70th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
50th %ile Green (s)	24.0	24.0	24.0	0.0	0.0		64.0	64.0		64.0	64.0	64.0
50th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
30th %ile Green (s)	20.7	20.7	20.7	0.0	0.0		67.3	67.3		67.3	67.3	67.3
30th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
10th %ile Green (s)	17.4	17.4	17.4	0.0	0.0		70.6	70.6		70.6	70.6	70.6
10th %ile Term Code	Gap	Hold	Hold	Skip	Skip		Coord	Coord		Coord	Coord	Coord
Queue Length 50th (ft)	195	1	0		1		6	13		0	28	0
Queue Length 95th (ft)	236	4	16		15		28	38		m4	87	99
Internal Link Dist (ft)		2365			1894			839			1350	
Turn Bay Length (ft)												
Base Capacity (vph)	1202	1211	1039		435		731	2255		800	1188	1103
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.54	0.00	0.03		0.02		0.04	0.06		0.00	0.12	0.23

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.6 Intersection LOS: C
Intersection Capacity Utilization 43.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Casino Driveway B & SR 0314



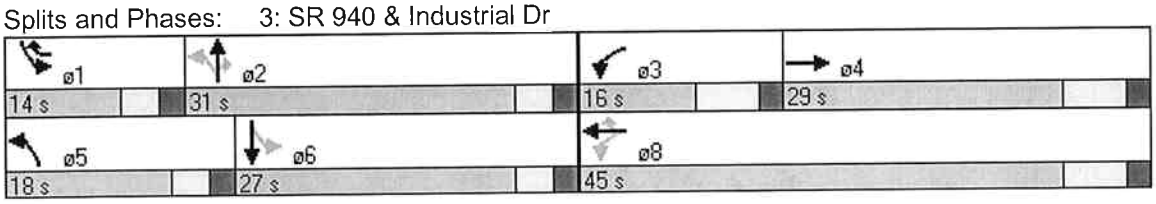
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	16	12	13	13	12
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50		50	50	50	50	50	50	50	50	
Trailing Detector (ft)		0		0	0	0	0	0	0	0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996				0.850			0.850		0.888	
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	0	3525	0	1770	3539	1583	1770	2111	1583	1829	1709	0
Flt Permitted				0.253			0.601			0.727		
Satd. Flow (perm)	0	3525	0	471	3539	1583	1120	2111	1583	1399	1709	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				28			105		60	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	0.96	0.96	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1832			5000			2816			2672	
Travel Time (s)		41.6			113.6			64.0			60.7	
Volume (vph)	0	496	13	67	463	26	175	42	97	27	18	55
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	539	14	73	503	28	190	46	105	29	20	60
Lane Group Flow (vph)	0	553	0	73	503	28	190	46	105	29	80	0
Turn Type				pm+pt		pm+ov	pm+pt		Perm	pm+pt		
Protected Phases		4		3	8	1	5	2		1	6	
Permitted Phases				8		8	2		2	6		
Detector Phases		4		3	8	1	5	2	2	1	6	
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		11.0	23.0	9.0	9.0	21.0	21.0	9.0	21.0	
Total Split (s)	0.0	29.0	0.0	16.0	45.0	14.0	18.0	31.0	31.0	14.0	27.0	0.0
Total Split (%)	0.0%	32.2%	0.0%	17.8%	50.0%	15.6%	20.0%	34.4%	34.4%	15.6%	30.0%	0.0%
Maximum Green (s)		22.0		9.0	38.0	9.0	13.0	26.0	26.0	9.0	22.0	
Yellow Time (s)		5.0		5.0	5.0	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	
Lead/Lag		Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)		3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode		None		None	None	None	None	Max	Max	None	Max	
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)		20.1		31.1	30.9	40.8	37.2	31.5	31.5	30.4	25.7	
Actuated g/C Ratio		0.26		0.39	0.40	0.50	0.47	0.41	0.41	0.37	0.33	
v/c Ratio		0.60		0.21	0.35	0.03	0.31	0.05	0.15	0.05	0.13	
Control Delay		29.3		15.6	16.4	3.1	15.2	20.0	5.5	14.0	11.1	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		29.3		15.6	16.4	3.1	15.2	20.0	5.5	14.0	11.1	
LOS		C		B	B	A	B	B	A	B	B	
Approach Delay		29.3			15.7			12.9			11.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			B			B	
90th %ile Green (s)		22.0		9.0	38.0	7.5	13.0	27.5	27.5	7.5	22.0	
90th %ile Term Code		Max		Max	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
70th %ile Green (s)		21.6		8.4	37.0	6.7	13.0	28.3	28.3	6.7	22.0	
70th %ile Term Code		Gap		Gap	Hold	Gap	Max	Hold	Hold	Gap	MaxR	
50th %ile Green (s)		17.8		7.5	32.3	6.2	10.8	26.6	26.6	6.2	22.0	
50th %ile Term Code		Gap		Gap	Hold	Gap	Gap	Hold	Hold	Gap	MaxR	
30th %ile Green (s)		15.4		6.6	29.0	0.0	9.9	36.9	36.9	0.0	22.0	
30th %ile Term Code		Gap		Gap	Hold	Skip	Gap	Hold	Hold	Skip	MaxR	
10th %ile Green (s)		9.1		0.0	9.1	0.0	0.0	26.0	26.0	0.0	26.0	
10th %ile Term Code		Gap		Skip	Hold	Skip	Skip	MaxR	MaxR	Skip	Hold	
Queue Length 50th (ft)		132		22	87	0	55	16	0	8	7	
Queue Length 95th (ft)		193		48	127	10	108	43	35	24	43	
Internal Link Dist (ft)		1752			4920			2736			2592	
Turn Bay Length (ft)												
Base Capacity (vph)		1102		375	1691	792	618	862	709	587	608	
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.50		0.19	0.30	0.04	0.31	0.05	0.15	0.05	0.13	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 77.2
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 19.5 — Intersection LOS: B
Intersection Capacity Utilization 44.2% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 90
70th %ile Actuated Cycle: 89
50th %ile Actuated Cycle: 82.1
30th %ile Actuated Cycle: 77.9
10th %ile Actuated Cycle: 47.1

Splits and Phases: 3: SR 940 & Industrial Dr



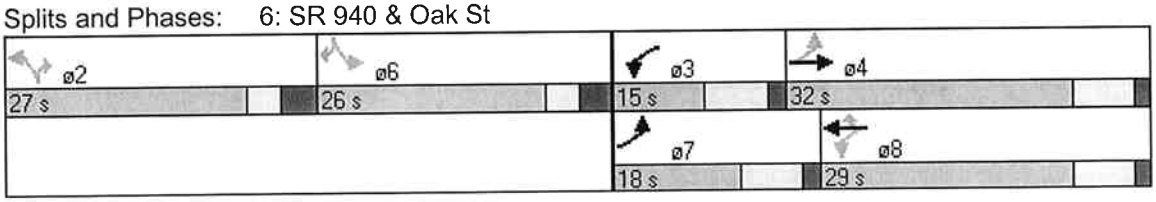
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt		0.987				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3493	0	1770	3539	1583	1770	0	1583	3433	0	1583
Flt Permitted	0.320			0.350			0.950			0.950		
Satd. Flow (perm)	596	3493	0	652	3539	1583	1770	0	1583	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				178			259			149
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5000			3536			2736			2816	
Travel Time (s)		113.6			80.4			62.2			64.0	
Volume (vph)	151	437	42	72	403	164	66	0	238	220	0	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	164	475	46	78	438	178	72	0	259	239	0	149
Lane Group Flow (vph)	164	521	0	78	438	178	72	0	259	239	0	149
Turn Type	pm+pt			pm+pt		Perm	custom		custom	custom		custom
Protected Phases	7	4		3	8							
Permitted Phases	4			8		8	2		2	6		6
Minimum Split (s)	11.0	23.0		11.0	23.0	23.0	22.0		22.0	22.0		22.0
Total Split (s)	18.0	32.0	0.0	15.0	29.0	29.0	27.0	0.0	27.0	26.0	0.0	26.0
Total Split (%)	18.0%	32.0%	0.0%	15.0%	29.0%	29.0%	27.0%	0.0%	27.0%	26.0%	0.0%	26.0%
Maximum Green (s)	11.0	25.0		8.0	22.0	22.0	21.0		21.0	20.0		20.0
Yellow Time (s)	5.5	5.5		5.5	5.5	5.5	3.0		3.0	3.0		3.0
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0		3.0	3.0		3.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Walk Time (s)		5.0			5.0	5.0	5.0		5.0	5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)		0			0	0	0		0	0		0
Act Effct Green (s)	42.0	28.0		36.0	25.0	25.0	23.0		23.0	22.0		22.0
Actuated g/C Ratio	0.42	0.28		0.36	0.25	0.25	0.23		0.23	0.22		0.22
v/c Ratio	0.40	0.53		0.22	0.49	0.34	0.18		0.46	0.32		0.32
Control Delay	21.0	32.1		19.0	34.4	6.6	32.3		7.0	34.1		7.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0		0.0
Total Delay	21.0	32.1		19.0	34.4	6.6	32.3		7.0	34.1		7.5
LOS	C	C		B	C	A	C		A	C		A
Approach Delay		29.5			25.5							
Approach LOS		C			C							
Queue Length 50th (ft)	64	144		29	126	0	37		0	66		0
Queue Length 95th (ft)	108	197		58	175	52	75		62	101		49
Internal Link Dist (ft)		4920			3456			2656			2736	
Turn Bay Length (ft)												
Base Capacity (vph)	415	985		358	885	529	407		564	755		464
Starvation Cap Reductn	0	0		0	0	0	0		0	0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0		0	0		0
Storage Cap Reductn	0	0		0	0	0	0		0	0		0
Reduced v/c Ratio	0.40	0.53		0.22	0.49	0.34	0.18		0.46	0.32		0.32

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBL, Start of Green
Natural Cycle: 80
Control Type: Pretimed
Maximum v/c Ratio: 0.53
Intersection Signal Delay: 24.5 Intersection LOS: C
Intersection Capacity Utilization 44.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 6: SR 940 & Oak St



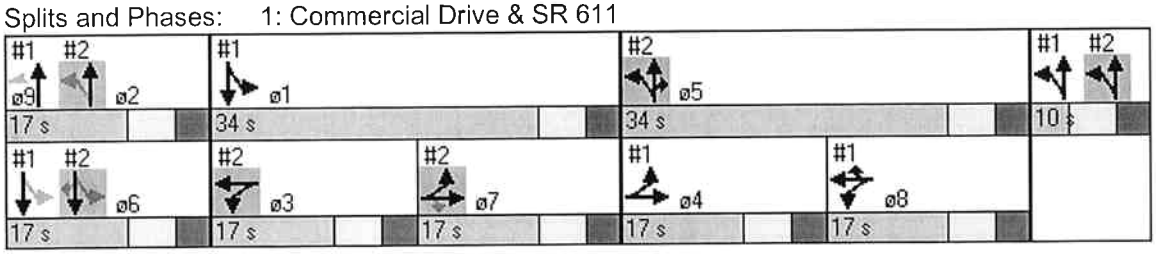
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	16	12	12	14	12	11	11	11	11	11	11
Storage Length (ft)	0		150	150		150	150		0	250		250
Storage Lanes	0		0	1		1	1		0	1		0
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	5	5		50	5	5	50	5		50	5	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.975				0.850		0.993			0.994	
Flt Protected		0.969			0.960		0.950			0.950		
Satd. Flow (prot)	0	2070	0	0	1992	2850	1801	3533	0	1733	1884	0
Flt Permitted		0.969			0.960		0.267			0.267		
Satd. Flow (perm)	0	2070	0	0	1992	2850	506	3533	0	487	1884	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				451		5			3	
Headway Factor	1.00	0.85	1.00	1.00	0.92	1.00	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		1152			1772			1490			350	
Travel Time (s)		26.2			40.3			29.0			6.8	
Volume (vph)	45	13	13	57	12	415	8	453	22	406	390	17
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
Heavy Vehicles (%)	2%	10%	2%	3%	2%	5%	2%	3%	8%	6%	2%	2%
Adj. Flow (vph)	49	14	14	62	13	451	9	492	24	441	424	18
Lane Group Flow (vph)	0	77	0	0	75	451	9	516	0	441	442	0
Turn Type	custom			custom		custom	pm+pt			pm+pt		
Protected Phases	4	4		8	8	8	9	2 9		1	6 1	
Permitted Phases	4	4		8	8	8	2 9	2 9		6 1	6 1	
Detector Phases	4	4		8	8	8	9	2 9		1	6 1	
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Minimum Split (s)	17.0	17.0		17.0	17.0	17.0	10.0			10.0		
Total Split (s)	17.0	17.0	0.0	17.0	17.0	17.0	10.0	27.0	0.0	34.0	51.0	0.0
Total Split (%)	17.9%	17.9%	0.0%	17.9%	17.9%	17.9%	10.5%	28.4%	0.0%	35.8%	53.7%	0.0%
Maximum Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0			3.0		
Lead/Lag	Lead	Lead		Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0			4.0		
Recall Mode	None	None		None	None	None	None			None		
Act Effct Green (s)		13.8			15.1	15.1	23.1	25.1		47.2	49.2	
Actuated g/C Ratio		0.15			0.17	0.17	0.25	0.28		0.52	0.54	
v/c Ratio		0.24			0.23	0.53	0.04	0.53		0.64	0.43	
Control Delay		33.3			37.1	6.2	26.4	30.9		13.1	5.6	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.9	
Total Delay		33.3			37.1	6.2	26.4	30.9		13.1	6.5	
LOS		C			D	A	C	C		B	A	
Approach Delay		33.3			10.6			30.8			9.8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			B			C			A	
90th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
90th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
70th %ile Green (s)	10.0	10.0		10.0	10.0	10.0	3.0			27.0		
70th %ile Term Code	Max	Max		Max	Max	Max	Max			Max		
50th %ile Green (s)	9.4	9.4		9.8	9.8	9.8	3.0			27.0		
50th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Max		
30th %ile Green (s)	8.1	8.1		8.5	8.5	8.5	3.0			27.0		
30th %ile Term Code	Gap	Gap		Gap	Gap	Gap	Max			Hold		
10th %ile Green (s)	0.0	0.0		11.5	11.5	11.5	3.0			27.0		
10th %ile Term Code	Skip	Skip		Hold	Hold	Hold	Max			Hold		
Queue Length 50th (ft)		36			40	0	4	138		114	55	
Queue Length 95th (ft)		77			82	45	16	192		m147	m67	
Internal Link Dist (ft)		1072			1692			1410			270	
Turn Bay Length (ft)						150	150			250		
Base Capacity (vph)		351			337	857	243	978		692	1020	
Starvation Cap Reductn		0			0	0	0	0		0	323	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.22			0.22	0.53	0.04	0.53		0.64	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 91.1
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 16.4 Intersection LOS: B
Intersection Capacity Utilization 54.4% ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.2
30th %ile Actuated Cycle: 91.6
10th %ile Actuated Cycle: 79.5
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Commercial Drive & SR 611



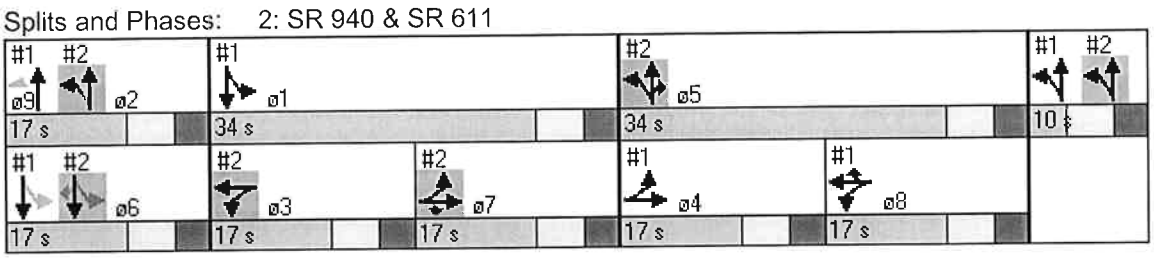
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
Lane Width (ft)	12	12	11	10	11	10	11	11	11	11	11	11
Storage Length (ft)	0		280	0		80	250		250	0		100
Storage Lanes	1		1	0		1	1		1	0		1
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Leading Detector (ft)	50	5	5	5	5		50	5	5	50	5	5
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1863	1961	1522	1739	1857	0	1801	1895	1611	0	3594	1611
Flt Permitted	0.950			0.950			0.412				0.620	
Satd. Flow (perm)	1863	1961	1522	1739	1857	0	781	1895	1611	0	2233	1611
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			371						408			221
Headway Factor	1.00	1.00	1.04	1.09	1.04	1.09	1.04	1.04	1.04	1.04	1.04	1.04
Link Speed (mph)		25			35			35			35	
Link Distance (ft)		2030			1103			350			2112	
Travel Time (s)		55.4			21.5			6.8			41.1	
Volume (vph)	134	256	341	243	154	1	315	224	375	10	228	203
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
Heavy Vehicles (%)	2%	2%	8%	2%	4%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	146	278	371	264	167	1	342	243	408	11	248	221
Lane Group Flow (vph)	146	278	371	264	168	0	342	243	408	0	259	221
Turn Type	Split		Perm	custom			pm+pt		custom	Perm		Perm
Protected Phases	7	7		3	3		5 9	5 2 9	5		6	
Permitted Phases			7	3			5 2 9	5 9	5	6	6	6
Detector Phases	7	7	7	3	3		5 9	5 2 9	5	6	6	6
Minimum Initial (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0				10.0	17.0	17.0	17.0
Total Split (s)	17.0	17.0	17.0	17.0	17.0	0.0	44.0	61.0	34.0	17.0	17.0	17.0
Total Split (%)	17.9%	17.9%	17.9%	17.9%	17.9%	0.0%	46.3%	64.2%	35.8%	17.9%	17.9%	17.9%
Maximum Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0				3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0				4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None				None	Min	Min	Min
Act Effct Green (s)	15.1	15.1	15.1	15.1	15.1		52.9	54.9	27.8		15.1	15.1
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17		0.58	0.60	0.31		0.17	0.17
v/c Ratio	0.47	0.86	0.66	0.92	0.55		0.39	0.21	0.53		0.70	0.49
Control Delay	41.6	63.8	10.4	76.0	43.7		14.1	4.7	16.5		48.5	9.2
Queue Delay	0.0	0.0	0.1	21.9	0.0		0.5	0.4	0.4		0.0	0.0
Total Delay	41.6	63.8	10.5	97.9	43.7		14.6	5.1	16.9		48.5	9.2
LOS	D	E	B	F	D		B	A	B		D	A
Approach Delay		34.9			76.8			13.2			30.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			E			B			C	
90th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
90th %ile Term Code	Max	Max	Max	Max	Max				Max	Max	Max	Max
70th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				27.0	10.0	10.0	10.0
70th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
50th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				26.2	10.0	10.0	10.0
50th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
30th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				23.6	10.0	10.0	10.0
30th %ile Term Code	Max	Max	Max	Max	Max				Hold	Max	Max	Max
10th %ile Green (s)	10.0	10.0	10.0	10.0	10.0				11.5	10.0	10.0	10.0
10th %ile Term Code	Max	Max	Max	Max	Max				Gap	Max	Max	Max
Queue Length 50th (ft)	81	165	0	158	94		78	31	104		78	0
Queue Length 95th (ft)	142	#313	83	#315	162		127	36	151		#135	63
Internal Link Dist (ft)		1950			1023			270			2032	
Turn Bay Length (ft)			280				250		250			100
Base Capacity (vph)	308	325	561	288	307		891	1138	833		370	451
Starvation Cap Reductn	0	0	0	0	0		223	480	126		0	0
Spillback Cap Reductn	0	0	6	30	0		0	0	0		0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0		0	0
Reduced v/c Ratio	0.47	0.86	0.67	1.02	0.55		0.51	0.37	0.58		0.70	0.49

Intersection Summary

Area Type: Other
Cycle Length: 95
Actuated Cycle Length: 91.1
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 32.8 Intersection LOS: C
Intersection Capacity Utilization 61.8% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 95
70th %ile Actuated Cycle: 95
50th %ile Actuated Cycle: 94.2
30th %ile Actuated Cycle: 91.6
10th %ile Actuated Cycle: 79.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 940 & SR 611



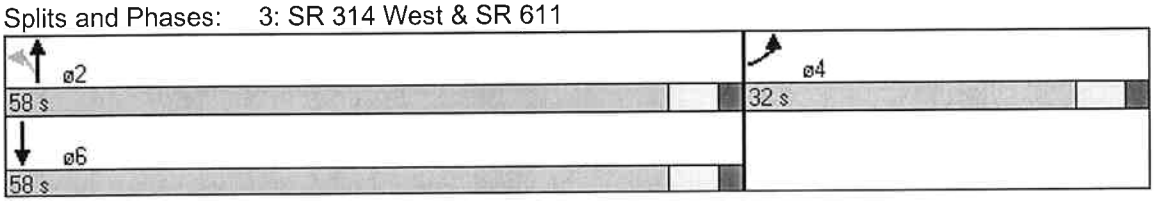
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50		50	50	50	
Trailing Detector (ft)	0		0	0	0	
Turning Speed (mph)	15	9	15			9
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Frt	0.875				0.992	
Flt Protected	0.996			0.990		
Satd. Flow (prot)	1623	0	0	3504	3511	0
Flt Permitted	0.996			0.700		
Satd. Flow (perm)	1623	0	0	2477	3511	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	136				12	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	4412			2950	2414	
Travel Time (s)	100.3			67.0	54.9	
Volume (vph)	10	125	170	652	465	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	136	185	709	505	29
Lane Group Flow (vph)	147	0	0	894	534	0
Turn Type			Perm			
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phases	4		2	2	6	
Minimum Initial (s)	4.0		4.0	4.0	4.0	
Minimum Split (s)	22.0		22.0	22.0	22.0	
Total Split (s)	32.0	0.0	58.0	58.0	58.0	0.0
Total Split (%)	35.6%	0.0%	64.4%	64.4%	64.4%	0.0%
Maximum Green (s)	26.0		52.0	52.0	52.0	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	5.0		5.0	5.0	5.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	9.6			64.6	64.6	
Actuated g/C Ratio	0.12			0.78	0.78	
v/c Ratio	0.48			0.46	0.19	
Control Delay	12.0			4.2	2.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.0			4.2	2.6	
LOS	B			A	A	
Approach Delay	12.0			4.2	2.6	
Approach LOS	B			A	A	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
90th %ile Green (s)	11.2		52.0	52.0	52.0	
90th %ile Term Code	Gap		MaxR	MaxR	MaxR	
70th %ile Green (s)	8.1		52.8	52.8	52.8	
70th %ile Term Code	Gap		Dwell	Dwell	Dwell	
50th %ile Green (s)	6.0		56.7	56.7	56.7	
50th %ile Term Code	Gap		Dwell	Dwell	Dwell	
30th %ile Green (s)	5.5		63.7	63.7	63.7	
30th %ile Term Code	Gap		Dwell	Dwell	Dwell	
10th %ile Green (s)	5.5		90.5	90.5	90.5	
10th %ile Term Code	Gap		Dwell	Dwell	Dwell	
Queue Length 50th (ft)	5			51	22	
Queue Length 95th (ft)	51			112	48	
Internal Link Dist (ft)	4332			2870	2334	
Turn Bay Length (ft)						
Base Capacity (vph)	555			1943	2756	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.26			0.46	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 82.4
Natural Cycle: 50
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 4.4 — Intersection LOS: A
Intersection Capacity Utilization 55.0% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 75.2
70th %ile Actuated Cycle: 72.9
50th %ile Actuated Cycle: 74.7
30th %ile Actuated Cycle: 81.2
10th %ile Actuated Cycle: 108

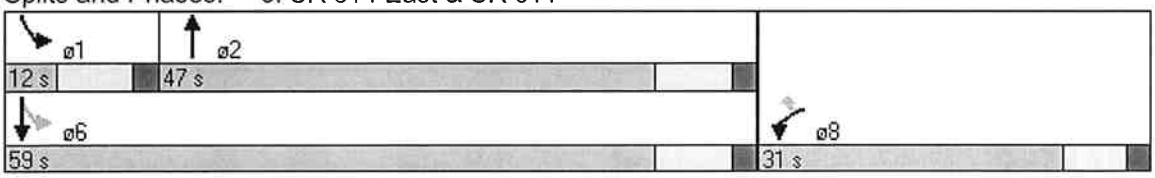
Splits and Phases: 3: SR 314 West & SR 611



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50		50	50
Trailing Detector (ft)	0	0	0		0	0
Turning Speed (mph)	15	9		9	15	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.850	0.981			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	3472	0	1770	3539
Flt Permitted	0.950				0.176	
Satd. Flow (perm)	1770	1583	3472	0	328	3539
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		40	24			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30		30			30
Link Distance (ft)	5596		2844			2950
Travel Time (s)	127.2		64.6			67.0
Volume (vph)	93	37	785	114	61	521
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	40	853	124	66	566
Lane Group Flow (vph)	101	40	977	0	66	566
Turn Type		Perm			pm+pt	
Protected Phases	8		2		1	6
Permitted Phases		8			6	
Detector Phases	8	8	2		1	6
Minimum Initial (s)	4.0	4.0	4.0		4.0	4.0
Minimum Split (s)	23.0	23.0	24.0		12.0	24.0
Total Split (s)	31.0	31.0	47.0	0.0	12.0	59.0
Total Split (%)	34.4%	34.4%	52.2%	0.0%	13.3%	65.6%
Maximum Green (s)	24.0	24.0	39.0		4.0	51.0
Yellow Time (s)	5.0	5.0	6.0		6.0	6.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lead/Lag			Lag		Lead	
Lead-Lag Optimize?			Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	Max		None	Max
Walk Time (s)	5.0	5.0	5.0			5.0
Flash Dont Walk (s)	11.0	11.0	11.0			11.0
Pedestrian Calls (#/hr)	0	0	0			0
Act Effct Green (s)	13.6	13.6	52.8		63.9	63.5
Actuated g/C Ratio	0.16	0.16	0.62		0.73	0.74
v/c Ratio	0.36	0.14	0.45		0.18	0.21
Control Delay	31.3	10.4	9.9		4.5	3.7
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	31.3	10.4	9.9		4.5	3.7
LOS	C	B	A		A	A
Approach Delay	25.4		9.9			3.8
Approach LOS	C		A			A

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
90th %ile Green (s)	13.6	13.6	39.0		4.0	51.0
90th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
70th %ile Green (s)	11.2	11.2	39.0		4.0	51.0
70th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
50th %ile Green (s)	9.6	9.6	39.0		4.0	51.0
50th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
30th %ile Green (s)	8.0	8.0	39.0		4.0	51.0
30th %ile Term Code	Gap	Gap	MaxR		Max	MaxR
10th %ile Green (s)	7.5	7.5	97.5		0.0	97.5
10th %ile Term Code	Gap	Gap	Dwell		Skip	Dwell
Queue Length 50th (ft)	42	0	128		7	36
Queue Length 95th (ft)	85	24	197		20	64
Internal Link Dist (ft)	5516		2764			2870
Turn Bay Length (ft)						
Base Capacity (vph)	495	471	2157		377	2633
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	0.20	0.08	0.45		0.18	0.21

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 85.3
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.45
Intersection Signal Delay: 8.9 — Intersection LOS: A
Intersection Capacity Utilization 43.9% — ICU Level of Service A
Analysis Period (min) 15
90th %ile Actuated Cycle: 79.6
70th %ile Actuated Cycle: 77.2
50th %ile Actuated Cycle: 75.6
30th %ile Actuated Cycle: 74
10th %ile Actuated Cycle: 120

Splits and Phases: 5: SR 314 East & SR 611