HAMPO

E.G. Miles Parkway SR 196 / SR 119

Corridor Study

ATLAS

AE ENGINEERING, INC. Civil Engineering • CEI • Construction Management

transport STUDIO

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Appendix C:
Syncro Analysis Results
Signalized Intersections

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	161	720	140	240	254	259	62	125	342	258	150	114
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	925	414	339	961	430	464	470	400	457	530	451
Arrive On Green	0.09	0.26	0.26	0.10	0.27	0.27	0.05	0.25	0.25	0.09	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	161	720	140	240	254	259	62	125	342	258	150	114
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	3.9	11.2	4.2	5.7	3.3	8.4	1.5	3.2	12.2	5.1	3.7	3.3
Cycle Q Clear(g_c), s	3.9	11.2	4.2	5.7	3.3	8.4	1.5	3.2	12.2	5.1	3.7	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	464	925	414	339	961	430	464	470	400	457	530	451
V/C Ratio(X)	0.35	0.78	0.34	0.71	0.26	0.60	0.13	0.27	0.86	0.56	0.28	0.25
Avail Cap(c_a), veh/h	464	1081	484	339	1117	500	521	569	484	457	569	484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	20.3	17.7	16.2	16.9	18.8	14.8	17.7	21.1	16.1	16.5	16.3
Incr Delay (d2), s/veh	0.4	3.2	0.5	6.7	0.1	1.5	0.1	0.3	12.1	1.6	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	5.8	1.9	3.4	1.6	3.9	0.7	1.7	6.6	1.4	2.0	1.5
LnGrp Delay(d),s/veh	14.4	23.4	18.2	22.8	17.1	20.3	14.9	18.0	33.3	17.7	16.8	16.6
LnGrp LOS	B	C	B	C	B	C	B	B	C	B	B	B
Approach Vol, veh/h		1021			753			529			522	
Approach Delay, s/veh		21.3			20.0			27.5			17.2	
Approach LOS		C			C			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	20.0	7.7	21.4	9.6	20.6	9.6	19.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.7	18.1	5.1	18.1	5.1	18.7	5.1	18.1
Max Q Clear Time (g_c+I1), s	7.7	13.2	3.5	5.7	5.9	10.4	7.1	14.2
Green Ext Time (p_c), s	0.0	2.3	0.0	0.9	0.0	1.6	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.4
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	86	270	412	184	229	59	407	905	405	65	379	60
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1011	452	265	1072	479	485	1108	496	234	787	352
Arrive On Green	0.06	0.29	0.29	0.08	0.30	0.30	0.14	0.31	0.31	0.05	0.22	0.22
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	86	270	412	184	229	59	407	905	405	65	379	60
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.6	3.9	16.6	3.5	3.2	1.8	9.5	15.6	15.6	1.8	6.2	2.0
Cycle Q Clear(g_c), s	1.6	3.9	16.6	3.5	3.2	1.8	9.5	15.6	15.6	1.8	6.2	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	206	1011	452	265	1072	479	485	1108	496	234	787	352
V/C Ratio(X)	0.42	0.27	0.91	0.69	0.21	0.12	0.84	0.82	0.82	0.28	0.48	0.17
Avail Cap(c_a), veh/h	265	1036	463	265	1072	479	485	1202	538	275	961	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	18.3	22.8	29.8	17.2	16.7	18.4	21.0	21.0	18.9	22.4	20.8
Incr Delay (d2), s/veh	1.3	0.1	21.7	7.6	0.1	0.1	12.4	4.2	9.0	0.6	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.9	10.0	1.9	1.6	0.8	4.4	8.2	8.0	0.9	3.1	0.9
LnGrp Delay(d),s/veh	31.4	18.4	44.6	37.5	17.3	16.8	30.8	25.2	30.0	19.5	22.9	21.1
LnGrp LOS	C	B	D	D	B	B	C	C	C	B	C	C
Approach Vol, veh/h		768			472			1717			504	
Approach Delay, s/veh		33.9			25.1			27.7			22.2	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	24.6	8.0	25.2	9.6	23.4	14.0	19.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	19.4	5.0	22.5	5.1	19.4	9.5	18.0
Max Q Clear Time (g_c+I1), s	3.6	5.2	3.8	17.6	5.5	18.6	11.5	8.2
Green Ext Time (p_c), s	0.0	1.3	0.0	3.1	0.0	0.3	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.9
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	334	209	118	438	24	370	468	163	28	268	30
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	505	309	381	968	53	471	678	234	288	573	64
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.12	0.26	0.26	0.03	0.18	0.18
Sat Flow, veh/h	1774	2110	1294	1774	3413	187	1774	2582	893	1774	3213	356
Grp Volume(v), veh/h	35	279	264	118	227	235	370	320	311	28	147	151
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1800
Q Serve(g_s), s	0.7	6.7	6.9	2.3	5.0	5.0	5.5	7.7	7.8	0.6	3.5	3.6
Cycle Q Clear(g_c), s	0.7	6.7	6.9	2.3	5.0	5.0	5.5	7.7	7.8	0.6	3.5	3.6
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.52	1.00		0.20
Lane Grp Cap(c), veh/h	387	423	391	381	502	519	471	464	448	288	315	321
V/C Ratio(X)	0.09	0.66	0.68	0.31	0.45	0.45	0.79	0.69	0.70	0.10	0.46	0.47
Avail Cap(c_a), veh/h	506	695	642	421	695	719	471	695	670	419	676	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	16.2	16.3	12.2	13.9	13.9	15.8	15.6	15.7	15.1	17.3	17.4
Incr Delay (d2), s/veh	0.1	1.8	2.0	0.5	0.6	0.6	8.6	1.8	2.0	0.1	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	3.5	3.3	1.1	2.5	2.6	4.8	4.0	3.9	0.3	1.8	1.9
LnGrp Delay(d),s/veh	12.7	17.9	18.3	12.6	14.5	14.5	24.3	17.5	17.6	15.2	18.4	18.4
LnGrp LOS	B	B	B	B	B	B	C	B	B	B	B	B
Approach Vol, veh/h		578			580			1001			326	
Approach Delay, s/veh		17.8			14.1			20.0			18.1	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	17.9	6.0	16.9	8.4	15.8	10.0	12.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	2.7	7.0	2.6	9.8	4.3	8.9	7.5	5.6
Green Ext Time (p_c), s	0.0	2.1	0.0	2.6	0.0	2.4	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	80	376	48	224	367	125	59	135	173	104	77	87
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	443	678	303	491	882	395	471	320	272	432	365	311
Arrive On Green	0.07	0.19	0.19	0.13	0.25	0.25	0.06	0.17	0.17	0.08	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	80	376	48	224	367	125	59	135	173	104	77	87
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.5	4.1	1.1	4.2	3.7	2.7	1.1	2.7	4.3	2.0	1.5	2.0
Cycle Q Clear(g_c), s	1.5	4.1	1.1	4.2	3.7	2.7	1.1	2.7	4.3	2.0	1.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	443	678	303	491	882	395	471	320	272	432	365	311
V/C Ratio(X)	0.18	0.55	0.16	0.46	0.42	0.32	0.13	0.42	0.64	0.24	0.21	0.28
Avail Cap(c_a), veh/h	525	1541	689	491	1583	708	575	789	671	493	789	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	15.5	14.3	11.5	13.4	13.0	13.0	15.7	16.3	12.6	14.3	14.5
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.7	0.3	0.5	0.1	0.9	2.5	0.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	2.1	0.5	2.1	1.8	1.2	0.6	1.5	2.1	1.0	0.8	0.9
LnGrp Delay(d),s/veh	12.3	16.2	14.6	12.1	13.7	13.5	13.1	16.6	18.8	12.9	14.6	15.0
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		504			716			367			268	
Approach Delay, s/veh		15.5			13.1			17.1			14.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	12.6	7.0	12.8	7.6	15.1	8.0	11.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.0	19.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.2	6.1	3.1	4.0	3.5	5.7	4.0	6.3
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	2.3	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	427	357	301	287	101	217	476	353	124	550	83
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	258	956	428	314	1013	453	362	946	423	350	912	408
Arrive On Green	0.08	0.27	0.27	0.09	0.29	0.29	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	141	427	357	301	287	101	217	476	353	124	550	83
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.4	6.0	12.8	5.3	3.8	2.9	5.0	6.9	12.7	3.0	8.2	2.5
Cycle Q Clear(g_c), s	2.4	6.0	12.8	5.3	3.8	2.9	5.0	6.9	12.7	3.0	8.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	258	956	428	314	1013	453	362	946	423	350	912	408
V/C Ratio(X)	0.55	0.45	0.83	0.96	0.28	0.22	0.60	0.50	0.83	0.35	0.60	0.20
Avail Cap(c_a), veh/h	285	1085	485	314	1114	498	362	1056	472	367	1056	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	18.3	20.8	27.3	16.7	16.4	16.5	18.7	20.8	14.9	19.7	17.6
Incr Delay (d2), s/veh	1.8	0.3	10.8	39.9	0.2	0.2	2.7	0.4	11.2	0.6	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.0	6.8	4.2	1.9	1.3	1.2	3.4	6.8	1.5	4.1	1.1
LnGrp Delay(d),s/veh	28.7	18.6	31.6	67.3	16.9	16.7	19.2	19.1	32.0	15.5	20.4	17.8
LnGrp LOS	C	B	C	E	B	B	B	B	C	B	C	B
Approach Vol, veh/h		925			689			1046			757	
Approach Delay, s/veh		25.2			38.9			23.5			19.3	
Approach LOS		C			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	21.8	8.9	20.6	10.0	20.8	9.5	20.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	19.0	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.4	5.8	5.0	14.7	7.3	14.8	7.0	10.2
Green Ext Time (p_c), s	0.0	1.8	0.0	1.5	0.0	1.5	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.1
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	76	526	193	170	586	42	255	262	173	105	346	60
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	700	256	370	1030	74	394	434	277	356	540	93
Arrive On Green	0.06	0.28	0.28	0.10	0.31	0.31	0.11	0.21	0.21	0.07	0.18	0.18
Sat Flow, veh/h	1774	2540	928	1774	3350	240	1774	2074	1325	1774	3022	519
Grp Volume(v), veh/h	76	366	353	170	309	319	255	222	213	105	201	205
Grp Sat Flow(s),veh/h/ln	1774	1770	1699	1774	1770	1820	1774	1770	1629	1774	1770	1771
Q Serve(g_s), s	1.5	9.9	9.9	3.5	7.7	7.7	5.5	5.9	6.2	2.5	5.5	5.6
Cycle Q Clear(g_c), s	1.5	9.9	9.9	3.5	7.7	7.7	5.5	5.9	6.2	2.5	5.5	5.6
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.81	1.00		0.29
Lane Grp Cap(c), veh/h	379	488	468	370	544	560	394	370	341	356	316	316
V/C Ratio(X)	0.20	0.75	0.75	0.46	0.57	0.57	0.65	0.60	0.62	0.29	0.64	0.65
Avail Cap(c_a), veh/h	435	627	602	370	627	645	394	627	577	393	610	610
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	17.3	17.3	12.6	15.2	15.2	16.8	18.7	18.8	15.7	19.9	19.9
Incr Delay (d2), s/veh	0.3	3.7	4.0	0.9	0.9	0.9	3.6	1.6	1.9	0.5	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.3	5.1	1.7	3.8	4.0	3.3	3.1	3.0	1.2	2.9	2.9
LnGrp Delay(d),s/veh	12.5	21.0	21.3	13.5	16.1	16.1	20.4	20.2	20.7	16.2	22.0	22.1
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		795			798			690			511	
Approach Delay, s/veh		20.3			15.6			20.4			20.9	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	20.6	8.4	15.4	9.5	18.9	10.0	13.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	3.5	9.7	4.5	8.2	5.5	11.9	7.5	7.6
Green Ext Time (p_c), s	0.0	2.6	0.0	1.9	0.0	2.5	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	83	403	101	387	786	153	120	100	238	182	240	196
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	665	298	549	1115	499	359	363	309	453	395	335
Arrive On Green	0.07	0.19	0.19	0.19	0.32	0.32	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	83	403	101	387	786	153	120	100	238	182	240	196
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.0	5.7	3.0	8.9	10.6	4.0	2.9	2.5	7.8	4.4	6.3	6.1
Cycle Q Clear(g_c), s	2.0	5.7	3.0	8.9	10.6	4.0	2.9	2.5	7.8	4.4	6.3	6.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	665	298	549	1115	499	359	363	309	453	395	335
V/C Ratio(X)	0.26	0.61	0.34	0.71	0.70	0.31	0.33	0.28	0.77	0.40	0.61	0.58
Avail Cap(c_a), veh/h	369	1196	535	549	1547	692	385	616	523	453	619	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	20.3	19.2	12.8	16.4	14.1	15.8	18.6	20.8	15.4	19.4	19.3
Incr Delay (d2), s/veh	0.4	0.9	0.7	4.1	0.9	0.3	0.5	0.4	4.1	0.6	1.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.8	1.4	4.8	5.3	1.8	1.5	1.3	3.7	2.2	3.4	2.8
LnGrp Delay(d),s/veh	16.5	21.2	19.8	16.8	17.3	14.5	16.3	19.1	24.8	16.0	20.9	20.9
LnGrp LOS	B	C	B	B	B	B	B	B	C	B	C	C
Approach Vol, veh/h		587			1326			458			618	
Approach Delay, s/veh		20.3			16.8			21.3			19.5	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	14.7	8.7	16.0	8.1	21.7	9.6	15.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.5	18.4	5.0	18.1	5.1	23.8	5.1	18.0
Max Q Clear Time (g_c+I1), s	10.9	7.7	4.9	8.3	4.0	12.6	6.4	9.8
Green Ext Time (p_c), s	0.0	2.2	0.0	1.5	0.0	4.5	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.7
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	138	539	604	459	233	105	167	529	411	153	945	124
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	1089	487	501	1391	622	209	971	435	295	987	442
Arrive On Green	0.06	0.31	0.31	0.15	0.39	0.39	0.07	0.27	0.27	0.07	0.28	0.28
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	138	539	604	459	233	105	167	529	411	153	945	124
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.5	11.2	27.7	11.8	3.8	3.9	6.1	11.5	22.9	5.5	23.6	5.5
Cycle Q Clear(g_c), s	3.5	11.2	27.7	11.8	3.8	3.9	6.1	11.5	22.9	5.5	23.6	5.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	207	1089	487	501	1391	622	209	971	435	295	987	442
V/C Ratio(X)	0.67	0.49	1.24	0.92	0.17	0.17	0.80	0.54	0.95	0.52	0.96	0.28
Avail Cap(c_a), veh/h	287	1089	487	501	1391	622	209	971	435	295	987	442
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	25.4	31.1	37.9	17.7	17.8	25.0	27.9	32.0	22.0	31.9	25.4
Incr Delay (d2), s/veh	3.6	0.3	124.3	21.7	0.1	0.1	19.5	0.6	29.8	1.6	19.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	28.9	7.1	1.9	1.7	4.1	5.7	13.6	2.8	14.2	2.4
LnGrp Delay(d),s/veh	45.0	25.8	155.5	59.6	17.8	17.9	44.4	28.5	61.8	23.6	51.1	25.7
LnGrp LOS	D	C	F	E	B	B	D	C	E	C	D	C
Approach Vol, veh/h		1281			797			1107			1222	
Approach Delay, s/veh		89.0			41.9			43.3			45.1	
Approach LOS		F			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	39.9	11.0	29.2	17.6	32.2	10.6	29.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	33.3	6.5	24.7	13.1	27.7	6.1	25.1
Max Q Clear Time (g_c+I1), s	5.5	5.9	7.5	24.9	13.8	29.7	8.1	25.6
Green Ext Time (p_c), s	0.1	1.9	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	56.8
HCM 2010 LOS	E

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	62	679	289	226	463	24	237	258	202	76	539	24
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	450	782	333	329	1302	67	341	489	369	326	694	31
Arrive On Green	0.05	0.32	0.32	0.11	0.38	0.38	0.11	0.25	0.25	0.06	0.20	0.20
Sat Flow, veh/h	1774	2420	1030	1774	3424	177	1774	1923	1453	1774	3452	153
Grp Volume(v), veh/h	62	496	472	226	239	248	237	237	223	76	276	287
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1831	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	1.6	18.3	18.3	5.5	6.7	6.7	7.2	8.0	8.3	2.3	10.2	10.3
Cycle Q Clear(g_c), s	1.6	18.3	18.3	5.5	6.7	6.7	7.2	8.0	8.3	2.3	10.2	10.3
Prop In Lane	1.00		0.61	1.00		0.10	1.00		0.90	1.00		0.08
Lane Grp Cap(c), veh/h	450	572	543	329	673	697	341	449	408	326	356	369
V/C Ratio(X)	0.14	0.87	0.87	0.69	0.35	0.36	0.70	0.53	0.55	0.23	0.78	0.78
Avail Cap(c_a), veh/h	491	613	583	330	675	698	341	511	464	369	460	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	22.1	22.1	15.7	15.4	15.4	19.4	22.2	22.4	20.2	26.2	26.2
Incr Delay (d2), s/veh	0.1	12.1	12.6	5.8	0.3	0.3	6.0	1.0	1.1	0.4	6.1	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	10.7	10.3	3.2	3.3	3.4	4.0	4.0	3.8	1.1	5.6	5.8
LnGrp Delay(d),s/veh	14.3	34.1	34.7	21.5	15.7	15.7	25.5	23.2	23.5	20.5	32.3	32.2
LnGrp LOS	B	C	C	C	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1030			713			697			639	
Approach Delay, s/veh		33.2			17.5			24.1			30.9	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.0	30.8	8.3	22.1	11.9	26.9	12.0	18.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	26.4	5.5	20.0	7.5	24.0	7.5	18.0
Max Q Clear Time (g_c+I1), s	3.6	8.7	4.3	10.3	7.5	20.3	9.2	12.3
Green Ext Time (p_c), s	0.0	2.7	0.0	2.0	0.0	2.1	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	164	734	143	245	259	264	63	128	349	263	153	116
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	483	943	422	372	1046	468	446	467	397	440	527	448
Arrive On Green	0.09	0.27	0.27	0.12	0.30	0.30	0.05	0.25	0.25	0.08	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	164	734	143	245	259	264	63	128	349	263	153	116
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.2	12.4	4.7	6.4	3.6	9.1	1.7	3.6	13.7	5.5	4.2	3.7
Cycle Q Clear(g_c), s	4.2	12.4	4.7	6.4	3.6	9.1	1.7	3.6	13.7	5.5	4.2	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	483	943	422	372	1046	468	446	467	397	440	527	448
V/C Ratio(X)	0.34	0.78	0.34	0.66	0.25	0.56	0.14	0.27	0.88	0.60	0.29	0.26
Avail Cap(c_a), veh/h	504	1130	506	372	1191	533	493	517	440	440	529	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	22.0	19.2	16.0	17.4	19.3	16.4	19.5	23.4	18.1	18.1	18.0
Incr Delay (d2), s/veh	0.4	2.9	0.5	4.2	0.1	1.1	0.1	0.3	17.1	2.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	6.4	2.1	3.5	1.8	4.1	0.8	1.9	7.9	1.8	2.2	1.6
LnGrp Delay(d),s/veh	15.2	24.9	19.6	20.2	17.5	20.4	16.5	19.9	40.5	20.3	18.5	18.3
LnGrp LOS	B	C	B	C	B	C	B	B	D	C	B	B
Approach Vol, veh/h		1041			768			540			532	
Approach Delay, s/veh		22.7			19.3			32.8			19.3	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	21.8	7.9	22.8	10.4	23.6	10.0	20.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.8	20.7	5.1	18.4	6.7	21.8	5.5	18.0
Max Q Clear Time (g_c+I1), s	8.4	14.4	3.7	6.2	6.2	11.1	7.5	15.7
Green Ext Time (p_c), s	0.0	2.8	0.0	0.9	0.0	1.9	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	88	275	420	187	234	60	415	924	414	67	387	61
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	978	437	273	1055	472	552	1220	546	236	660	295
Arrive On Green	0.06	0.28	0.28	0.08	0.30	0.30	0.21	0.34	0.34	0.05	0.19	0.19
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	88	275	420	187	234	60	415	924	414	67	387	61
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	1.8	4.4	18.9	3.8	3.6	2.0	12.7	16.8	16.8	2.2	7.2	2.4
Cycle Q Clear(g_c), s	1.8	4.4	18.9	3.8	3.6	2.0	12.7	16.8	16.8	2.2	7.2	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	978	437	273	1055	472	552	1220	546	236	660	295
V/C Ratio(X)	0.45	0.28	0.96	0.69	0.22	0.13	0.75	0.76	0.76	0.28	0.59	0.21
Avail Cap(c_a), veh/h	266	978	437	309	1055	472	610	1491	667	268	880	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	20.6	25.8	32.4	19.1	18.5	16.7	21.0	21.0	22.1	26.9	24.9
Incr Delay (d2), s/veh	1.6	0.2	32.8	5.3	0.1	0.1	4.7	1.8	4.0	0.7	0.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.2	12.2	2.0	1.8	0.9	6.8	8.4	7.9	1.1	3.6	1.1
LnGrp Delay(d),s/veh	34.6	20.7	58.6	37.7	19.2	18.6	21.5	22.9	25.1	22.7	27.7	25.3
LnGrp LOS	C	C	E	D	B	B	C	C	C	C	C	C
Approach Vol, veh/h		783			481			1753			515	
Approach Delay, s/veh		42.6			26.3			23.1			26.8	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	26.1	8.2	29.5	10.2	24.5	19.6	18.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	20.9	5.0	30.5	6.5	20.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	3.8	5.6	4.2	18.8	5.8	20.9	14.7	9.2
Green Ext Time (p_c), s	0.0	1.4	0.0	6.2	0.0	0.0	0.4	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	340	213	121	447	24	377	478	166	29	274	31
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	356	490	301	347	934	50	561	805	278	309	462	52
Arrive On Green	0.04	0.23	0.23	0.08	0.27	0.27	0.20	0.31	0.31	0.03	0.14	0.14
Sat Flow, veh/h	1774	2108	1295	1774	3417	183	1774	2584	891	1774	3209	360
Grp Volume(v), veh/h	35	284	269	121	231	240	377	326	318	29	150	155
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1799
Q Serve(g_s), s	0.8	7.7	7.9	2.6	5.7	5.7	8.7	8.1	8.2	0.7	4.1	4.2
Cycle Q Clear(g_c), s	0.8	7.7	7.9	2.6	5.7	5.7	8.7	8.1	8.2	0.7	4.1	4.2
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.52	1.00		0.20
Lane Grp Cap(c), veh/h	356	411	380	347	484	500	561	552	532	309	255	259
V/C Ratio(X)	0.10	0.69	0.71	0.35	0.48	0.48	0.67	0.59	0.60	0.09	0.59	0.60
Avail Cap(c_a), veh/h	457	626	578	376	626	647	561	795	766	420	609	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	18.4	18.5	14.0	15.9	15.9	13.2	15.2	15.2	18.0	20.9	21.0
Incr Delay (d2), s/veh	0.1	2.1	2.4	0.6	0.7	0.7	3.1	1.0	1.1	0.1	2.2	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.0	3.8	1.3	2.9	3.0	4.7	4.1	4.0	0.4	2.2	2.2
LnGrp Delay(d),s/veh	14.5	20.5	20.9	14.6	16.6	16.6	16.3	16.2	16.3	18.2	23.1	23.2
LnGrp LOS	B	C	C	B	B	B	B	B	B	B	C	C
Approach Vol, veh/h		588			592			1021			334	
Approach Delay, s/veh		20.3			16.2			16.3			22.7	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	18.8	6.2	20.8	8.6	16.7	15.0	12.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	2.8	7.7	2.7	10.2	4.6	9.9	10.7	6.2
Green Ext Time (p_c), s	0.0	2.1	0.0	3.4	0.0	2.3	0.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	18.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	82	384	49	228	375	128	60	137	176	106	79	89
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	686	307	487	883	395	470	323	275	431	368	313
Arrive On Green	0.07	0.19	0.19	0.13	0.25	0.25	0.06	0.17	0.17	0.08	0.20	0.20
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	82	384	49	228	375	128	60	137	176	106	79	89
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.5	4.2	1.1	4.3	3.8	2.8	1.1	2.8	4.4	2.0	1.5	2.0
Cycle Q Clear(g_c), s	1.5	4.2	1.1	4.3	3.8	2.8	1.1	2.8	4.4	2.0	1.5	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	440	686	307	487	883	395	470	323	275	431	368	313
V/C Ratio(X)	0.19	0.56	0.16	0.47	0.42	0.32	0.13	0.42	0.64	0.25	0.21	0.28
Avail Cap(c_a), veh/h	539	1529	684	487	1529	684	572	783	666	490	783	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	15.6	14.4	11.6	13.5	13.1	13.0	15.8	16.4	12.7	14.4	14.6
Incr Delay (d2), s/veh	0.2	0.7	0.2	0.7	0.3	0.5	0.1	0.9	2.5	0.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	0.5	2.1	1.9	1.3	0.6	1.5	2.1	1.0	0.8	0.9
LnGrp Delay(d),s/veh	12.3	16.3	14.6	12.3	13.8	13.6	13.2	16.7	18.9	13.0	14.7	15.1
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		515			731			373			274	
Approach Delay, s/veh		15.5			13.3			17.2			14.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	12.8	7.1	13.0	7.6	15.2	8.1	11.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.3	6.2	3.1	4.0	3.5	5.8	4.0	6.4
Green Ext Time (p_c), s	0.0	2.1	0.0	0.5	0.0	2.3	0.0	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	144	436	364	307	293	103	222	486	360	126	561	84
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	243	943	422	406	1110	497	364	949	425	339	863	386
Arrive On Green	0.07	0.27	0.27	0.12	0.31	0.31	0.10	0.27	0.27	0.07	0.24	0.24
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	144	436	364	307	293	103	222	486	360	126	561	84
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.7	6.8	14.4	5.7	4.1	3.1	6.2	7.7	14.2	3.4	9.4	2.8
Cycle Q Clear(g_c), s	2.7	6.8	14.4	5.7	4.1	3.1	6.2	7.7	14.2	3.4	9.4	2.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	943	422	406	1110	497	364	949	425	339	863	386
V/C Ratio(X)	0.59	0.46	0.86	0.76	0.26	0.21	0.61	0.51	0.85	0.37	0.65	0.22
Avail Cap(c_a), veh/h	371	1021	457	444	1110	497	364	1048	469	342	967	433
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.7	20.2	23.0	28.1	16.9	16.6	17.2	20.4	22.8	16.8	22.4	19.9
Incr Delay (d2), s/veh	2.3	0.4	14.8	6.7	0.1	0.2	3.0	0.4	12.7	0.7	1.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.4	8.0	3.1	2.0	1.4	3.2	3.8	7.6	1.7	4.8	1.2
LnGrp Delay(d),s/veh	32.0	20.6	37.8	34.9	17.0	16.8	20.2	20.9	35.5	17.5	23.7	20.2
LnGrp LOS	C	C	D	C	B	B	C	C	D	B	C	C
Approach Vol, veh/h		944			703			1068			771	
Approach Delay, s/veh		29.0			24.8			25.7			22.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	25.2	9.4	22.2	12.3	22.0	11.0	20.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	20.4	5.0	19.5	8.5	19.0	6.5	18.0
Max Q Clear Time (g_c+I1), s	4.7	6.1	5.4	16.2	7.7	16.4	8.2	11.4
Green Ext Time (p_c), s	0.1	1.9	0.0	1.5	0.1	1.1	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	78	537	197	173	598	43	261	267	176	108	353	61
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	707	259	366	1034	74	391	435	278	354	546	93
Arrive On Green	0.06	0.28	0.28	0.09	0.31	0.31	0.10	0.21	0.21	0.08	0.18	0.18
Sat Flow, veh/h	1774	2540	928	1774	3349	241	1774	2075	1324	1774	3023	518
Grp Volume(v), veh/h	78	374	360	173	316	325	261	226	217	108	205	209
Grp Sat Flow(s),veh/h/ln	1774	1770	1699	1774	1770	1820	1774	1770	1629	1774	1770	1771
Q Serve(g_s), s	1.6	10.2	10.2	3.6	7.9	7.9	5.5	6.1	6.4	2.5	5.7	5.8
Cycle Q Clear(g_c), s	1.6	10.2	10.2	3.6	7.9	7.9	5.5	6.1	6.4	2.5	5.7	5.8
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.81	1.00		0.29
Lane Grp Cap(c), veh/h	375	493	473	366	546	562	391	371	342	354	320	320
V/C Ratio(X)	0.21	0.76	0.76	0.47	0.58	0.58	0.67	0.61	0.63	0.31	0.64	0.65
Avail Cap(c_a), veh/h	429	621	597	366	621	639	391	621	572	388	605	605
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	17.4	17.4	12.8	15.3	15.3	17.1	18.9	19.0	15.8	20.0	20.1
Incr Delay (d2), s/veh	0.3	4.1	4.4	1.0	1.0	1.0	4.3	1.6	1.9	0.5	2.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	5.5	5.4	1.8	4.0	4.1	3.5	3.1	3.0	1.3	2.9	3.0
LnGrp Delay(d),s/veh	12.6	21.5	21.9	13.7	16.3	16.3	21.5	20.5	20.9	16.3	22.2	22.3
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		812			814			704			522	
Approach Delay, s/veh		20.8			15.8			21.0			21.0	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	20.8	8.5	15.5	9.5	19.2	10.0	14.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	3.6	9.9	4.5	8.4	5.6	12.2	7.5	7.8
Green Ext Time (p_c), s	0.0	2.6	0.0	1.9	0.0	2.4	0.0	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	84	411	103	395	802	156	122	102	243	185	245	200
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	320	652	292	566	1160	519	349	366	311	444	394	334
Arrive On Green	0.06	0.18	0.18	0.21	0.33	0.33	0.08	0.20	0.20	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	84	411	103	395	802	156	122	102	243	185	245	200
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.1	6.0	3.2	9.2	11.1	4.1	3.0	2.6	8.2	4.7	6.7	6.4
Cycle Q Clear(g_c), s	2.1	6.0	3.2	9.2	11.1	4.1	3.0	2.6	8.2	4.7	6.7	6.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	652	292	566	1160	519	349	366	311	444	394	334
V/C Ratio(X)	0.26	0.63	0.35	0.70	0.69	0.30	0.35	0.28	0.78	0.42	0.62	0.60
Avail Cap(c_a), veh/h	400	1151	515	685	1737	777	375	599	510	444	599	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.7	21.2	20.0	12.8	16.4	14.1	16.3	19.2	21.4	16.0	20.1	20.0
Incr Delay (d2), s/veh	0.4	1.0	0.7	2.4	0.7	0.3	0.6	0.4	4.3	0.6	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	3.0	1.5	4.8	5.5	1.9	1.5	1.4	4.0	2.3	3.6	3.0
LnGrp Delay(d),s/veh	17.2	22.2	20.7	15.2	17.2	14.4	16.9	19.6	25.7	16.6	21.8	21.7
LnGrp LOS	B	C	C	B	B	B	B	B	C	B	C	C
Approach Vol, veh/h		598			1353			467			630	
Approach Delay, s/veh		21.2			16.3			22.1			20.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	14.9	8.8	16.4	8.2	22.9	9.6	15.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	18.3	5.1	18.1	6.2	27.6	5.1	18.1
Max Q Clear Time (g_c+I1), s	11.2	8.0	5.0	8.7	4.1	13.1	6.7	10.2
Green Ext Time (p_c), s	0.5	2.2	0.0	1.5	0.0	5.4	0.0	0.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	141	550	616	468	237	108	171	540	419	156	963	126
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	1188	531	498	1492	667	200	978	438	292	1012	453
Arrive On Green	0.06	0.34	0.34	0.14	0.42	0.42	0.07	0.28	0.28	0.08	0.29	0.29
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	141	550	616	468	237	108	171	540	419	156	963	126
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.4	13.4	36.9	14.8	4.6	4.7	7.7	14.3	28.6	6.8	29.3	6.8
Cycle Q Clear(g_c), s	4.4	13.4	36.9	14.8	4.6	4.7	7.7	14.3	28.6	6.8	29.3	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	1188	531	498	1492	667	200	978	438	292	1012	453
V/C Ratio(X)	0.70	0.46	1.16	0.94	0.16	0.16	0.86	0.55	0.96	0.53	0.95	0.28
Avail Cap(c_a), veh/h	304	1188	531	498	1492	667	200	978	438	298	1014	454
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.8	28.7	36.5	46.6	19.7	19.7	30.1	34.0	39.1	26.3	38.5	30.4
Incr Delay (d2), s/veh	4.3	0.3	91.1	26.2	0.0	0.1	28.9	0.7	32.2	1.8	17.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	6.6	29.5	8.8	2.2	2.0	5.3	7.1	16.4	3.4	16.8	3.0
LnGrp Delay(d),s/veh	55.1	29.0	127.6	72.7	19.8	19.9	59.0	34.6	71.3	28.0	56.2	30.8
LnGrp LOS	E	C	F	E	B	B	E	C	E	C	E	C
Approach Vol, veh/h		1307			813			1130			1245	
Approach Delay, s/veh		78.3			50.3			51.9			50.1	
Approach LOS		E			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	50.9	13.3	34.9	20.4	41.4	12.2	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.7	43.1	9.1	30.1	15.9	36.9	7.7	31.5
Max Q Clear Time (g_c+I1), s	6.4	6.7	8.8	30.6	16.8	38.9	9.7	31.3
Green Ext Time (p_c), s	0.1	2.0	0.0	0.0	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	58.8
HCM 2010 LOS	E

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	63	693	295	231	472	24	242	263	206	78	550	24
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	827	352	323	1371	70	356	524	396	324	676	29
Arrive On Green	0.05	0.34	0.34	0.11	0.40	0.40	0.13	0.27	0.27	0.05	0.20	0.20
Sat Flow, veh/h	1774	2420	1030	1774	3428	174	1774	1922	1454	1774	3455	151
Grp Volume(v), veh/h	63	507	481	231	243	253	242	241	228	78	281	293
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1832	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	1.8	20.8	20.8	6.2	7.5	7.6	8.1	9.1	9.5	2.7	12.0	12.0
Cycle Q Clear(g_c), s	1.8	20.8	20.8	6.2	7.5	7.6	8.1	9.1	9.5	2.7	12.0	12.0
Prop In Lane	1.00		0.61	1.00		0.09	1.00		0.91	1.00		0.08
Lane Grp Cap(c), veh/h	448	605	575	323	708	733	356	482	438	324	346	359
V/C Ratio(X)	0.14	0.84	0.84	0.72	0.34	0.34	0.68	0.50	0.52	0.24	0.81	0.81
Avail Cap(c_a), veh/h	479	704	669	374	827	857	386	536	486	369	415	430
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	23.9	23.9	17.3	16.5	16.5	21.0	24.2	24.3	23.4	30.4	30.4
Incr Delay (d2), s/veh	0.1	7.8	8.1	5.4	0.3	0.3	4.3	0.8	1.0	0.4	10.0	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	11.4	10.9	3.4	3.7	3.8	4.3	4.5	4.3	1.4	6.8	7.1
LnGrp Delay(d),s/veh	15.5	31.7	32.1	22.8	16.8	16.8	25.3	25.0	25.3	23.8	40.3	40.2
LnGrp LOS	B	C	C	C	B	B	C	C	C	C	D	D
Approach Vol, veh/h		1051			727			711			652	
Approach Delay, s/veh		30.9			18.7			25.2			38.3	
Approach LOS		C			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.2	36.1	8.6	26.0	12.8	31.5	14.7	19.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	36.9	6.1	23.9	10.6	31.4	11.5	18.5
Max Q Clear Time (g_c+I1), s	3.8	9.6	4.7	11.5	8.2	22.8	10.1	14.0
Green Ext Time (p_c), s	0.0	3.1	0.0	2.3	0.2	4.1	0.1	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.592				0.188			0.660			0.569	
Satd. Flow (perm)	1103	3539	1583	0	350	3539	1583	1229	1863	1583	1060	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			164				264			164		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	164	734	143	136	245	259	264	63	128	349	263	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	734	143	0	381	259	264	63	128	349	263	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	116
Shared Lane Traffic (%)	
Lane Group Flow (vph)	116
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.2	25.2	25.2	12.3	12.3	26.3	26.3	9.6	22.5	22.5	10.0	22.9
Total Split (%)	16.0%	36.0%	36.0%	17.6%	17.6%	37.6%	37.6%	13.7%	32.1%	32.1%	14.3%	32.7%
Maximum Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	24.9	18.2	18.2		28.1	22.2	22.2	18.1	13.0	13.0	20.9	17.8
Actuated g/C Ratio	0.40	0.29	0.29		0.45	0.35	0.35	0.29	0.21	0.21	0.33	0.28
v/c Ratio	0.32	0.72	0.25		1.14	0.21	0.36	0.16	0.33	0.77	0.64	0.29
Control Delay	12.3	25.1	4.0		113.0	17.0	4.4	14.5	23.9	24.5	24.6	21.8
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	25.1	4.0		113.0	17.0	4.4	14.5	23.9	24.5	24.6	21.8
LOS	B	C	A		F	B	A	B	C	C	C	C
Approach Delay		20.2				53.8			23.2			19.0
Approach LOS		C				D			C			B
90th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
70th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
70th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
50th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	14.6	14.6	5.5	15.0
50th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	6.7	17.0	17.0	7.8	7.8	18.1	18.1	0.0	10.1	10.1	5.5	20.1
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	12.8	12.8	7.8	7.8	25.1	25.1	0.0	6.1	6.1	5.5	16.1
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	87	566	15		175	159	29	38	89	161	196	104
Fuel Used(gal)	3	15	2		13	4	3	1	2	6	4	2
CO Emissions (g/hr)	186	1022	123		906	305	216	66	156	394	281	154
NOx Emissions (g/hr)	36	199	24		176	59	42	13	30	77	55	30
VOC Emissions (g/hr)	43	237	29		210	71	50	15	36	91	65	36
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	35	135	0		~140	39	0	16	44	67	77	53
Queue Length 95th (ft)	73	205	29		#318	70	47	38	86	154	133	100
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	510	1181	637		334	1290	744	398	541	575	413	563

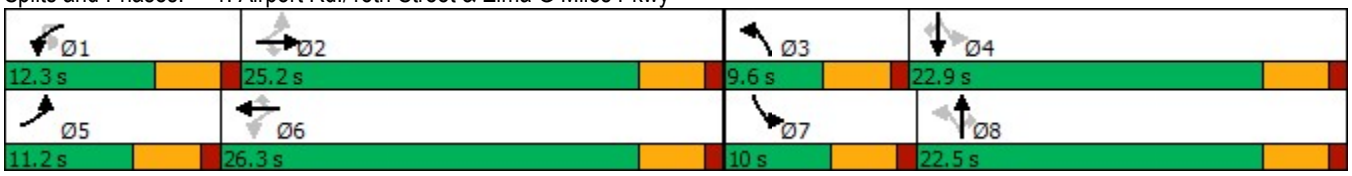
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.9
Total Split (%)	32.7%
Maximum Green (s)	18.4
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	17.8
Actuated g/C Ratio	0.28
v/c Ratio	0.21
Control Delay	2.6
Queue Delay	0.0
Total Delay	2.6
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.4
90th %ile Term Code	Hold
70th %ile Green (s)	18.4
70th %ile Term Code	Hold
50th %ile Green (s)	15.0
50th %ile Term Code	Hold
30th %ile Green (s)	20.1
30th %ile Term Code	Hold
10th %ile Green (s)	16.1
10th %ile Term Code	Hold
Stops (vph)	6
Fuel Used(gal)	1
CO Emissions (g/hr)	59
NOx Emissions (g/hr)	12
VOC Emissions (g/hr)	14
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	18
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	593

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.62	0.22		1.14	0.20	0.35	0.16	0.24	0.61	0.64	0.27

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 30.6 Intersection LOS: C
Intersection Capacity Utilization 86.4% ICU Level of Service E
Analysis Period (min) 15
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 66.6
30th %ile Actuated Cycle: 58.4
10th %ile Actuated Cycle: 50.2
~ 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: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.20

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	1162	7	604	7
Future Volume (vph)	37	19	14	1162	7	604	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.954					0.998	
Flt Protected	0.968		0.950		0.950		
Satd. Flow (prot)	1720	0	1770	3539	1770	3532	0
Flt Permitted	0.968		0.950		0.950		
Satd. Flow (perm)	1720	0	1770	3539	1770	3532	0
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.64	0.64	0.90	0.90	0.92	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	58	30	16	1317	8	662	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	1317	8	670	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	1136	0	590	21	82	43
Future Volume (vph)	40	1136	0	590	21	82	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.954	
Flt Protected	0.950					0.968	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1720	0
Flt Permitted	0.950					0.968	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1720	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.89	0.89	0.93	0.93	0.93	0.82	0.82
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	45	1302	0	647	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	45	1302	0	647	23	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	19	80	1096	60	569	42	127	68
Future Volume (vph)	19	80	1096	60	569	42	127	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.953	
Flt Protected		0.950		0.950			0.968	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1718	0
Flt Permitted		0.950		0.950			0.968	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1718	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.89	0.89	0.89	0.93	0.93	0.93	0.67	0.67
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	21	90	1256	65	624	45	190	101
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	111	1256	65	624	45	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128	48	12	26	585	37	69
Future Volume (vph)	6	1128	48	12	26	585	37	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.994					0.912	
Flt Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3518	0	0	1770	3539	1670	0
Flt Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3518	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	7	1278	53	13	28	642	50	93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	1331	0	0	41	642	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 46.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	15	1096	80	12	42	569	59	112
Future Volume (vph)	15	1096	80	12	42	569	59	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.990					0.912	
Flt Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3504	0	0	1770	3539	1670	0
Flt Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3504	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		4.8				6.0	9.0	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	16	1242	89	13	45	624	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	1331	0	0	58	624	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Future Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.956			0.916							
Flt Protected		0.970			0.985			0.950				0.950
Satd. Flow (prot)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Flt Permitted		0.970			0.985			0.950				0.950
Satd. Flow (perm)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	38	3	20	5	1	10	20	11	1289	3	27	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	16	0	0	31	1292	0	0	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	599	6
Future Volume (vph)	599	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	100%
Adj. Flow (vph)	664	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	664	7
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Future Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.348			0.309	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	648	3539	1583	576	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			416			205				414		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	88	275	420	187	234	60	22	415	924	414	67	387
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	275	420	187	234	60	0	437	924	414	67	387
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	205
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.1	24.5	24.5	11.0	25.4	25.4	22.0	22.0	35.0	35.0	9.5	22.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	28.1%
Maximum Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	5.7	12.7	12.7	6.6	16.3	16.3		35.4	30.2	30.2	19.4	14.3
Actuated g/C Ratio	0.08	0.19	0.19	0.10	0.24	0.24		0.52	0.44	0.44	0.28	0.21
v/c Ratio	0.31	0.42	0.66	0.56	0.28	0.11		0.72	0.59	0.45	0.27	0.52
Control Delay	36.1	27.2	8.8	39.9	24.5	0.4		19.8	18.1	3.6	14.1	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	36.1	27.2	8.8	39.9	24.5	0.4		19.8	18.1	3.6	14.1	27.5
LOS	D	C	A	D	C	A		B	B	A	B	C
Approach Delay		18.3			27.5				15.1			22.5
Approach LOS		B			C				B			C
90th %ile Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	5.6	14.9	14.9	6.5	15.8	15.8	17.5	17.5	30.5	30.5	5.0	18.0
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
50th %ile Green (s)	5.6	12.7	12.7	6.5	13.6	13.6	17.1	17.1	30.2	30.2	5.0	18.1
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Gap	Gap	Max	Hold
30th %ile Green (s)	5.6	10.3	10.3	6.5	11.2	11.2	17.3	17.3	32.3	32.3	0.0	10.5
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
10th %ile Green (s)	0.0	7.3	7.3	6.5	18.3	18.3	12.4	12.4	25.4	25.4	0.0	8.5
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
Stops (vph)	73	204	50	149	165	0		232	612	34	42	293
Fuel Used(gal)	2	5	4	4	4	1		7	16	5	1	7
CO Emissions (g/hr)	119	329	300	293	311	44		512	1108	325	75	516
NOx Emissions (g/hr)	23	64	58	57	60	9		100	216	63	15	100
VOC Emissions (g/hr)	27	76	70	68	72	10		119	257	75	17	120
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	19	58	2	42	48	0		108	165	0	13	76
Queue Length 95th (ft)	44	92	71	#89	78	0		#233	265	54	36	131
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	286	1056	764	332	1103	634		627	1631	952	252	951

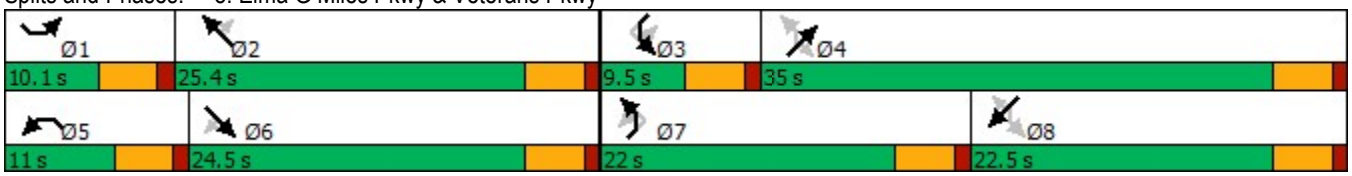
Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	28.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	14.3
Actuated g/C Ratio	0.21
v/c Ratio	0.12
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Hold
50th %ile Green (s)	18.1
50th %ile Term Code	Hold
30th %ile Green (s)	10.5
30th %ile Term Code	Gap
10th %ile Green (s)	8.5
10th %ile Term Code	Gap
Stops (vph)	0
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	575

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.31	0.26	0.55	0.56	0.21	0.09		0.70	0.57	0.43	0.27	0.41

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 68.5
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 18.6 Intersection LOS: B
Intersection Capacity Utilization 75.9% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 80
70th %ile Actuated Cycle: 74.9
50th %ile Actuated Cycle: 72.4
30th %ile Actuated Cycle: 62.6
10th %ile Actuated Cycle: 52.7
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Future Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.899			0.899			0.996				0.850
Flt Protected		0.993			0.987		0.950			0.950		
Satd. Flow (prot)	0	1571	0	0	1479	0	1770	3525	0	1752	3505	1568
Flt Permitted		0.993			0.987		0.950			0.950		
Satd. Flow (perm)	0	1571	0	0	1479	0	1770	3525	0	1752	3505	1568
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.88	0.88	0.88	0.84	0.84	0.84
Growth Factor	100%	100%	100%	102%	102%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	8%	8%	8%	14%	14%	14%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	4	27	14	0	41	5	1093	30	12	503	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	55	0	5	1123	0	12	503	8
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 38.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Future Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.957			0.901							0.850
Flt Protected		0.967			0.987		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.967			0.987		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	49	0	23	4	0	11	21	1059	3	2	501	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	21	1062	0	2	501	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	1	3	8	3	18	13	927	37	6	440	17
Future Volume (vph)	8	1	3	8	3	18	13	927	37	6	440	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.964		0.950			0.950		
Satd. Flow (prot)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.957			0.964		0.950			0.950		
Satd. Flow (perm)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	1	3	9	3	20	14	1028	40	7	488	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	3	0	12	20	14	1028	40	7	488	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 42.8%	ICU Level of Service A
Analysis Period (min) 15	

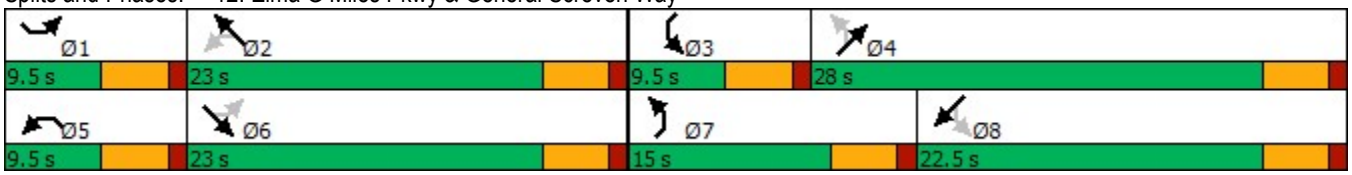
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.992			0.961			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3334	0	1770	3511	0	1770	3401	0	1770	3486	0
Flt Permitted	0.464			0.267			0.427			0.407		
Satd. Flow (perm)	864	3334	0	497	3511	0	795	3401	0	758	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		191			7			74			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	35	340	213	121	447	24	377	478	166	29	274	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	553	0	121	471	0	377	644	0	29	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		15.0	28.0		9.5	22.5	
Total Split (%)	13.6%	32.9%		13.6%	32.9%		21.4%	40.0%		13.6%	32.1%	
Maximum Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.4	12.7		18.3	16.6		26.5	23.3		16.3	11.1	
Actuated g/C Ratio	0.29	0.23		0.33	0.30		0.48	0.42		0.29	0.20	
v/c Ratio	0.10	0.61		0.43	0.45		0.67	0.44		0.09	0.43	
Control Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
LOS	B	B		B	B		B	B		B	C	
Approach Delay		16.1			18.4			15.7			20.5	
Approach LOS		B			B			B			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Max		Max	Hold	
70th %ile Green (s)	5.0	15.9		5.0	15.9		10.5	19.2		5.0	13.7	
70th %ile Term Code	Max	Gap		Max	Hold		Max	Gap		Max	Hold	
50th %ile Green (s)	0.0	12.5		5.0	22.0		10.5	24.9		0.0	9.9	
50th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
30th %ile Green (s)	0.0	9.7		5.0	19.2		10.5	23.6		0.0	8.6	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
10th %ile Green (s)	0.0	8.0		0.0	8.0		9.7	20.9		0.0	6.7	
10th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Hold		Skip	Gap	
Stops (vph)	21	272		70	315		210	357		20	209	
Fuel Used(gal)	0	7		2	7		6	10		0	5	
CO Emissions (g/hr)	32	512		114	465		428	687		29	339	
NOx Emissions (g/hr)	6	100		22	90		83	134		6	66	
VOC Emissions (g/hr)	7	119		26	108		99	159		7	79	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	7	55		25	54		83	62		5	45	
Queue Length 95th (ft)	25	113		65	132		#184	151		19	85	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	339	1280		282	1275		570	1557		316	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.43		0.43	0.37		0.66	0.41		0.09	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 55.7	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 70	
70th %ile Actuated Cycle: 63.1	
50th %ile Actuated Cycle: 55.9	
30th %ile Actuated Cycle: 51.8	
10th %ile Actuated Cycle: 37.9	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Future Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.529				0.424			0.706			0.595	
Satd. Flow (perm)	985	3539	1583	0	790	3539	1583	1315	1863	1583	1108	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			176				176			176		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	82	384	49	70	228	375	128	60	137	176	106	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	384	49	0	298	375	128	60	137	176	106	79
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	176
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	89
Shared Lane Traffic (%)	
Lane Group Flow (vph)	89
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.0	23.0	23.0	10.0	10.0	23.0	23.0	9.5	22.5	22.5	9.5	22.5
Total Split (%)	15.4%	35.4%	35.4%	15.4%	15.4%	35.4%	35.4%	14.6%	34.6%	34.6%	14.6%	34.6%
Maximum Green (s)	5.5	18.5	18.5	5.5	5.5	18.5	18.5	5.0	18.0	18.0	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	18.0	11.7	11.7		20.7	19.8	19.8	12.8	9.6	9.6	13.7	11.3
Actuated g/C Ratio	0.40	0.26	0.26		0.46	0.44	0.44	0.28	0.21	0.21	0.30	0.25
v/c Ratio	0.16	0.42	0.09		0.60	0.24	0.16	0.14	0.35	0.37	0.25	0.17
Control Delay	9.9	17.4	0.3		19.1	14.8	2.2	11.6	21.0	6.4	12.6	18.0
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.9	17.4	0.3		19.1	14.8	2.2	11.6	21.0	6.4	12.6	18.0
LOS	A	B	A		B	B	A	B	C	A	B	B
Approach Delay		14.6				14.4			12.6			10.4
Approach LOS		B				B			B			B
90th %ile Green (s)	5.5	16.9	16.9	5.5	5.5	16.9	16.9	5.0	14.0	14.0	5.0	14.0
90th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
70th %ile Green (s)	5.5	12.7	12.7	5.5	5.5	12.7	12.7	5.0	10.3	10.3	5.0	10.3
70th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
50th %ile Green (s)	5.5	11.2	11.2	5.5	5.5	11.2	11.2	5.0	8.9	8.9	5.0	8.9
50th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	0.0	9.2	9.2	5.5	5.5	19.2	19.2	0.0	7.6	7.6	5.0	17.1
30th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.1	7.1	5.5	5.5	17.1	17.1	0.0	0.0	0.0	0.0	0.0
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Skip	Skip	Skip	Skip
Stops (vph)	44	266	0		173	236	8	36	99	29	64	56
Fuel Used(gal)	1	7	1		5	6	1	1	2	2	1	1
CO Emissions (g/hr)	90	484	38		356	433	99	61	162	137	91	77
NOx Emissions (g/hr)	18	94	7		69	84	19	12	32	27	18	15
VOC Emissions (g/hr)	21	112	9		82	100	23	14	38	32	21	18
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	13	49	0		53	48	0	10	35	0	19	19
Queue Length 95th (ft)	36	91	0		#153	88	19	32	82	40	51	53
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	498	1639	827		496	1650	832	428	839	810	418	839

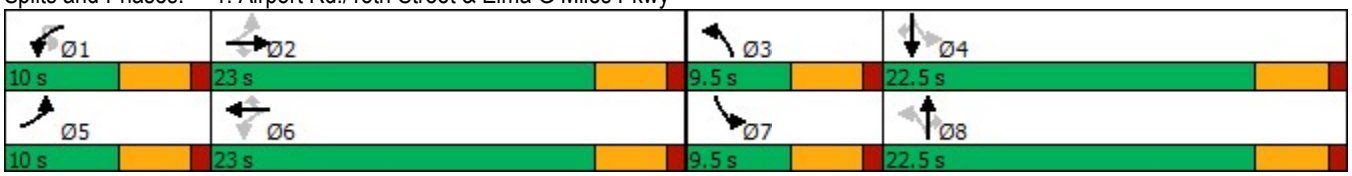
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	34.6%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	11.3
Actuated g/C Ratio	0.25
v/c Ratio	0.17
Control Delay	1.0
Queue Delay	0.0
Total Delay	1.0
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	14.0
90th %ile Term Code	Hold
70th %ile Green (s)	10.3
70th %ile Term Code	Hold
50th %ile Green (s)	8.9
50th %ile Term Code	Hold
30th %ile Green (s)	17.1
30th %ile Term Code	Hold
10th %ile Green (s)	0.0
10th %ile Term Code	Skip
Stops (vph)	1
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	4
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	810

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.23	0.06		0.60	0.23	0.15	0.14	0.16	0.22	0.25	0.09

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 45.3
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 13.5 — Intersection LOS: B
Intersection Capacity Utilization 55.4% — ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 59.4
70th %ile Actuated Cycle: 51.5
50th %ile Actuated Cycle: 48.6
30th %ile Actuated Cycle: 45.3
10th %ile Actuated Cycle: 21.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	10	10	14	610	7	580	14
Future Volume (vph)	10	10	14	610	7	580	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.945					0.996	
Flt Protected	0.971		0.950		0.950		
Satd. Flow (prot)	1709	0	1770	3539	1770	3525	0
Flt Permitted	0.971		0.950		0.950		
Satd. Flow (perm)	1709	0	1770	3539	1770	3525	0
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.62	0.87	0.87	0.87	0.92	0.96	0.96
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	16	11	16	715	8	616	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	27	0	16	715	8	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	26	598	0	570	24	39	37
Future Volume (vph)	26	598	0	570	24	39	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.934	
Flt Protected	0.950					0.975	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1696	0
Flt Permitted	0.950					0.975	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1696	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.87	0.87	0.92	0.96	0.96	0.83	0.83
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	30	701	0	606	25	47	45
Shared Lane Traffic (%)							
Lane Group Flow (vph)	30	701	0	606	25	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	15	53	571	40	544	50	71	68
Future Volume (vph)	15	53	571	40	544	50	71	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.934	
Flt Protected		0.950		0.950			0.975	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1696	0
Flt Permitted		0.950		0.950			0.975	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1696	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.81	0.81
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	16	61	669	43	578	52	88	84
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	77	669	43	578	52	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	5	587	37	13	36	558	44	46
Future Volume (vph)	5	587	37	13	36	558	44	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.991					0.931	
Flt Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1693	0
Flt Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1693	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.78	0.78
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	5	688	43	14	38	593	56	59
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	731	0	0	52	593	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 36.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	27	568	56	12	54	540	61	64
Future Volume (vph)	27	568	56	12	54	540	61	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.987					0.931	
Flt Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3493	0	0	1770	3539	1693	0
Flt Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3493	0	0	1770	3539	1693	0
Link Speed (mph)		30				45	45	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				6.0	6.0	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.73	0.73
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	29	666	64	13	56	574	84	88
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	730	0	0	69	574	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 38.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Future Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.938			0.932				0.999			
Flt Protected		0.976			0.976			0.950				0.950
Satd. Flow (prot)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Flt Permitted		0.976			0.976			0.950				0.950
Satd. Flow (perm)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	12	1	11	3	0	3	34	22	664	5	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	6	0	0	56	669	0	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	570	20
Future Volume (vph)	570	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	45	
Link Distance (ft)	446	
Travel Time (s)	6.8	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	102%
Adj. Flow (vph)	632	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	632	22
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Future Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.259			0.464	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	482	3539	1583	864	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			187			164				360		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	144	436	364	307	293	103	29	222	486	360	126	561
Shared Lane Traffic (%)												
Lane Group Flow (vph)	144	436	364	307	293	103	0	251	486	360	126	561
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	84
Shared Lane Traffic (%)	
Lane Group Flow (vph)	84
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.6	23.5	23.5	13.0	24.9	24.9	11.0	11.0	24.0	24.0	9.5	22.5
Total Split (%)	16.6%	33.6%	33.6%	18.6%	35.6%	35.6%	15.7%	15.7%	34.3%	34.3%	13.6%	32.1%
Maximum Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	6.9	15.0	15.0	8.4	19.1	19.1		24.2	19.2	19.2	20.4	15.3
Actuated g/C Ratio	0.11	0.24	0.24	0.13	0.30	0.30		0.38	0.30	0.30	0.32	0.24
v/c Ratio	0.39	0.52	0.71	0.67	0.28	0.17		0.79	0.45	0.49	0.36	0.66
Control Delay	31.6	23.8	19.3	36.8	19.4	1.8		36.8	21.2	5.3	16.3	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	31.6	23.8	19.3	36.8	19.4	1.8		36.8	21.2	5.3	16.3	26.3
LOS	C	C	B	D	B	A		D	C	A	B	C
Approach Delay		23.2			24.4				19.5			21.9
Approach LOS		C			C				B			C
90th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	7.1	16.1	16.1	8.5	17.5	17.5	6.5	6.5	18.7	18.7	5.0	17.2
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	7.1	13.1	13.1	8.5	14.5	14.5	6.5	6.5	15.5	15.5	5.0	14.0
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	8.9	8.9	7.8	21.2	21.2	6.5	6.5	21.3	21.3	0.0	10.3
10th %ile Term Code	Skip	Gap	Gap	Gap	Hold	Hold	Max	Max	Hold	Hold	Skip	Gap
Stops (vph)	114	324	152	246	195	4		141	344	40	76	436
Fuel Used(gal)	3	7	5	7	5	1		5	9	4	2	11
CO Emissions (g/hr)	183	502	352	468	366	80		353	611	294	142	744
NOx Emissions (g/hr)	36	98	68	91	71	16		69	119	57	28	145
VOC Emissions (g/hr)	42	116	82	108	85	19		82	142	68	33	172
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	28	80	61	62	50	0		65	85	0	30	105
Queue Length 95th (ft)	56	122	150	#120	81	12		#158	134	57	65	161
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	388	1071	609	465	1161	629		316	1124	748	349	1015

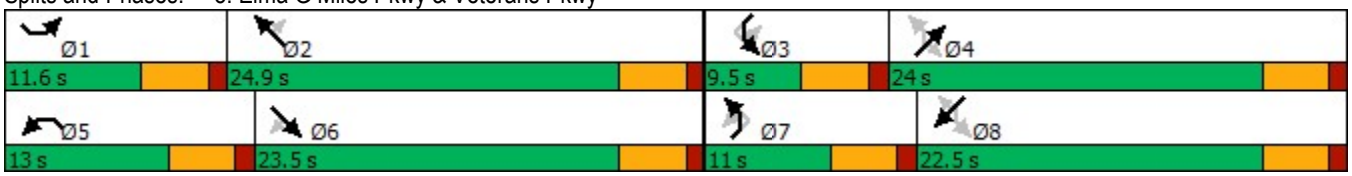
Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	32.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.3
Actuated g/C Ratio	0.24
v/c Ratio	0.17
Control Delay	0.9
Queue Delay	0.0
Total Delay	0.9
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Max
50th %ile Green (s)	17.2
50th %ile Term Code	Gap
30th %ile Green (s)	14.0
30th %ile Term Code	Gap
10th %ile Green (s)	10.3
10th %ile Term Code	Gap
Stops (vph)	1
Fuel Used(gal)	1
CO Emissions (g/hr)	58
NOx Emissions (g/hr)	11
VOC Emissions (g/hr)	14
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	3
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	570

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.37	0.41	0.60	0.66	0.25	0.16		0.79	0.43	0.48	0.36	0.55

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 63.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 70.8% ICU Level of Service C
Analysis Period (min) 15
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 66.3
30th %ile Actuated Cycle: 60.1
10th %ile Actuated Cycle: 51.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.15

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Future Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.911			0.917			0.993				0.850
Flt Protected		0.989			0.983		0.950			0.950		
Satd. Flow (prot)	0	1600	0	0	1713	0	1770	3514	0	1752	3505	1568
Flt Permitted		0.989			0.983		0.950			0.950		
Satd. Flow (perm)	0	1600	0	0	1713	0	1770	3514	0	1752	3505	1568
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.52	0.52	0.52	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	102%	100%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	12	6	35	26	3	47	10	670	34	32	676	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	76	0	10	704	0	32	676	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Future Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.929			0.946			0.999				0.850
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Flt Permitted		0.977			0.971		0.950			0.950		
Satd. Flow (perm)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	21	0	23	3	0	2	20	654	5	2	726	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	5	0	20	659	0	2	726	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Future Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	2	9	26	5	24	5	661	13	15	727	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	9	0	31	24	5	661	13	15	727	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.2%	ICU Level of Service A
Analysis Period (min) 15	

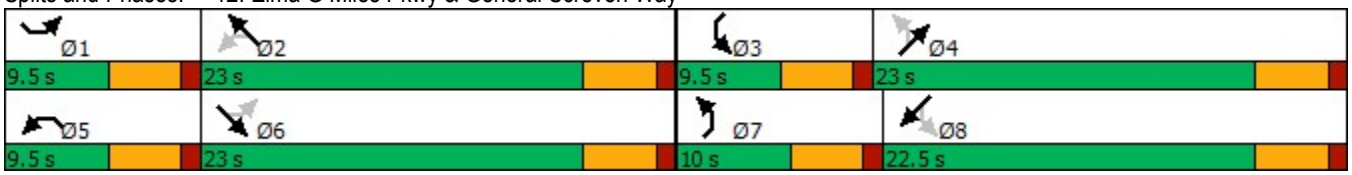
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.960			0.990			0.940			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3504	0	1770	3327	0	1770	3461	0
Flt Permitted	0.355			0.208			0.382			0.476		
Satd. Flow (perm)	661	3398	0	387	3504	0	712	3327	0	887	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			11			176			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	78	537	197	173	598	43	261	267	176	108	353	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	734	0	173	641	0	261	443	0	108	414	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%		14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	21.2	16.1		23.2	20.4		18.9	14.6		16.9	11.9	
Actuated g/C Ratio	0.37	0.28		0.41	0.36		0.33	0.26		0.30	0.21	
v/c Ratio	0.23	0.72		0.62	0.51		0.77	0.45		0.32	0.55	
Control Delay	11.5	21.0		23.4	17.5		32.6	13.0		14.7	21.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	21.0		23.4	17.5		32.6	13.0		14.7	21.8	
LOS	B	C		C	B		C	B		B	C	
Approach Delay		20.1			18.8			20.3			20.3	
Approach LOS		C			B			C			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	17.0		5.0	16.5	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
70th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	14.7		5.0	14.2	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
50th %ile Green (s)	5.0	17.9		5.0	17.9		5.5	12.2		5.0	11.7	
50th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
30th %ile Green (s)	0.0	14.6		5.0	24.1		5.5	10.5		5.0	10.0	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	11.8		5.0	21.3		5.5	18.0		0.0	8.0	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	42	509		89	437		172	196		63	291	
Fuel Used(gal)	1	11		2	9		5	6		2	7	
CO Emissions (g/hr)	69	781		171	628		353	450		106	464	
NOx Emissions (g/hr)	13	152		33	122		69	88		21	90	
VOC Emissions (g/hr)	16	181		40	146		82	104		25	108	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	14	102		33	96		65	42		24	63	
Queue Length 95th (ft)	38	173		#95	160		#151	78		52	102	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	344	1171		280	1273		340	1211		342	1127	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.23	0.63		0.62	0.50		0.77	0.37		0.32	0.37	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 56.8	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 19.8	Intersection LOS: B
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 63.5	
70th %ile Actuated Cycle: 61.2	
50th %ile Actuated Cycle: 58.1	
30th %ile Actuated Cycle: 53.1	
10th %ile Actuated Cycle: 48.3	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.349				0.321			0.505			0.633	
Satd. Flow (perm)	650	3539	1583	0	598	3539	1583	941	1863	1583	1179	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			218				156			243		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	102%	102%	102%	100%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	84	411	103	97	395	802	156	122	102	243	185	245
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	411	103	0	492	802	156	122	102	243	185	245
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	218
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	200
Shared Lane Traffic (%)	
Lane Group Flow (vph)	200
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.7	22.8	22.8	20.0	20.0	32.1	32.1	9.6	22.6	22.6	9.6	22.6
Total Split (%)	14.3%	30.4%	30.4%	26.7%	26.7%	42.8%	42.8%	12.8%	30.1%	30.1%	12.8%	30.1%
Maximum Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	19.9	13.7	13.7		33.5	25.3	25.3	18.2	13.0	13.0	19.4	15.5
Actuated g/C Ratio	0.30	0.21	0.21		0.51	0.39	0.39	0.28	0.20	0.20	0.30	0.24
v/c Ratio	0.28	0.55	0.20		0.85	0.59	0.22	0.37	0.28	0.48	0.47	0.56
Control Delay	13.1	26.8	0.9		29.6	19.6	4.0	19.7	24.9	7.1	21.7	29.5
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	26.8	0.9		29.6	19.6	4.0	19.7	24.9	7.1	21.7	29.5
LOS	B	C	A		C	B	A	B	C	A	C	C
Approach Delay		20.4				21.3			14.3			19.5
Approach LOS		C				C			B			B
90th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
70th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	17.9	17.9	5.1	17.9
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap
50th %ile Green (s)	6.2	13.7	13.7	15.5	15.5	23.0	23.0	5.1	13.9	13.9	5.1	13.9
50th %ile Term Code	Max	Gap	Gap	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	6.2	11.0	11.0	15.5	15.5	20.3	20.3	5.1	11.4	11.4	5.1	11.4
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	8.7	8.7	12.9	12.9	26.1	26.1	0.0	5.8	5.8	5.1	15.4
10th %ile Term Code	Skip	Gap	Gap	Gap	Gap	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	50	313	0		259	556	19	76	73	31	132	189
Fuel Used(gal)	1	8	1		9	14	2	2	2	3	3	4
CO Emissions (g/hr)	98	580	80		645	998	128	138	126	188	188	279
NOx Emissions (g/hr)	19	113	16		125	194	25	27	25	37	37	54
VOC Emissions (g/hr)	23	134	19		149	231	30	32	29	44	44	65
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	16	78	0		126	141	0	33	35	0	53	91
Queue Length 95th (ft)	40	127	0		#301	214	35	73	77	53	106	170
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	307	1010	607		589	1523	770	327	525	621	395	525

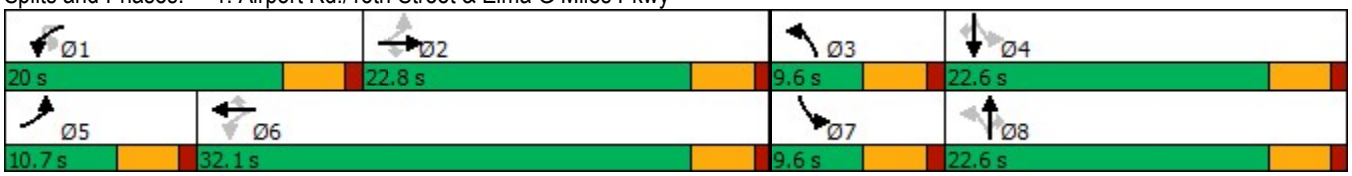
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	30.1%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.5
Actuated g/C Ratio	0.24
v/c Ratio	0.37
Control Delay	5.3
Queue Delay	0.0
Total Delay	5.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.1
90th %ile Term Code	Max
70th %ile Green (s)	17.9
70th %ile Term Code	Gap
50th %ile Green (s)	13.9
50th %ile Term Code	Gap
30th %ile Green (s)	11.4
30th %ile Term Code	Gap
10th %ile Green (s)	15.4
10th %ile Term Code	Hold
Stops (vph)	21
Fuel Used(gal)	2
CO Emissions (g/hr)	113
NOx Emissions (g/hr)	22
VOC Emissions (g/hr)	26
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	41
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	603

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.17		0.84	0.53	0.20	0.37	0.19	0.39	0.47	0.47

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 65.5
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 19.7 Intersection LOS: B
Intersection Capacity Utilization 73.8% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 75
70th %ile Actuated Cycle: 74.8
50th %ile Actuated Cycle: 66.2
30th %ile Actuated Cycle: 61
10th %ile Actuated Cycle: 50.5
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.33

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	772	7	1087	23
Future Volume (vph)	13	20	15	772	7	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.919					0.997	
Flt Protected	0.980		0.950		0.950		
Satd. Flow (prot)	1678	0	1770	3539	1770	3529	0
Flt Permitted	0.980		0.950		0.950		
Satd. Flow (perm)	1678	0	1770	3539	1770	3529	0
Link Speed (mph)	30			30		30	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			14.8		18.4	
Peak Hour Factor	0.55	0.55	0.95	0.95	0.92	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%
Adj. Flow (vph)	24	36	16	829	8	1192	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	829	8	1217	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	728	0	1022	88	34	51
Future Volume (vph)	59	728	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.919	
Flt Protected	0.950					0.980	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1678	0
Flt Permitted	0.950					0.980	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1678	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		13.8		24.3		15.0	
Peak Hour Factor	0.95	0.95	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	62	782	0	1121	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	782	0	1121	95	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	25	90	697	55	976	124	47	71
Future Volume (vph)	25	90	697	55	976	124	47	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.919	
Flt Protected		0.950		0.950			0.981	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1679	0
Flt Permitted		0.950		0.950			0.981	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1679	0
Link Speed (mph)			30		30		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			16.1		19.3		10.6	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.84	0.84
Growth Factor	100%	100%	102%	100%	102%	100%	100%	100%
Adj. Flow (vph)	27	95	748	60	1070	133	56	85
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	122	748	60	1070	133	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	9	740	47	16	70	1040	50	33
Future Volume (vph)	9	740	47	16	70	1040	50	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.991					0.946	
Flt Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1711	0
Flt Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		11.0				13.8	12.1	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	10	795	49	17	75	1141	68	45
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	844	0	0	92	1141	113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	41	685	102	17	153	947	91	61
Future Volume (vph)	41	685	102	17	153	947	91	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.981					0.946	
Flt Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3472	0	0	1770	3539	1711	0
Flt Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3472	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				9.0	9.0	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.90	0.90
Growth Factor	100%	102%	100%	100%	100%	102%	100%	100%
Adj. Flow (vph)	45	735	107	18	165	1039	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	45	842	0	0	183	1039	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 50.8%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Future Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.923			0.955				0.999			
Flt Protected		0.981			0.972			0.950				0.950
Satd. Flow (prot)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Flt Permitted		0.981			0.972			0.950				0.950
Satd. Flow (perm)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				7.6			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	100%
Adj. Flow (vph)	14	2	21	7	1	4	57	27	838	7	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	12	0	0	84	845	0	0	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	1065	37
Future Volume (vph)	1065	37
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	102%	100%
Adj. Flow (vph)	1181	40
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1181	40
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Future Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.132			0.284	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	246	3539	1583	529	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			149			108				349		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	102%	102%	102%	102%	102%
Adj. Flow (vph)	141	550	616	468	237	108	49	171	540	419	156	963
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	550	616	468	237	108	0	220	540	419	156	963
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	114
Future Volume (vph)	114
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	149
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	126
Shared Lane Traffic (%)	
Lane Group Flow (vph)	126
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	14.2	41.4	41.4	20.4	47.6	47.6	12.2	12.2	34.6	34.6	13.6	36.0
Total Split (%)	12.9%	37.6%	37.6%	18.5%	43.3%	43.3%	11.1%	11.1%	31.5%	31.5%	12.4%	32.7%
Maximum Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	9.0	36.9	36.9	15.9	43.8	43.8		38.0	30.3	30.3	40.4	31.5
Actuated g/C Ratio	0.08	0.34	0.34	0.14	0.40	0.40		0.35	0.28	0.28	0.37	0.29
v/c Ratio	0.50	0.46	0.98	0.94	0.17	0.16		1.15	0.55	0.61	0.53	0.95
Control Delay	54.7	30.3	59.2	75.8	22.0	4.7		138.3	36.7	10.9	29.4	57.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	30.3	59.2	75.8	22.0	4.7		138.3	36.7	10.9	29.4	57.7
LOS	D	C	E	E	C	A		F	D	B	C	E
Approach Delay		46.6			50.7				46.5			48.7
Approach LOS		D			D				D			D
90th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
50th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	8.7	36.9	36.9	15.9	44.1	44.1	7.7	7.7	30.1	30.1	9.1	31.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
10th %ile Green (s)	7.1	36.9	36.9	15.9	45.7	45.7	7.7	7.7	31.3	31.3	7.9	31.5
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Gap	Max
Stops (vph)	121	386	396	386	136	13		118	413	75	95	795
Fuel Used(gal)	3	10	14	14	4	1		9	11	5	3	24
CO Emissions (g/hr)	226	672	972	959	295	91		598	801	384	204	1690
NOx Emissions (g/hr)	44	131	189	187	57	18		116	156	75	40	329
VOC Emissions (g/hr)	52	156	225	222	68	21		139	186	89	47	392
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	49	160	346	171	56	0		~131	172	38	72	350
Queue Length 95th (ft)	82	211	#591	#271	84	34		#289	228	137	120	#483
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	302	1187	630	496	1409	695		191	976	689	297	1013

Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	36.0
Total Split (%)	32.7%
Maximum Green (s)	31.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	31.5
Actuated g/C Ratio	0.29
v/c Ratio	0.23
Control Delay	4.2
Queue Delay	0.0
Total Delay	4.2
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	31.5
90th %ile Term Code	Max
70th %ile Green (s)	31.5
70th %ile Term Code	Max
50th %ile Green (s)	31.5
50th %ile Term Code	Max
30th %ile Green (s)	31.5
30th %ile Term Code	Max
10th %ile Green (s)	31.5
10th %ile Term Code	Max
Stops (vph)	10
Fuel Used(gal)	1
CO Emissions (g/hr)	97
NOx Emissions (g/hr)	19
VOC Emissions (g/hr)	22
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	31
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	559

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.47	0.46	0.98	0.94	0.17	0.16		1.15	0.55	0.61	0.53	0.95

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 47.9 Intersection LOS: D
Intersection Capacity Utilization 98.1% ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 110
70th %ile Actuated Cycle: 110
50th %ile Actuated Cycle: 110
30th %ile Actuated Cycle: 110
10th %ile Actuated Cycle: 110
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy

Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.23

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Future Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.894			0.925			0.992				0.850
Flt Protected		0.989			0.979		0.950			0.950		
Satd. Flow (prot)	0	1513	0	0	1721	0	1787	3546	0	1787	3574	1599
Flt Permitted		0.989			0.979		0.950			0.950		
Satd. Flow (perm)	0	1513	0	0	1721	0	1787	3546	0	1787	3574	1599
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	102%	100%	102%	100%	102%	102%	102%	102%	100%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	0	11	43	1	55	3	693	40	37	1142	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	99	0	3	733	0	37	1142	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 43.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	0	21	5	0	4	49	599	7	9	685	66
Future Volume (vph)	23	0	21	5	0	4	49	599	7	9	685	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.935			0.940			0.998				0.850
Flt Protected		0.975			0.973		0.950			0.950		
Satd. Flow (prot)	0	1698	0	0	1738	0	1770	3532	0	1770	3539	1583
Flt Permitted		0.975			0.973		0.950			0.950		
Satd. Flow (perm)	0	1698	0	0	1738	0	1770	3532	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	102%	100%	100%	102%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	23	5	0	4	53	664	8	10	759	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	9	0	53	672	0	10	759	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

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

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Future Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	102%	102%	102%	100%	102%	100%	100%	102%	100%	100%	102%	100%
Adj. Flow (vph)	9	2	12	35	7	26	7	704	15	20	815	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	7	704	15	20	815	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.470			0.118			0.175			0.483		
Satd. Flow (perm)	875	3380	0	220	3514	0	326	3306	0	900	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			206			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	63	693	295	231	472	24	242	263	206	78	550	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	988	0	231	496	0	242	469	0	78	574	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

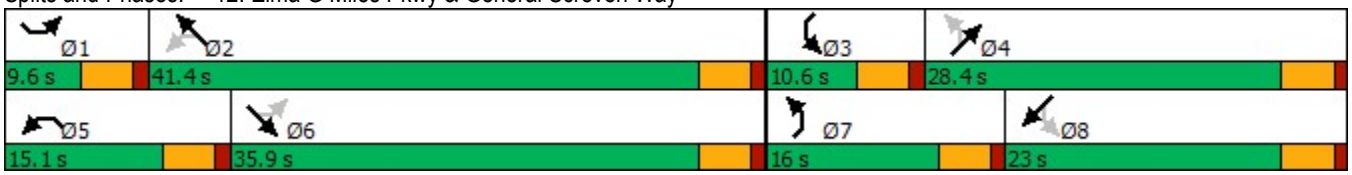
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	33.6	28.5		43.7	36.2		33.3	25.1		23.3	17.3	
Actuated g/C Ratio	0.39	0.33		0.51	0.42		0.39	0.29		0.27	0.20	
v/c Ratio	0.16	0.84		0.76	0.33		0.76	0.42		0.26	0.81	
Control Delay	12.6	32.2		34.6	18.1		37.2	15.8		20.7	43.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.6	32.2		34.6	18.1		37.2	15.8		20.7	43.0	
LOS	B	C		C	B		D	B		C	D	
Approach Delay		31.0			23.3			23.1			40.4	
Approach LOS		C			C			C			D	
90th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
90th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
70th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
70th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
50th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
30th %ile Green (s)	5.1	28.2		10.6	33.7		11.5	23.6		6.1	18.2	
30th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	20.8		10.6	35.9		11.0	28.7		0.0	13.2	
10th %ile Term Code	Skip	Gap		Max	Hold		Gap	Hold		Skip	Gap	
Stops (vph)	32	748		120	289		144	192		50	475	
Fuel Used(gal)	1	17		4	7		5	7		1	12	
CO Emissions (g/hr)	56	1221		264	470		337	487		85	831	
NOx Emissions (g/hr)	11	237		51	91		66	95		16	162	
VOC Emissions (g/hr)	13	283		61	109		78	113		20	193	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	17	244		72	97		96	62		28	163	
Queue Length 95th (ft)	37	323		#188	136		#200	107		58	#230	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	395	1292		304	1520		320	1113		307	764	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.16	0.76		0.76	0.33		0.76	0.42		0.25	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 86
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 80.1% 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: 86.5
10th %ile Actuated Cycle: 73.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Future Volume (veh/h)	148	662	129	221	234	238	57	115	315	237	138	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	180	806	157	269	285	290	69	140	383	289	168	128
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	471	976	437	345	1039	465	440	492	418	428	543	462
Arrive On Green	0.10	0.28	0.28	0.11	0.29	0.29	0.05	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	180	806	157	269	285	290	69	140	383	289	168	128
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	4.8	14.5	5.4	7.4	4.2	10.8	1.9	4.1	16.0	5.5	4.8	4.2
Cycle Q Clear(g_c), s	4.8	14.5	5.4	7.4	4.2	10.8	1.9	4.1	16.0	5.5	4.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	471	976	437	345	1039	465	440	492	418	428	543	462
V/C Ratio(X)	0.38	0.83	0.36	0.78	0.27	0.62	0.16	0.28	0.92	0.67	0.31	0.28
Avail Cap(c_a), veh/h	474	1077	482	345	1134	507	478	493	419	428	543	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	23.1	19.8	17.2	18.5	20.8	16.5	19.9	24.3	19.7	18.8	18.6
Incr Delay (d2), s/veh	0.5	5.0	0.5	10.8	0.1	2.1	0.2	0.3	24.5	4.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.7	2.4	4.6	2.1	4.9	0.9	2.1	9.8	2.8	2.5	1.9
LnGrp Delay(d),s/veh	15.5	28.1	20.3	28.0	18.6	22.9	16.7	20.2	48.8	23.8	19.1	18.9
LnGrp LOS	B	C	C	C	B	C	B	C	D	C	B	B
Approach Vol, veh/h		1143			844			592			585	
Approach Delay, s/veh		25.0			23.1			38.3			21.4	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	23.3	8.1	24.3	11.1	24.5	10.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.8	20.7	5.1	18.4	6.7	21.8	5.5	18.0
Max Q Clear Time (g_c+I1), s	9.4	16.5	3.9	6.8	6.8	12.8	7.5	18.0
Green Ext Time (p_c), s	0.0	2.2	0.0	1.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	26.3
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Future Volume (veh/h)	79	248	379	169	211	54	374	833	373	60	349	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	96	302	461	206	257	66	455	1014	454	73	425	67
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	941	421	289	1034	463	561	1270	568	224	666	298
Arrive On Green	0.06	0.27	0.27	0.08	0.29	0.29	0.22	0.36	0.36	0.05	0.19	0.19
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	96	302	461	206	257	66	455	1014	454	73	425	67
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	2.0	5.2	20.0	4.4	4.2	2.3	14.6	19.4	19.4	2.5	8.3	2.7
Cycle Q Clear(g_c), s	2.0	5.2	20.0	4.4	4.2	2.3	14.6	19.4	19.4	2.5	8.3	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	941	421	289	1034	463	561	1270	568	224	666	298
V/C Ratio(X)	0.48	0.32	1.10	0.71	0.25	0.14	0.81	0.80	0.80	0.33	0.64	0.22
Avail Cap(c_a), veh/h	256	941	421	297	1034	463	578	1435	642	250	847	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	22.2	27.6	33.6	20.3	19.7	17.3	21.7	21.7	23.0	28.2	25.9
Incr Delay (d2), s/veh	1.8	0.2	72.0	7.6	0.1	0.1	8.4	2.9	6.4	0.8	1.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.5	17.1	2.4	2.1	1.0	8.3	10.0	9.4	1.2	4.2	1.2
LnGrp Delay(d),s/veh	36.2	22.4	99.7	41.2	20.4	19.8	25.7	24.6	28.0	23.8	29.2	26.3
LnGrp LOS	D	C	F	D	C	B	C	C	C	C	C	C
Approach Vol, veh/h		859			529			1923			565	
Approach Delay, s/veh		65.4			28.4			25.7			28.2	
Approach LOS		E			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.8	26.5	8.4	31.5	10.8	24.5	21.3	18.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.6	20.9	5.0	30.5	6.5	20.0	17.5	18.0
Max Q Clear Time (g_c+I1), s	4.0	6.2	4.5	21.4	6.4	22.0	16.6	10.3
Green Ext Time (p_c), s	0.0	1.5	0.0	5.6	0.0	0.0	0.2	1.8

Intersection Summary	
HCM 2010 Ctrl Delay	35.2
HCM 2010 LOS	D

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (veh/h)	32	307	192	109	403	22	340	431	150	26	247	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	374	234	133	491	27	414	525	183	32	301	34
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	515	318	337	967	53	540	798	277	292	486	54
Arrive On Green	0.04	0.24	0.24	0.08	0.28	0.28	0.19	0.31	0.31	0.04	0.15	0.15
Sat Flow, veh/h	1774	2105	1298	1774	3412	187	1774	2579	895	1774	3209	360
Grp Volume(v), veh/h	39	313	295	133	254	264	414	359	349	32	165	170
Grp Sat Flow(s),veh/h/ln	1774	1770	1634	1774	1770	1830	1774	1770	1705	1774	1770	1799
Q Serve(g_s), s	0.9	8.8	9.0	3.0	6.5	6.6	10.2	9.6	9.7	0.8	4.7	4.8
Cycle Q Clear(g_c), s	0.9	8.8	9.0	3.0	6.5	6.6	10.2	9.6	9.7	0.8	4.7	4.8
Prop In Lane	1.00		0.79	1.00		0.10	1.00		0.53	1.00		0.20
Lane Grp Cap(c), veh/h	348	433	400	337	502	519	540	547	527	292	268	273
V/C Ratio(X)	0.11	0.72	0.74	0.39	0.51	0.51	0.77	0.66	0.66	0.11	0.61	0.62
Avail Cap(c_a), veh/h	439	602	556	359	602	622	540	765	737	393	586	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	18.8	18.9	14.3	16.3	16.3	14.3	16.3	16.3	18.3	21.6	21.6
Incr Delay (d2), s/veh	0.1	2.7	3.2	0.7	0.8	0.8	6.5	1.3	1.4	0.2	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.6	4.4	1.5	3.3	3.4	5.8	4.8	4.8	0.4	2.5	2.5
LnGrp Delay(d),s/veh	14.5	21.5	22.1	15.1	17.1	17.1	20.8	17.6	17.7	18.5	23.9	24.0
LnGrp LOS	B	C	C	B	B	B	C	B	B	B	C	C
Approach Vol, veh/h		647			651			1122			367	
Approach Delay, s/veh		21.4			16.7			18.8			23.4	
Approach LOS		C			B			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.7	19.9	6.4	21.3	8.8	17.8	15.0	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	23.5	5.0	18.5	10.5	18.0
Max Q Clear Time (g_c+I1), s	2.9	8.6	2.8	11.7	5.0	11.0	12.2	6.8
Green Ext Time (p_c), s	0.0	2.2	0.0	3.5	0.0	2.3	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Future Volume (veh/h)	74	346	44	206	338	115	54	124	159	96	71	80
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	90	421	54	251	411	140	66	151	194	117	86	97
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	720	322	468	890	398	474	342	291	429	385	328
Arrive On Green	0.08	0.20	0.20	0.12	0.25	0.25	0.06	0.18	0.18	0.09	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	90	421	54	251	411	140	66	151	194	117	86	97
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	1.7	4.8	1.3	4.9	4.4	3.2	1.3	3.2	5.1	2.3	1.7	2.3
Cycle Q Clear(g_c), s	1.7	4.8	1.3	4.9	4.4	3.2	1.3	3.2	5.1	2.3	1.7	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	720	322	468	890	398	474	342	291	429	385	328
V/C Ratio(X)	0.21	0.58	0.17	0.54	0.46	0.35	0.14	0.44	0.67	0.27	0.22	0.30
Avail Cap(c_a), veh/h	511	1469	657	468	1469	657	562	752	639	476	752	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	16.1	14.6	12.1	14.1	13.7	13.2	16.2	16.9	12.9	14.7	14.9
Incr Delay (d2), s/veh	0.2	0.8	0.2	1.2	0.4	0.5	0.1	0.9	2.6	0.3	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.4	0.6	2.5	2.2	1.5	0.6	1.7	2.4	1.1	0.9	1.1
LnGrp Delay(d),s/veh	12.5	16.8	14.9	13.3	14.5	14.2	13.3	17.1	19.6	13.2	15.0	15.4
LnGrp LOS	B	B	B	B	B	B	B	B	B	B	B	B
Approach Vol, veh/h		565			802			411			300	
Approach Delay, s/veh		15.9			14.1			17.6			14.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	13.6	7.3	13.7	7.9	15.7	8.3	12.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	18.5	5.0	18.0	5.5	18.5	5.0	18.0
Max Q Clear Time (g_c+I1), s	6.9	6.8	3.3	4.3	3.7	6.4	4.3	7.1
Green Ext Time (p_c), s	0.0	2.3	0.0	0.6	0.0	2.5	0.0	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Future Volume (veh/h)	130	393	328	277	264	93	200	438	325	114	506	76
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	158	478	399	337	321	113	243	533	396	139	616	93
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	965	432	420	1144	512	340	975	436	319	899	402
Arrive On Green	0.07	0.27	0.27	0.12	0.32	0.32	0.09	0.28	0.28	0.07	0.25	0.25
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	158	478	399	337	321	113	243	533	396	139	616	93
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	3.1	7.9	17.1	6.6	4.7	3.6	6.5	9.0	16.8	4.0	11.0	3.2
Cycle Q Clear(g_c), s	3.1	7.9	17.1	6.6	4.7	3.6	6.5	9.0	16.8	4.0	11.0	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	965	432	420	1144	512	340	975	436	319	899	402
V/C Ratio(X)	0.65	0.50	0.92	0.80	0.28	0.22	0.71	0.55	0.91	0.44	0.69	0.23
Avail Cap(c_a), veh/h	351	965	432	420	1144	512	340	990	443	319	914	409
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.5	21.3	24.7	29.8	17.5	17.2	19.6	21.5	24.4	17.7	23.5	20.6
Incr Delay (d2), s/veh	2.8	0.4	25.7	10.8	0.1	0.2	6.9	0.6	22.1	0.9	2.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.9	10.5	3.8	2.3	1.6	2.1	4.5	10.0	2.0	5.6	1.5
LnGrp Delay(d),s/veh	34.4	21.7	50.3	40.6	17.7	17.4	26.5	22.1	46.5	18.7	25.6	20.9
LnGrp LOS	C	C	D	D	B	B	C	C	D	B	C	C
Approach Vol, veh/h		1035			771			1172			848	
Approach Delay, s/veh		34.7			27.6			31.3			23.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	27.0	9.5	23.7	13.0	23.5	11.0	22.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.1	20.4	5.0	19.5	8.5	19.0	6.5	18.0
Max Q Clear Time (g_c+I1), s	5.1	6.7	6.0	18.8	8.6	19.1	8.5	13.0
Green Ext Time (p_c), s	0.1	2.0	0.0	0.4	0.0	0.0	0.0	2.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.8
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (veh/h)	70	484	178	156	539	39	235	241	159	97	318	55
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	85	589	217	190	656	47	286	293	194	118	387	67
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	737	271	343	1057	76	374	443	285	339	575	99
Arrive On Green	0.07	0.29	0.29	0.09	0.32	0.32	0.10	0.21	0.21	0.08	0.19	0.19
Sat Flow, veh/h	1774	2535	932	1774	3350	240	1774	2066	1331	1774	3022	519
Grp Volume(v), veh/h	85	411	395	190	346	357	286	250	237	118	225	229
Grp Sat Flow(s),veh/h/ln	1774	1770	1698	1774	1770	1820	1774	1770	1628	1774	1770	1771
Q Serve(g_s), s	1.8	11.8	11.8	4.1	9.1	9.2	5.5	7.1	7.4	2.9	6.5	6.6
Cycle Q Clear(g_c), s	1.8	11.8	11.8	4.1	9.1	9.2	5.5	7.1	7.4	2.9	6.5	6.6
Prop In Lane	1.00		0.55	1.00		0.13	1.00		0.82	1.00		0.29
Lane Grp Cap(c), veh/h	359	514	493	343	558	574	374	379	349	339	337	337
V/C Ratio(X)	0.24	0.80	0.80	0.55	0.62	0.62	0.76	0.66	0.68	0.35	0.67	0.68
Avail Cap(c_a), veh/h	403	596	572	343	596	614	374	596	549	366	580	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.6	18.0	18.0	13.5	16.0	16.0	18.8	19.7	19.8	16.2	20.6	20.7
Incr Delay (d2), s/veh	0.3	6.6	7.0	1.9	1.8	1.8	9.0	1.9	2.3	0.6	2.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	6.7	6.5	2.1	4.7	4.8	4.4	3.7	3.5	1.4	3.3	3.4
LnGrp Delay(d),s/veh	12.9	24.6	25.0	15.4	17.8	17.7	27.8	21.7	22.2	16.8	22.9	23.1
LnGrp LOS	B	C	C	B	B	B	C	C	C	B	C	C
Approach Vol, veh/h		891			893			773			572	
Approach Delay, s/veh		23.7			17.3			24.1			21.7	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	21.8	8.7	16.3	9.5	20.4	10.0	14.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	18.5	5.0	18.5	5.0	18.5	5.5	18.0
Max Q Clear Time (g_c+I1), s	3.8	11.2	4.9	9.4	6.1	13.8	7.5	8.6
Green Ext Time (p_c), s	0.0	2.6	0.0	2.0	0.0	2.1	0.0	1.9

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Future Volume (veh/h)	76	371	93	356	723	141	110	92	219	167	221	180
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	93	452	113	433	880	172	134	112	267	203	269	219
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	671	300	569	1218	545	334	387	329	426	393	334
Arrive On Green	0.07	0.19	0.19	0.22	0.34	0.34	0.08	0.21	0.21	0.08	0.21	0.21
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	1863	1583	1774	1863	1583
Grp Volume(v), veh/h	93	452	113	433	880	172	134	112	267	203	269	219
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	1863	1583	1774	1863	1583
Q Serve(g_s), s	2.5	7.2	3.8	10.9	13.1	4.8	3.5	3.1	9.7	5.1	8.0	7.6
Cycle Q Clear(g_c), s	2.5	7.2	3.8	10.9	13.1	4.8	3.5	3.1	9.7	5.1	8.0	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	671	300	569	1218	545	334	387	329	426	393	334
V/C Ratio(X)	0.31	0.67	0.38	0.76	0.72	0.32	0.40	0.29	0.81	0.48	0.69	0.66
Avail Cap(c_a), veh/h	369	1073	480	635	1618	724	339	559	475	426	559	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	22.7	21.3	13.6	17.3	14.6	17.1	20.2	22.8	17.4	22.0	21.8
Incr Delay (d2), s/veh	0.6	1.2	0.8	4.8	1.1	0.3	0.8	0.4	6.8	0.8	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	3.6	1.7	5.9	6.5	2.1	1.7	1.6	4.8	0.5	4.3	3.5
LnGrp Delay(d),s/veh	18.4	23.9	22.1	18.4	18.4	14.9	17.9	20.6	29.6	18.2	24.1	24.0
LnGrp LOS	B	C	C	B	B	B	B	C	C	B	C	C
Approach Vol, veh/h		658			1485			513			691	
Approach Delay, s/veh		22.8			18.0			24.6			22.3	
Approach LOS		C			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	15.9	9.4	17.2	8.4	25.3	9.6	17.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	18.3	5.1	18.1	6.2	27.6	5.1	18.1
Max Q Clear Time (g_c+I1), s	12.9	9.2	5.5	10.0	4.5	15.1	7.1	11.7
Green Ext Time (p_c), s	0.4	2.3	0.0	1.5	0.0	5.4	0.0	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	20.8
HCM 2010 LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Future Volume (veh/h)	127	496	556	422	214	97	154	487	378	141	869	114
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	155	604	677	514	261	118	187	593	460	172	1058	139
Adj No. of Lanes	2	2	1	2	2	1	1	2	1	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	216	1187	531	497	1476	660	190	968	433	280	1014	453
Arrive On Green	0.06	0.34	0.34	0.14	0.42	0.42	0.07	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	3442	3539	1583	3442	3539	1583	1774	3539	1583	1774	3539	1583
Grp Volume(v), veh/h	155	604	677	514	261	118	187	593	460	172	1058	139
Grp Sat Flow(s),veh/h/ln	1721	1770	1583	1721	1770	1583	1774	1770	1583	1774	1770	1583
Q Serve(g_s), s	4.9	15.0	36.9	15.9	5.1	5.2	7.7	16.1	30.1	7.6	31.5	7.6
Cycle Q Clear(g_c), s	4.9	15.0	36.9	15.9	5.1	5.2	7.7	16.1	30.1	7.6	31.5	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	216	1187	531	497	1476	660	190	968	433	280	1014	453
V/C Ratio(X)	0.72	0.51	1.27	1.03	0.18	0.18	0.99	0.61	1.06	0.61	1.04	0.31
Avail Cap(c_a), veh/h	303	1187	531	497	1476	660	190	968	433	280	1014	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	29.3	36.5	47.0	20.2	20.2	32.5	34.9	40.0	27.0	39.3	30.7
Incr Delay (d2), s/veh	4.7	0.4	137.7	49.2	0.1	0.1	61.1	1.1	60.6	3.9	40.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	7.4	36.4	10.9	2.5	2.3	5.1	8.0	20.4	4.0	21.0	3.3
LnGrp Delay(d),s/veh	55.3	29.6	174.2	96.2	20.2	20.3	93.6	36.0	100.5	30.9	79.7	31.1
LnGrp LOS	E	C	F	F	C	C	F	D	F	C	F	C
Approach Vol, veh/h		1436			893			1240			1369	
Approach Delay, s/veh		100.6			64.0			68.6			68.6	
Approach LOS		F			E			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	50.4	13.6	34.6	20.4	41.4	12.2	36.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.7	43.1	9.1	30.1	15.9	36.9	7.7	31.5
Max Q Clear Time (g_c+I1), s	6.9	7.2	9.6	32.1	17.9	38.9	9.7	33.5
Green Ext Time (p_c), s	0.1	2.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	77.1
HCM 2010 LOS	E

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (veh/h)	57	625	266	208	426	22	218	237	186	70	496	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	69	761	324	253	519	27	265	289	226	85	604	27
Adj No. of Lanes	1	2	0	1	2	0	1	2	0	1	2	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	428	842	358	304	1408	73	344	539	410	309	694	31
Arrive On Green	0.05	0.35	0.35	0.11	0.41	0.41	0.13	0.28	0.28	0.05	0.20	0.20
Sat Flow, veh/h	1774	2421	1030	1774	3423	178	1774	1918	1457	1774	3451	154
Grp Volume(v), veh/h	69	556	529	253	268	278	265	266	249	85	309	322
Grp Sat Flow(s),veh/h/ln	1774	1770	1681	1774	1770	1831	1774	1770	1606	1774	1770	1836
Q Serve(g_s), s	2.1	25.9	25.9	7.5	9.1	9.1	9.8	11.0	11.4	3.2	14.7	14.7
Cycle Q Clear(g_c), s	2.1	25.9	25.9	7.5	9.1	9.1	9.8	11.0	11.4	3.2	14.7	14.7
Prop In Lane	1.00		0.61	1.00		0.10	1.00		0.91	1.00		0.08
Lane Grp Cap(c), veh/h	428	615	585	304	728	753	344	497	451	309	356	369
V/C Ratio(X)	0.16	0.90	0.90	0.83	0.37	0.37	0.77	0.53	0.55	0.28	0.87	0.87
Avail Cap(c_a), veh/h	450	642	610	326	755	781	344	497	451	340	378	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	26.8	26.9	19.3	17.7	17.7	23.1	26.3	26.5	25.4	33.5	33.5
Incr Delay (d2), s/veh	0.2	15.9	16.7	15.9	0.3	0.3	10.2	1.1	1.4	0.5	18.4	18.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	15.2	14.6	4.9	4.5	4.6	5.7	5.5	5.2	1.6	8.9	9.3
LnGrp Delay(d),s/veh	16.8	42.7	43.5	35.2	18.0	18.0	33.3	27.4	27.9	25.9	51.8	51.5
LnGrp LOS	B	D	D	D	B	B	C	C	C	C	D	D
Approach Vol, veh/h		1154			799			780			716	
Approach Delay, s/veh		41.5			23.4			29.6			48.6	
Approach LOS		D			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	40.1	9.1	28.8	14.0	34.6	16.0	21.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	36.9	6.1	23.9	10.6	31.4	11.5	18.5
Max Q Clear Time (g_c+I1), s	4.1	11.1	5.2	13.4	9.5	27.9	11.8	16.7
Green Ext Time (p_c), s	0.0	3.5	0.0	2.4	0.1	2.2	0.0	0.7

Intersection Summary	
HCM 2010 Ctrl Delay	36.1
HCM 2010 LOS	D

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	125	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.577				0.196			0.651			0.572	
Satd. Flow (perm)	1075	3539	1583	0	365	3539	1583	1213	1863	1583	1065	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			164				290			164		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	180	806	157	136	269	285	290	69	140	383	289	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	806	157	0	405	285	290	69	140	383	289	168
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	128
Shared Lane Traffic (%)	
Lane Group Flow (vph)	128
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.2	25.2	25.2	12.3	12.3	26.3	26.3	9.6	22.5	22.5	10.0	22.9
Total Split (%)	16.0%	36.0%	36.0%	17.6%	17.6%	37.6%	37.6%	13.7%	32.1%	32.1%	14.3%	32.7%
Maximum Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	25.9	19.2	19.2		28.2	20.3	20.3	19.3	14.2	14.2	22.0	18.9
Actuated g/C Ratio	0.40	0.30	0.30		0.43	0.31	0.31	0.30	0.22	0.22	0.34	0.29
v/c Ratio	0.36	0.77	0.27		1.23	0.26	0.42	0.17	0.34	0.81	0.69	0.31
Control Delay	13.1	27.4	4.7		148.2	18.0	4.7	14.6	24.0	28.4	27.4	21.9
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.1	27.4	4.7		148.2	18.0	4.7	14.6	24.0	28.4	27.4	21.9
LOS	B	C	A		F	B	A	B	C	C	C	C
Approach Delay		22.1				67.9			25.8			20.5
Approach LOS		C				E			C			C
90th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
90th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
70th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	18.0	18.0	5.5	18.4
70th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Hold
50th %ile Green (s)	6.7	20.7	20.7	7.8	7.8	21.8	21.8	5.1	16.9	16.9	5.5	17.3
50th %ile Term Code	Max	Max	Max	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	6.7	19.9	19.9	7.8	7.8	21.0	21.0	0.0	12.1	12.1	5.5	22.1
30th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	6.4	14.1	14.1	7.8	7.8	15.5	15.5	0.0	7.3	7.3	5.5	17.3
10th %ile Term Code	Gap	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	99	635	20		192	182	31	42	100	185	217	116
Fuel Used(gal)	3	16	2		16	5	3	1	2	7	5	2
CO Emissions (g/hr)	207	1153	137		1152	342	239	73	171	455	319	170
NOx Emissions (g/hr)	40	224	27		224	67	46	14	33	89	62	33
VOC Emissions (g/hr)	48	267	32		267	79	55	17	40	106	74	39
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	42	161	0		~170	46	0	18	48	83	86	58
Queue Length 95th (ft)	79	228	36		#340	76	49	41	93	#206	#159	108
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	501	1140	621		329	1201	728	404	522	561	420	555

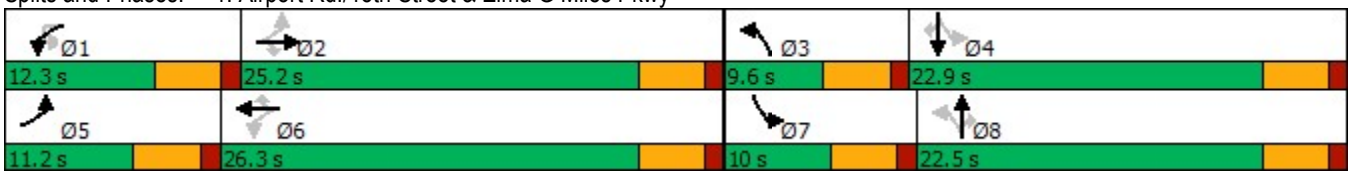
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.9
Total Split (%)	32.7%
Maximum Green (s)	18.4
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	18.9
Actuated g/C Ratio	0.29
v/c Ratio	0.22
Control Delay	3.3
Queue Delay	0.0
Total Delay	3.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.4
90th %ile Term Code	Hold
70th %ile Green (s)	18.4
70th %ile Term Code	Hold
50th %ile Green (s)	17.3
50th %ile Term Code	Hold
30th %ile Green (s)	22.1
30th %ile Term Code	Hold
10th %ile Green (s)	17.3
10th %ile Term Code	Hold
Stops (vph)	10
Fuel Used(gal)	1
CO Emissions (g/hr)	68
NOx Emissions (g/hr)	13
VOC Emissions (g/hr)	16
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	24
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	586

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.71	0.25		1.23	0.24	0.40	0.17	0.27	0.68	0.69	0.30

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.23
Intersection Signal Delay: 36.1 — Intersection LOS: D
Intersection Capacity Utilization 92.7% — ICU Level of Service F
Analysis Period (min) 15
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 68.9
30th %ile Actuated Cycle: 63.3
10th %ile Actuated Cycle: 52.7
~ 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: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.22

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	1162	7	604	7
Future Volume (vph)	37	19	14	1162	7	604	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.954					0.998	
Flt Protected	0.968		0.950		0.950		
Satd. Flow (prot)	1720	0	1770	3539	1770	3532	0
Flt Permitted	0.968		0.950		0.950		
Satd. Flow (perm)	1720	0	1770	3539	1770	3532	0
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.64	0.64	0.90	0.90	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	58	30	16	1446	8	727	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	1446	8	735	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	40	1136	0	590	21	82	43
Future Volume (vph)	40	1136	0	590	21	82	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.954	
Flt Protected	0.950					0.968	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1720	0
Flt Permitted	0.950					0.968	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1720	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.90	0.90	0.92	0.93	0.93	0.82	0.82
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	44	1414	0	711	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	44	1414	0	711	23	152	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	19	80	1096	60	569	42	127	68
Future Volume (vph)	19	80	1096	60	569	42	127	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.953	
Flt Protected		0.950		0.950			0.968	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1718	0
Flt Permitted		0.950		0.950			0.968	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1718	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.67	0.67
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	21	89	1364	65	685	45	190	101
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	110	1364	65	685	45	291	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.5%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128	48	12	26	585	37	69
Future Volume (vph)	6	1128	48	12	26	585	37	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.995					0.912	
Flt Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3522	0	0	1770	3539	1670	0
Flt Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3522	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	7	1404	53	13	28	705	50	93
Shared Lane Traffic (%)								
Lane Group Flow (vph)	7	1457	0	0	41	705	143	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 49.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	15	1096	80	12	42	569	59	112
Future Volume (vph)	15	1096	80	12	42	569	59	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.991					0.912	
Flt Protected	0.950				0.950		0.983	
Satd. Flow (prot)	1770	3507	0	0	1770	3539	1670	0
Flt Permitted	0.950				0.950		0.983	
Satd. Flow (perm)	1770	3507	0	0	1770	3539	1670	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		4.8				6.0	9.0	
Peak Hour Factor	0.92	0.90	0.90	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	16	1364	89	13	45	685	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	16	1453	0	0	58	685	217	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 60.0%	ICU Level of Service B
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Future Volume (vph)	35	3	18	5	1	9	18	10	1163	3	25	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.956			0.916							
Flt Protected		0.970			0.985			0.950				0.950
Satd. Flow (prot)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Flt Permitted		0.970			0.985			0.950				0.950
Satd. Flow (perm)	0	1727	0	0	1681	0	0	1770	3539	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	38	3	20	5	1	10	20	11	1416	3	27	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	16	0	0	31	1419	0	0	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 48.5%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	603	6
Future Volume (vph)	603	6
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	734	7
Shared Lane Traffic (%)		
Lane Group Flow (vph)	734	7
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Future Volume (vph)	79	248	379	169	211	54	20	374	833	373	60	349
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.349			0.276	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	650	3539	1583	514	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			416			205				433		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	102%	102%	102%	102%	102%	102%	100%	112%	112%	112%	102%	102%
Adj. Flow (vph)	88	275	420	187	234	60	22	455	1014	454	67	387
Shared Lane Traffic (%)												
Lane Group Flow (vph)	88	275	420	187	234	60	0	477	1014	454	67	387
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	55
Future Volume (vph)	55
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	205
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	102%
Adj. Flow (vph)	61
Shared Lane Traffic (%)	
Lane Group Flow (vph)	61
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.1	24.5	24.5	11.0	25.4	25.4	22.0	22.0	35.0	35.0	9.5	22.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	28.1%
Maximum Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	5.7	12.8	12.8	6.6	16.3	16.3		36.9	29.7	29.7	20.6	15.5
Actuated g/C Ratio	0.08	0.18	0.18	0.09	0.23	0.23		0.53	0.42	0.42	0.29	0.22
v/c Ratio	0.32	0.43	0.67	0.58	0.28	0.11		0.78	0.68	0.49	0.28	0.49
Control Delay	36.6	27.8	8.9	41.0	25.0	0.4		22.9	20.5	4.4	14.3	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	27.8	8.9	41.0	25.0	0.4		22.9	20.5	4.4	14.3	26.8
LOS	D	C	A	D	C	A		C	C	A	B	C
Approach Delay		18.7			28.2				17.3			22.1
Approach LOS		B			C				B			C
90th %ile Green (s)	5.6	20.0	20.0	6.5	20.9	20.9	17.5	17.5	30.5	30.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	5.6	14.9	14.9	6.5	15.8	15.8	17.5	17.5	30.5	30.5	5.0	18.0
70th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
50th %ile Green (s)	5.6	12.7	12.7	6.5	13.6	13.6	17.5	17.5	30.5	30.5	5.0	18.0
50th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold
30th %ile Green (s)	5.6	10.5	10.5	6.5	11.4	11.4	16.9	16.9	28.0	28.0	5.0	16.1
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Gap	Gap	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.4	7.4	6.5	18.4	18.4	14.1	14.1	27.2	27.2	0.0	8.6
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Gap	Gap	Hold	Hold	Skip	Gap
Stops (vph)	73	206	49	151	166	0		248	720	47	41	290
Fuel Used(gal)	2	5	4	4	4	1		8	18	5	1	7
CO Emissions (g/hr)	119	332	300	296	313	44		576	1266	365	74	512
NOx Emissions (g/hr)	23	65	58	58	61	9		112	246	71	14	100
VOC Emissions (g/hr)	28	77	70	69	72	10		133	293	85	17	119
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	19	58	2	42	48	0		121	187	5	13	77
Queue Length 95th (ft)	44	92	71	#89	78	0		#279	299	64	36	131
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	279	1027	755	323	1074	623		627	1567	942	242	925

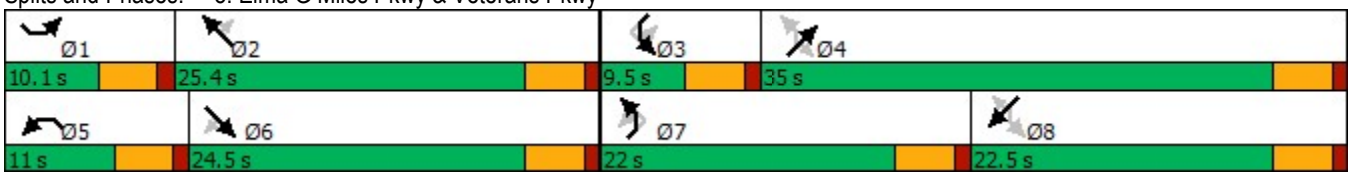
Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	28.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.5
Actuated g/C Ratio	0.22
v/c Ratio	0.12
Control Delay	0.5
Queue Delay	0.0
Total Delay	0.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Hold
50th %ile Green (s)	18.0
50th %ile Term Code	Hold
30th %ile Green (s)	16.1
30th %ile Term Code	Hold
10th %ile Green (s)	8.6
10th %ile Term Code	Gap
Stops (vph)	0
Fuel Used(gal)	1
CO Emissions (g/hr)	42
NOx Emissions (g/hr)	8
VOC Emissions (g/hr)	10
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	565

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.32	0.27	0.56	0.58	0.22	0.10		0.76	0.65	0.48	0.28	0.42

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 70
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.78
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: 80
70th %ile Actuated Cycle: 74.9
50th %ile Actuated Cycle: 72.7
30th %ile Actuated Cycle: 68
10th %ile Actuated Cycle: 54.6
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.11

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Future Volume (vph)	4	3	20	10	0	30	4	943	26	10	414	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.899			0.899			0.996				0.850
Flt Protected		0.993			0.988		0.950			0.950		
Satd. Flow (prot)	0	1571	0	0	1480	0	1770	3525	0	1752	3505	1568
Flt Permitted		0.993			0.988		0.950			0.950		
Satd. Flow (perm)	0	1571	0	0	1480	0	1770	3525	0	1752	3505	1568
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.88	0.88	0.88	0.84	0.84	0.84
Growth Factor	100%	100%	100%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	8%	8%	8%	14%	14%	14%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	5	4	27	15	0	45	5	1200	33	13	552	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	60	0	5	1233	0	13	552	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Future Volume (vph)	45	0	21	4	0	10	19	955	3	2	452	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.957			0.901							0.850
Flt Protected		0.967			0.987		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Flt Permitted		0.967			0.987		0.950			0.950		
Satd. Flow (perm)	0	1724	0	0	1657	0	1770	3539	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	49	0	23	4	0	11	21	1163	3	2	550	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	72	0	0	15	0	21	1166	0	2	550	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	15		9	60		9	15		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	1	3	8	3	18	13	927	37	17	440	6
Future Volume (vph)	8	1	3	8	3	18	13	927	37	17	440	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.957			0.964		0.950			0.950		
Satd. Flow (prot)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.957			0.964		0.950			0.950		
Satd. Flow (perm)	0	1783	1583	0	1796	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	1	3	9	3	20	14	1129	40	18	536	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	10	3	0	12	20	14	1129	40	18	536	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

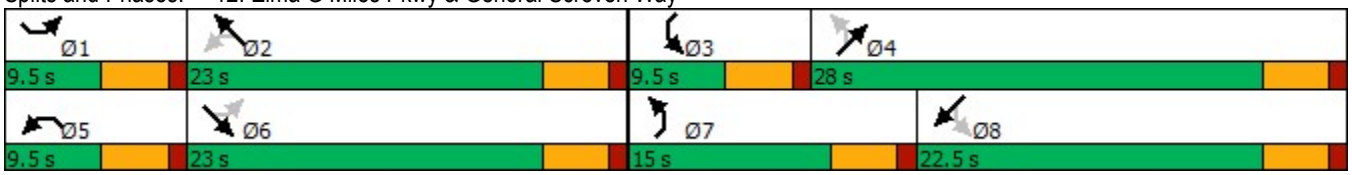
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Future Volume (vph)	32	307	192	109	403	22	340	431	150	26	247	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.942			0.992			0.961			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3334	0	1770	3511	0	1770	3401	0	1770	3486	0
Flt Permitted	0.464			0.267			0.427			0.407		
Satd. Flow (perm)	864	3334	0	497	3511	0	795	3401	0	758	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		191			7			74			17	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%	102%
Adj. Flow (vph)	35	340	213	121	447	24	377	478	166	29	274	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	553	0	121	471	0	377	644	0	29	305	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		15.0	28.0		9.5	22.5	
Total Split (%)	13.6%	32.9%		13.6%	32.9%		21.4%	40.0%		13.6%	32.1%	
Maximum Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	16.4	12.7		18.3	16.6		26.5	23.3		16.3	11.1	
Actuated g/C Ratio	0.29	0.23		0.33	0.30		0.48	0.42		0.29	0.20	
v/c Ratio	0.10	0.61		0.43	0.45		0.67	0.44		0.09	0.43	
Control Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.9	16.3		17.9	18.6		18.9	13.8		11.1	21.4	
LOS	B	B		B	B		B	B		B	C	
Approach Delay		16.1			18.4			15.7			20.5	
Approach LOS		B			B			B			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		10.5	23.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Max		Max	Hold	
70th %ile Green (s)	5.0	15.9		5.0	15.9		10.5	19.2		5.0	13.7	
70th %ile Term Code	Max	Gap		Max	Hold		Max	Gap		Max	Hold	
50th %ile Green (s)	0.0	12.5		5.0	22.0		10.5	24.9		0.0	9.9	
50th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
30th %ile Green (s)	0.0	9.7		5.0	19.2		10.5	23.6		0.0	8.6	
30th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
10th %ile Green (s)	0.0	8.0		0.0	8.0		9.7	20.9		0.0	6.7	
10th %ile Term Code	Skip	Hold		Skip	Gap		Gap	Hold		Skip	Gap	
Stops (vph)	21	272		70	315		210	357		20	209	
Fuel Used(gal)	0	7		2	7		6	10		0	5	
CO Emissions (g/hr)	32	512		114	465		428	687		29	339	
NOx Emissions (g/hr)	6	100		22	90		83	134		6	66	
VOC Emissions (g/hr)	7	119		26	108		99	159		7	79	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	7	55		25	54		83	62		5	45	
Queue Length 95th (ft)	25	113		65	132		#184	151		19	85	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	339	1280		282	1275		570	1557		316	1187	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.10	0.43		0.43	0.37		0.66	0.41		0.09	0.26	

Intersection Summary	
Area Type:	Other
Cycle Length: 70	
Actuated Cycle Length: 55.7	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 63.2%	ICU Level of Service B
Analysis Period (min) 15	
90th %ile Actuated Cycle: 70	
70th %ile Actuated Cycle: 63.1	
50th %ile Actuated Cycle: 55.9	
30th %ile Actuated Cycle: 51.8	
10th %ile Actuated Cycle: 37.9	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Future Volume (vph)	74	346	44	64	206	338	115	54	124	159	96	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.511				0.395			0.701			0.604	
Satd. Flow (perm)	952	3539	1583	0	736	3539	1583	1306	1863	1583	1125	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			176				176			194		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	90	421	54	70	251	411	140	66	151	194	117	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	421	54	0	321	411	140	66	151	194	117	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	80
Future Volume (vph)	80
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	176
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	97
Shared Lane Traffic (%)	
Lane Group Flow (vph)	97
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.0	23.0	23.0	10.0	10.0	23.0	23.0	9.5	22.5	22.5	9.5	22.5
Total Split (%)	15.4%	35.4%	35.4%	15.4%	15.4%	35.4%	35.4%	14.6%	34.6%	34.6%	14.6%	34.6%
Maximum Green (s)	5.5	18.5	18.5	5.5	5.5	18.5	18.5	5.0	18.0	18.0	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	17.8	12.0	12.0		20.1	17.1	17.1	13.4	9.6	9.6	14.3	11.6
Actuated g/C Ratio	0.37	0.25	0.25		0.41	0.35	0.35	0.28	0.20	0.20	0.29	0.24
v/c Ratio	0.20	0.48	0.10		0.75	0.33	0.21	0.16	0.41	0.41	0.29	0.19
Control Delay	10.3	18.5	0.4		27.7	15.5	3.0	12.1	22.4	6.7	13.5	18.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	18.5	0.4		27.7	15.5	3.0	12.1	22.4	6.7	13.5	18.6
LOS	B	B	A		C	B	A	B	C	A	B	B
Approach Delay		15.4				18.0			13.3			11.1
Approach LOS		B				B			B			B
90th %ile Green (s)	5.5	17.9	17.9	5.5	5.5	17.9	17.9	5.0	14.8	14.8	5.0	14.8
90th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
70th %ile Green (s)	5.5	14.3	14.3	5.5	5.5	14.3	14.3	5.0	11.0	11.0	5.0	11.0
70th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Gap	Gap	Max	Hold
50th %ile Green (s)	5.5	12.0	12.0	5.5	5.5	12.0	12.0	5.0	9.3	9.3	5.0	9.3
50th %ile Term Code	Max	Gap	Gap	Max	Max	Hold	Hold	Max	Gap	Gap	Max	Hold
30th %ile Green (s)	0.0	9.6	9.6	5.5	5.5	19.6	19.6	0.0	7.9	7.9	5.0	17.4
30th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
10th %ile Green (s)	0.0	7.3	7.3	5.5	5.5	17.3	17.3	0.0	6.0	6.0	0.0	6.0
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Skip	Hold
Stops (vph)	48	300	0		184	266	12	40	110	29	70	62
Fuel Used(gal)	1	8	1		6	7	2	1	3	2	1	1
CO Emissions (g/hr)	100	540	42		418	482	111	68	182	150	101	84
NOx Emissions (g/hr)	19	105	8		81	94	22	13	35	29	20	16
VOC Emissions (g/hr)	23	125	10		97	112	26	16	42	35	24	19
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	14	55	0		59	54	0	12	39	0	22	22
Queue Length 95th (ft)	40	101	0		#186	98	23	36	91	43	56	57
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	444	1410	736		426	1426	743	408	722	732	400	722

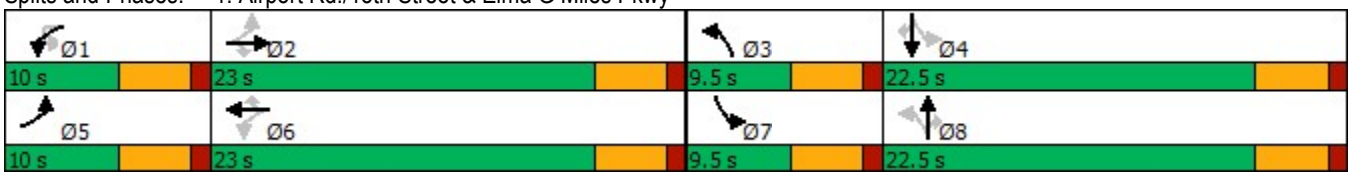
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	34.6%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	11.6
Actuated g/C Ratio	0.24
v/c Ratio	0.19
Control Delay	1.5
Queue Delay	0.0
Total Delay	1.5
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	14.8
90th %ile Term Code	Hold
70th %ile Green (s)	11.0
70th %ile Term Code	Hold
50th %ile Green (s)	9.3
50th %ile Term Code	Hold
30th %ile Green (s)	17.4
30th %ile Term Code	Hold
10th %ile Green (s)	6.0
10th %ile Term Code	Hold
Stops (vph)	3
Fuel Used(gal)	1
CO Emissions (g/hr)	47
NOx Emissions (g/hr)	9
VOC Emissions (g/hr)	11
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	7
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	721

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.30	0.07		0.75	0.29	0.19	0.16	0.21	0.27	0.29	0.12

Intersection Summary

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 48.6
Natural Cycle: 65
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 15.5 Intersection LOS: B
Intersection Capacity Utilization 59.0% ICU Level of Service B
Analysis Period (min) 15
90th %ile Actuated Cycle: 61.2
70th %ile Actuated Cycle: 53.8
50th %ile Actuated Cycle: 49.8
30th %ile Actuated Cycle: 46
10th %ile Actuated Cycle: 32.3
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.13

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	10	10	14	610	7	580	14
Future Volume (vph)	10	10	14	610	7	580	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.932					0.997	
Flt Protected	0.976		0.950		0.950		
Satd. Flow (prot)	1694	0	1770	3539	1770	3529	0
Flt Permitted	0.976		0.950		0.950		
Satd. Flow (perm)	1694	0	1770	3539	1770	3529	0
Link Speed (mph)	30			45		45	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			9.9		12.3	
Peak Hour Factor	0.62	0.62	0.87	0.87	0.92	0.96	0.96
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	16	16	16	785	8	677	15
Shared Lane Traffic (%)							
Lane Group Flow (vph)	32	0	16	785	8	692	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60	60		60		60
Sign Control	Stop			Free		Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	26	598	0	570	24	39	37
Future Volume (vph)	26	598	0	570	24	39	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.934	
Flt Protected	0.950					0.975	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1696	0
Flt Permitted	0.950					0.975	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1696	0
Link Speed (mph)		45		45		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		9.2		16.2		15.0	
Peak Hour Factor	0.87	0.87	0.92	0.96	0.96	0.83	0.83
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	30	770	0	665	25	47	45
Shared Lane Traffic (%)							
Lane Group Flow (vph)	30	770	0	665	25	92	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60		60	60	60
Sign Control		Free		Free		Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 32.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	15	53	571	40	544	50	71	68
Future Volume (vph)	15	53	571	40	544	50	71	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.934	
Flt Protected		0.950		0.950			0.975	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1696	0
Flt Permitted		0.950		0.950			0.975	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1696	0
Link Speed (mph)			45		45		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			10.7		12.9		10.6	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.81	0.81
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	16	61	735	43	635	52	88	84
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	77	735	43	635	52	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60		60	60	60
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	5	587	37	13	36	558	44	46
Future Volume (vph)	5	587	37	13	36	558	44	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.992					0.931	
Flt Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1693	0
Flt Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1693	0
Link Speed (mph)		45				45	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		7.4				9.2	12.1	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.78	0.78
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	5	756	43	14	38	651	56	59
Shared Lane Traffic (%)								
Lane Group Flow (vph)	5	799	0	0	52	651	115	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.9%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	27	568	56	12	54	540	61	64
Future Volume (vph)	27	568	56	12	54	540	61	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.988					0.931	
Flt Protected	0.950				0.950		0.976	
Satd. Flow (prot)	1770	3497	0	0	1770	3539	1693	0
Flt Permitted	0.950				0.950		0.976	
Satd. Flow (perm)	1770	3497	0	0	1770	3539	1693	0
Link Speed (mph)		30				45	45	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				6.0	6.0	
Peak Hour Factor	0.92	0.87	0.87	0.92	0.96	0.96	0.73	0.73
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	29	731	64	13	56	630	84	88
Shared Lane Traffic (%)								
Lane Group Flow (vph)	29	795	0	0	69	630	172	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60	60		60	60
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Future Volume (vph)	11	1	10	3	0	3	31	20	599	5	14	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.938			0.932				0.999			
Flt Protected		0.976			0.976			0.950				0.950
Satd. Flow (prot)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Flt Permitted		0.976			0.976			0.950				0.950
Satd. Flow (perm)	0	1705	0	0	1694	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				45			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				5.1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	12	1	11	3	0	3	34	22	729	5	15	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	6	0	0	56	734	0	0	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 35.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	570	20
Future Volume (vph)	570	20
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	45	
Link Distance (ft)	446	
Travel Time (s)	6.8	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	102%
Adj. Flow (vph)	694	22
Shared Lane Traffic (%)		
Lane Group Flow (vph)	694	22
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Future Volume (vph)	130	393	328	277	264	93	27	200	438	325	114	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.222			0.411	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	414	3539	1583	766	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			174			164				379		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	158	478	399	337	321	113	29	243	533	396	139	616
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	478	399	337	321	113	0	272	533	396	139	616
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	76
Future Volume (vph)	76
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	164
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	93
Shared Lane Traffic (%)	
Lane Group Flow (vph)	93
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	11.6	23.5	23.5	13.0	24.9	24.9	11.0	11.0	24.0	24.0	9.5	22.5
Total Split (%)	16.6%	33.6%	33.6%	18.6%	35.6%	35.6%	15.7%	15.7%	34.3%	34.3%	13.6%	32.1%
Maximum Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	6.9	16.1	16.1	8.6	20.3	20.3		24.7	19.7	19.7	21.0	15.9
Actuated g/C Ratio	0.11	0.25	0.25	0.13	0.31	0.31		0.38	0.30	0.30	0.32	0.24
v/c Ratio	0.43	0.55	0.77	0.75	0.29	0.19		0.93	0.50	0.53	0.43	0.71
Control Delay	32.9	24.2	24.0	41.2	19.5	2.2		58.7	22.1	6.1	18.1	28.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	24.2	24.0	41.2	19.5	2.2		58.7	22.1	6.1	18.1	28.2
LOS	C	C	C	D	B	A		E	C	A	B	C
Approach Delay		25.4			26.4				25.1			23.6
Approach LOS		C			C				C			C
90th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	7.1	19.0	19.0	8.5	20.4	20.4	6.5	6.5	19.5	19.5	5.0	18.0
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	7.1	13.9	13.9	8.5	15.3	15.3	6.5	6.5	16.6	16.6	5.0	15.1
30th %ile Term Code	Max	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	10.5	10.5	8.5	23.5	23.5	6.5	6.5	22.2	22.2	0.0	11.2
10th %ile Term Code	Skip	Gap	Gap	Max	Hold	Hold	Max	Max	Hold	Hold	Skip	Gap
Stops (vph)	128	357	189	269	214	6		145	386	51	87	489
Fuel Used(gal)	3	8	6	8	6	1		7	10	5	2	12
CO Emissions (g/hr)	205	554	419	533	400	89		457	679	331	161	836
NOx Emissions (g/hr)	40	108	82	104	78	17		89	132	64	31	163
VOC Emissions (g/hr)	47	128	97	124	93	21		106	157	77	37	194
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	34	91	84	74	56	0		78	102	5	37	125
Queue Length 95th (ft)	60	133	#196	#137	88	16		#205	148	67	71	178
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	376	1039	587	450	1155	627		292	1101	753	323	984

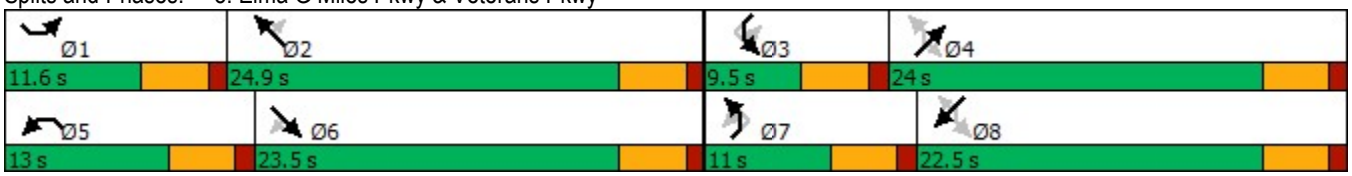
Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	32.1%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	15.9
Actuated g/C Ratio	0.24
v/c Ratio	0.18
Control Delay	1.6
Queue Delay	0.0
Total Delay	1.6
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.0
90th %ile Term Code	Max
70th %ile Green (s)	18.0
70th %ile Term Code	Max
50th %ile Green (s)	18.0
50th %ile Term Code	Max
30th %ile Green (s)	15.1
30th %ile Term Code	Gap
10th %ile Green (s)	11.2
10th %ile Term Code	Gap
Stops (vph)	3
Fuel Used(gal)	1
CO Emissions (g/hr)	67
NOx Emissions (g/hr)	13
VOC Emissions (g/hr)	15
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	7
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	558

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.42	0.46	0.68	0.75	0.28	0.18		0.93	0.48	0.53	0.43	0.63

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65.3
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 25.1 Intersection LOS: C
Intersection Capacity Utilization 76.2% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 70
70th %ile Actuated Cycle: 70
50th %ile Actuated Cycle: 70
30th %ile Actuated Cycle: 62
10th %ile Actuated Cycle: 54.7
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy



Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.17

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Future Volume (vph)	6	3	18	22	3	40	9	585	30	30	630	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.911			0.916			0.993				0.850
Flt Protected		0.989			0.983		0.950			0.950		
Satd. Flow (prot)	0	1600	0	0	1711	0	1770	3514	0	1752	3505	1568
Flt Permitted		0.989			0.983		0.950			0.950		
Satd. Flow (perm)	0	1600	0	0	1711	0	1770	3514	0	1752	3505	1568
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.52	0.52	0.52	0.86	0.86	0.86	0.89	0.89	0.89	0.95	0.95	0.95
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	112%	112%	100%
Heavy Vehicles (%)	7%	7%	7%	0%	0%	0%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	12	6	35	29	3	52	10	736	38	35	743	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	84	0	10	774	0	35	743	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Future Volume (vph)	19	0	21	3	0	2	18	590	5	2	655	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.929			0.946			0.999				0.850
Flt Protected		0.977			0.971		0.950			0.950		
Satd. Flow (prot)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Flt Permitted		0.977			0.971		0.950			0.950		
Satd. Flow (perm)	0	1691	0	0	1711	0	1770	3536	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	21	0	23	3	0	2	20	718	5	2	797	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	5	0	20	723	0	2	797	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 30.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Future Volume (vph)	8	2	8	24	5	22	5	596	12	14	656	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	2	9	26	5	24	5	726	13	15	799	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	9	0	31	24	5	726	13	15	799	7
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 37.0%	ICU Level of Service A
Analysis Period (min) 15	

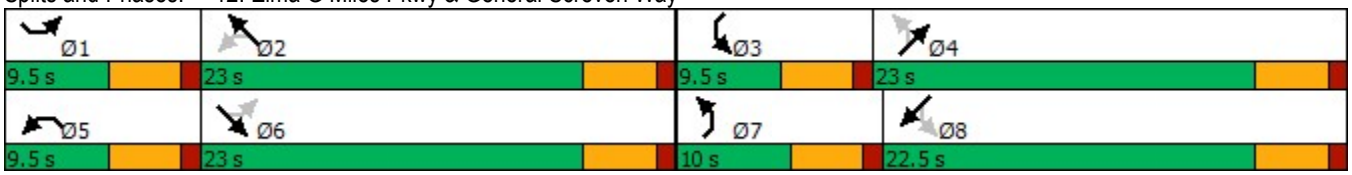
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Future Volume (vph)	70	484	178	156	539	39	235	241	159	97	318	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.960			0.990			0.940			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3504	0	1770	3327	0	1770	3461	0
Flt Permitted	0.278			0.206			0.355			0.427		
Satd. Flow (perm)	518	3398	0	384	3504	0	661	3327	0	795	3461	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			11			194			30	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	85	589	217	190	656	47	286	293	194	118	387	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	806	0	190	703	0	286	487	0	118	454	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.5	23.0		9.5	23.0		10.0	23.0		9.5	22.5	
Total Split (%)	14.6%	35.4%		14.6%	35.4%		15.4%	35.4%		14.6%	34.6%	
Maximum Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	22.2	17.1		23.2	19.4		19.8	15.5		17.9	12.8	
Actuated g/C Ratio	0.38	0.29		0.40	0.33		0.34	0.26		0.30	0.22	
v/c Ratio	0.28	0.77		0.70	0.60		0.87	0.48		0.36	0.58	
Control Delay	12.7	23.4		29.6	20.3		45.7	13.2		15.6	22.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.7	23.4		29.6	20.3		45.7	13.2		15.6	22.4	
LOS	B	C		C	C		D	B		B	C	
Approach Delay		22.4			22.3			25.2			21.0	
Approach LOS		C			C			C			C	
90th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	18.5		5.0	18.0	
90th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Max	
70th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	15.5		5.0	15.0	
70th %ile Term Code	Max	Max		Max	Max		Max	Hold		Max	Gap	
50th %ile Green (s)	5.0	18.5		5.0	18.5		5.5	12.9		5.0	12.4	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Gap	
30th %ile Green (s)	5.0	17.3		5.0	17.3		5.5	11.4		5.0	10.9	
30th %ile Term Code	Max	Gap		Max	Hold		Max	Hold		Max	Gap	
10th %ile Green (s)	0.0	13.1		5.0	22.6		5.5	18.6		0.0	8.6	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	45	568		100	513		182	215		69	323	
Fuel Used(gal)	1	13		3	10		6	7		2	7	
CO Emissions (g/hr)	76	888		205	727		434	495		118	515	
NOx Emissions (g/hr)	15	173		40	141		84	96		23	100	
VOC Emissions (g/hr)	18	206		47	169		100	115		27	119	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	16	118		38	110		74	47		27	72	
Queue Length 95th (ft)	43	#206		#119	183		#181	85		56	112	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	303	1135		271	1178		327	1190		325	1091	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.28	0.71		0.70	0.60		0.87	0.41		0.36	0.42	

Intersection Summary	
Area Type:	Other
Cycle Length: 65	
Actuated Cycle Length: 58.7	
Natural Cycle: 65	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	
90th %ile Actuated Cycle: 65	
70th %ile Actuated Cycle: 62	
50th %ile Actuated Cycle: 59.4	
30th %ile Actuated Cycle: 56.7	
10th %ile Actuated Cycle: 50.2	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	89	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		390		250		300	200		150	0	
Storage Lanes	1		1		1		1	1		1	1	
Taper Length (ft)	25				25			25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850				0.850			0.850		
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1770	3539	1583	0	1770	3539	1583	1770	1863	1583	1770	1863
Flt Permitted	0.323				0.293			0.449			0.630	
Satd. Flow (perm)	602	3539	1583	0	546	3539	1583	836	1863	1583	1174	1863
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)			218				172			267		
Link Speed (mph)		30				30			30			30
Link Distance (ft)		1528				1434			1259			910
Travel Time (s)		34.7				32.6			28.6			20.7
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
Growth Factor	112%	112%	112%	100%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	93	452	113	97	433	880	172	134	112	267	203	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	452	113	0	530	880	172	134	112	267	203	269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Number of Detectors	1	2	1	1	1	2	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	20	100	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	20	6	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94				94			94			94
Detector 2 Size(ft)		6				6			6			6
Detector 2 Type		Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0				0.0			0.0			0.0
Turn Type	pm+pt	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2			1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	219
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	219
Shared Lane Traffic (%)	
Lane Group Flow (vph)	219
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	1	6		6	8		8	4	
Detector Phase	5	2	2	1	1	6	6	3	8	8	7	4
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	10.7	22.8	22.8	20.0	20.0	32.1	32.1	9.6	22.6	22.6	9.6	22.6
Total Split (%)	14.3%	30.4%	30.4%	26.7%	26.7%	42.8%	42.8%	12.8%	30.1%	30.1%	12.8%	30.1%
Maximum Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	None	Min	Min	None	None	None	None	None
Walk Time (s)		7.0	7.0			7.0	7.0		7.0	7.0		7.0
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)	21.0	14.9	14.9		35.2	27.0	27.0	19.0	13.8	13.8	20.1	16.2
Actuated g/C Ratio	0.31	0.22	0.22		0.52	0.40	0.40	0.28	0.20	0.20	0.30	0.24
v/c Ratio	0.32	0.58	0.22		0.94	0.63	0.23	0.44	0.30	0.50	0.52	0.60
Control Delay	14.0	27.5	1.0		41.6	20.5	3.9	21.6	25.3	7.0	23.4	31.1
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	27.5	1.0		41.6	20.5	3.9	21.6	25.3	7.0	23.4	31.1
LOS	B	C	A		D	C	A	C	C	A	C	C
Approach Delay		21.0				25.8			14.8			21.0
Approach LOS		C				C			B			C
90th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
90th %ile Term Code	Max	Max	Max	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
70th %ile Green (s)	6.2	18.3	18.3	15.5	15.5	27.6	27.6	5.1	18.1	18.1	5.1	18.1
70th %ile Term Code	Max	Hold	Hold	Max	Max	Max	Max	Max	Hold	Hold	Max	Max
50th %ile Green (s)	6.2	17.1	17.1	15.5	15.5	26.4	26.4	5.1	16.4	16.4	5.1	16.4
50th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
30th %ile Green (s)	6.2	12.6	12.6	15.5	15.5	21.9	21.9	5.1	12.4	12.4	5.1	12.4
30th %ile Term Code	Max	Hold	Hold	Max	Max	Gap	Gap	Max	Hold	Hold	Max	Gap
10th %ile Green (s)	0.0	9.2	9.2	15.5	15.5	29.2	29.2	0.0	6.0	6.0	5.1	15.6
10th %ile Term Code	Skip	Gap	Gap	Max	Max	Hold	Hold	Skip	Gap	Gap	Max	Hold
Stops (vph)	55	347	0		271	623	20	87	77	33	151	211
Fuel Used(gal)	2	9	1		11	16	2	2	2	3	3	4
CO Emissions (g/hr)	110	643	88		775	1110	140	156	138	206	213	313
NOx Emissions (g/hr)	21	125	17		151	216	27	30	27	40	41	61
VOC Emissions (g/hr)	25	149	20		180	257	32	36	32	48	49	73
Dilemma Vehicles (#)	0	0	0		0	0	0	0	0	0	0	0
Queue Length 50th (ft)	20	92	0		153	170	0	40	41	0	64	108
Queue Length 95th (ft)	44	140	0		#360	240	36	79	84	55	116	186
Internal Link Dist (ft)		1448				1354			1179			830
Turn Bay Length (ft)	200		390		250		300	200		150		
Base Capacity (vph)	295	969	592		566	1483	763	305	504	623	393	504

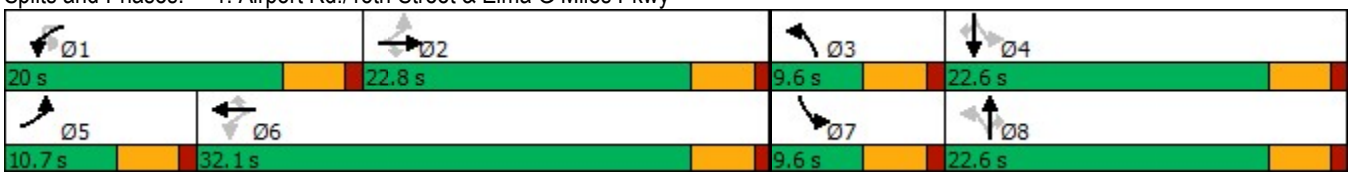
Lane Group	SBR
Permitted Phases	4
Detector Phase	4
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	30.1%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	16.2
Actuated g/C Ratio	0.24
v/c Ratio	0.40
Control Delay	6.3
Queue Delay	0.0
Total Delay	6.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	18.1
90th %ile Term Code	Max
70th %ile Green (s)	18.1
70th %ile Term Code	Max
50th %ile Green (s)	16.4
50th %ile Term Code	Gap
30th %ile Green (s)	12.4
30th %ile Term Code	Gap
10th %ile Green (s)	15.6
10th %ile Term Code	Hold
Stops (vph)	28
Fuel Used(gal)	2
CO Emissions (g/hr)	128
NOx Emissions (g/hr)	25
VOC Emissions (g/hr)	30
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	50
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	588

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Starvation Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0		0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.47	0.19		0.94	0.59	0.23	0.44	0.22	0.43	0.52	0.53

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 67.9
Natural Cycle: 80
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 22.3 Intersection LOS: C
Intersection Capacity Utilization 79.1% ICU Level of Service D
Analysis Period (min) 15
90th %ile Actuated Cycle: 75
70th %ile Actuated Cycle: 75
50th %ile Actuated Cycle: 72.1
30th %ile Actuated Cycle: 63.6
10th %ile Actuated Cycle: 53.8
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Airport Rd./15th Street & Elma G Miles Pkwy



Lane Group	SBR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.37

Intersection Summary

Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	772	7	1087	23
Future Volume (vph)	13	20	15	772	7	1087	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Frt	0.919					0.997	
Flt Protected	0.980		0.950		0.950		
Satd. Flow (prot)	1678	0	1770	3539	1770	3529	0
Flt Permitted	0.980		0.950		0.950		
Satd. Flow (perm)	1678	0	1770	3539	1770	3529	0
Link Speed (mph)	30			30		30	
Link Distance (ft)	445			651		810	
Travel Time (s)	10.1			14.8		18.4	
Peak Hour Factor	0.55	0.55	0.95	0.95	0.92	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%
Adj. Flow (vph)	24	36	16	910	8	1309	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	910	8	1334	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	R NA	Left	Right
Median Width(ft)	12			12		12	
Link Offset(ft)	0			0		0	
Crosswalk Width(ft)	16			16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15		9		9
Sign Control	Stop			Free		Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 44.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	728	0	1022	88	34	51
Future Volume (vph)	59	728	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0		200	0	0
Storage Lanes	1		1		1	1	0
Taper Length (ft)	25		25			25	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt					0.850	0.919	
Flt Protected	0.950					0.980	
Satd. Flow (prot)	1770	3539	1863	3539	1583	1678	0
Flt Permitted	0.950					0.980	
Satd. Flow (perm)	1770	3539	1863	3539	1583	1678	0
Link Speed (mph)		30		30		30	
Link Distance (ft)		605		1071		659	
Travel Time (s)		13.8		24.3		15.0	
Peak Hour Factor	0.95	0.95	0.92	0.93	0.93	0.79	0.79
Growth Factor	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	62	858	0	1231	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	858	0	1231	95	108	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		12		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Volume (vph)	25	90	697	55	976	134	47	71
Future Volume (vph)	25	90	697	55	976	134	47	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0		0		220	0	0
Storage Lanes		1		1		1	1	0
Taper Length (ft)		25		25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Frt						0.850	0.919	
Flt Protected		0.950		0.950			0.981	
Satd. Flow (prot)	0	1770	3539	1770	3539	1583	1679	0
Flt Permitted		0.950		0.950			0.981	
Satd. Flow (perm)	0	1770	3539	1770	3539	1583	1679	0
Link Speed (mph)			30		30		30	
Link Distance (ft)			708		851		467	
Travel Time (s)			16.1		19.3		10.6	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.84	0.84
Growth Factor	100%	100%	112%	100%	112%	100%	100%	100%
Adj. Flow (vph)	27	95	822	60	1175	144	56	85
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	122	822	60	1175	144	141	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)			12		12		12	
Link Offset(ft)			0		0		0	
Crosswalk Width(ft)			16		16		16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9		9	15	9
Sign Control			Free		Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.6%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	9	740	47	16	70	1040	50	33
Future Volume (vph)	9	740	47	16	70	1040	50	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.992					0.946	
Flt Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1711	0
Flt Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		486				606	532	
Travel Time (s)		11.0				13.8	12.1	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.74	0.74
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	10	872	49	17	75	1252	68	45
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	921	0	0	92	1252	113	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	41	685	102	17	153	957	91	61
Future Volume (vph)	41	685	102	17	153	957	91	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	0.95	1.00	1.00
Frt		0.982					0.946	
Flt Protected	0.950				0.950		0.971	
Satd. Flow (prot)	1770	3476	0	0	1770	3539	1711	0
Flt Permitted	0.950				0.950		0.971	
Satd. Flow (perm)	1770	3476	0	0	1770	3539	1711	0
Link Speed (mph)		30				30	30	
Link Distance (ft)		318				398	396	
Travel Time (s)		7.2				9.0	9.0	
Peak Hour Factor	0.92	0.95	0.95	0.92	0.93	0.93	0.90	0.90
Growth Factor	100%	112%	100%	100%	100%	112%	100%	100%
Adj. Flow (vph)	45	808	107	18	165	1153	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	45	915	0	0	183	1153	169	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)		12				12	12	
Link Offset(ft)		0				0	0	
Crosswalk Width(ft)		16				16	16	
Two way Left Turn Lane								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		9	9	15		15	9
Sign Control		Free				Free	Stop	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 52.7%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Future Volume (vph)	13	2	19	6	1	4	52	25	756	6	20	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		0		0		0
Storage Lanes	0		0	0		0		1		0		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95	1.00
Frt		0.923			0.955				0.999			
Flt Protected		0.981			0.972			0.950				0.950
Satd. Flow (prot)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Flt Permitted		0.981			0.972			0.950				0.950
Satd. Flow (perm)	0	1687	0	0	1729	0	0	1770	3536	0	0	1770
Link Speed (mph)		30			30				30			
Link Distance (ft)		279			354				335			
Travel Time (s)		6.3			8.0				7.6			
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	100%
Adj. Flow (vph)	14	2	21	7	1	4	57	27	920	7	22	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	12	0	0	84	927	0	0	31
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		0			0				12			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60	60		60	60	60
Sign Control		Stop			Stop				Free			

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 50.6%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SWT	SWR
Lane Configurations		
Traffic Volume (vph)	1065	37
Future Volume (vph)	1065	37
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		680
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	446	
Travel Time (s)	10.1	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	100%
Adj. Flow (vph)	1297	40
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1297	40
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		60
Sign Control	Free	

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Future Volume (vph)	127	496	556	422	214	97	45	154	487	378	141	869
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		300	220		300		150		150	150	
Storage Lanes	2		1	2		1		1		1	1	
Taper Length (ft)	25			25				25			25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.95	1.00	0.95	1.00	1.00	0.95
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950			0.950	
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	0	1770	3539	1583	1770	3539
Flt Permitted	0.950			0.950				0.132			0.244	
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	0	246	3539	1583	455	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			149			118				324		
Link Speed (mph)		30			30				30			30
Link Distance (ft)		1104			1467				1409			1359
Travel Time (s)		25.1			33.3				32.0			30.9
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
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	155	604	677	514	261	118	49	187	593	460	172	1058
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	604	677	514	261	118	0	236	593	460	172	1058
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	15	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	20	6	20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94				94			94
Detector 2 Size(ft)		6			6				6			6
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	custom	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	1	6		5	2			7	4		3	8

Lane Group	SWR
Lane Configurations	
Traffic Volume (vph)	114
Future Volume (vph)	114
Ideal Flow (vphpl)	1900
Storage Length (ft)	250
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	149
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	112%
Adj. Flow (vph)	139
Shared Lane Traffic (%)	
Lane Group Flow (vph)	139
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Number of Detectors	1
Detector Template	Right
Leading Detector (ft)	20
Trailing Detector (ft)	0
Detector 1 Position(ft)	0
Detector 1 Size(ft)	20
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Permitted Phases			6			2	7	4		4	8	
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	8
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	9.5	22.5	22.5	9.5	9.5	22.5	22.5	9.5	22.5
Total Split (s)	14.2	41.4	41.4	20.4	47.6	47.6	12.2	12.2	34.6	34.6	13.6	36.0
Total Split (%)	12.9%	37.6%	37.6%	18.5%	43.3%	43.3%	11.1%	11.1%	31.5%	31.5%	12.4%	32.7%
Maximum Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	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	3.0	3.0	3.0
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		7.0
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)	9.1	36.9	36.9	15.9	43.7	43.7		37.9	30.2	30.2	40.5	31.5
Actuated g/C Ratio	0.08	0.34	0.34	0.14	0.40	0.40		0.34	0.27	0.27	0.37	0.29
v/c Ratio	0.55	0.51	1.07	1.04	0.19	0.17		1.24	0.61	0.69	0.63	1.04
Control Delay	55.9	31.1	86.1	96.5	22.2	4.6		168.6	38.0	16.4	33.8	79.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	31.1	86.1	96.5	22.2	4.6		168.6	38.0	16.4	33.8	79.3
LOS	E	C	F	F	C	A		F	D	B	C	E
Approach Delay		59.7			62.6				54.2			66.1
Approach LOS		E			E				D			E
90th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
90th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
70th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
70th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Max	Max	Max	Max
50th %ile Green (s)	9.7	36.9	36.9	15.9	43.1	43.1	7.7	7.7	30.1	30.1	9.1	31.5
50th %ile Term Code	Max	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
30th %ile Green (s)	9.1	36.9	36.9	15.9	43.7	43.7	7.7	7.7	30.1	30.1	9.1	31.5
30th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Max	Max
10th %ile Green (s)	7.4	36.9	36.9	15.9	45.4	45.4	7.7	7.7	30.8	30.8	8.4	31.5
10th %ile Term Code	Gap	Max	Max	Max	Hold	Hold	Max	Max	Hold	Hold	Gap	Max
Stops (vph)	135	433	433	412	152	13		126	464	129	107	855
Fuel Used(gal)	4	11	19	17	5	1		11	13	7	3	31
CO Emissions (g/hr)	252	748	1306	1187	326	99		736	893	473	234	2150
NOx Emissions (g/hr)	49	146	254	231	64	19		143	174	92	46	418
VOC Emissions (g/hr)	58	173	303	275	76	23		171	207	110	54	498
Dilemma Vehicles (#)	0	0	0	0	0	0		0	0	0	0	0
Queue Length 50th (ft)	54	178	~459	~202	62	0		~154	192	79	80	~427
Queue Length 95th (ft)	89	234	#688	#308	92	36		#317	252	202	131	#558
Internal Link Dist (ft)		1024			1387				1329			1279
Turn Bay Length (ft)	200		300	220		300		150		150	150	
Base Capacity (vph)	302	1187	630	496	1405	700		191	972	670	276	1013

Lane Group	SWR
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	36.0
Total Split (%)	32.7%
Maximum Green (s)	31.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	0.0
Total Lost Time (s)	4.5
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	31.5
Actuated g/C Ratio	0.29
v/c Ratio	0.25
Control Delay	5.3
Queue Delay	0.0
Total Delay	5.3
LOS	A
Approach Delay	
Approach LOS	
90th %ile Green (s)	31.5
90th %ile Term Code	Max
70th %ile Green (s)	31.5
70th %ile Term Code	Max
50th %ile Green (s)	31.5
50th %ile Term Code	Max
30th %ile Green (s)	31.5
30th %ile Term Code	Max
10th %ile Green (s)	31.5
10th %ile Term Code	Max
Stops (vph)	14
Fuel Used(gal)	2
CO Emissions (g/hr)	110
NOx Emissions (g/hr)	21
VOC Emissions (g/hr)	25
Dilemma Vehicles (#)	0
Queue Length 50th (ft)	0
Queue Length 95th (ft)	40
Internal Link Dist (ft)	
Turn Bay Length (ft)	250
Base Capacity (vph)	559

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Starvation Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio	0.51	0.51	1.07	1.04	0.19	0.17		1.24	0.61	0.69	0.62	1.04

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Natural Cycle: 120
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 1.24
Intersection Signal Delay: 60.6 Intersection LOS: E
Intersection Capacity Utilization 106.0% ICU Level of Service G
Analysis Period (min) 15
90th %ile Actuated Cycle: 110
70th %ile Actuated Cycle: 110
50th %ile Actuated Cycle: 110
30th %ile Actuated Cycle: 110
10th %ile Actuated Cycle: 110
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Elma G Miles Pkwy & Veterans Pkwy

Lane Group	SWR
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.25

Intersection Summary

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Future Volume (vph)	2	0	7	30	1	39	3	625	36	34	1041	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		450
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.894			0.924			0.992				0.850
Flt Protected		0.989			0.979		0.950			0.950		
Satd. Flow (prot)	0	1513	0	0	1719	0	1787	3546	0	1787	3574	1599
Flt Permitted		0.989			0.979		0.950			0.950		
Satd. Flow (perm)	0	1513	0	0	1719	0	1787	3546	0	1787	3574	1599
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		90			119			394			546	
Travel Time (s)		2.0			2.7			9.0			12.4	
Peak Hour Factor	0.63	0.63	0.63	0.72	0.72	0.72	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	112%	100%	112%	100%	112%	112%	112%	112%	100%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	3	0	11	47	1	61	3	761	44	41	1254	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	41	1254	3
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 47.3%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	23	0	31	5	0	4	49	599	7	9	685	66
Future Volume (vph)	23	0	31	5	0	4	49	599	7	9	685	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		150
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.922			0.940			0.998				0.850
Flt Protected		0.979			0.973		0.950			0.950		
Satd. Flow (prot)	0	1681	0	0	1738	0	1770	3532	0	1770	3539	1583
Flt Permitted		0.979			0.973		0.950			0.950		
Satd. Flow (perm)	0	1681	0	0	1738	0	1770	3532	0	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		450			426			373			338	
Travel Time (s)		10.2			9.7			8.5			7.7	
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	53	729	8	10	834	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	53	737	0	10	834	72
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 38.1%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Future Volume (vph)	8	2	11	32	6	24	6	635	14	18	735	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	105		170	125		220
Storage Lanes	0		1	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected		0.961			0.960		0.950			0.950		
Satd. Flow (prot)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Flt Permitted		0.961			0.960		0.950			0.950		
Satd. Flow (perm)	0	1790	1583	0	1788	1583	1770	3539	1583	1770	3539	1583
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		137			126			459			395	
Travel Time (s)		3.1			2.9			10.4			9.0	
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
Growth Factor	102%	102%	102%	100%	100%	100%	100%	112%	100%	100%	112%	100%
Adj. Flow (vph)	9	2	12	35	7	26	7	773	15	20	895	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	7	773	15	20	895	9
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60		60	60		60	60		60	60		60
Sign Control		Stop			Stop			Free			Free	

Intersection Summary	
Area Type:	Other
Control Type: Unsignalized	
Intersection Capacity Utilization 39.4%	ICU Level of Service A
Analysis Period (min) 15	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Future Volume (vph)	57	625	266	208	426	22	218	237	186	70	496	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.955			0.993			0.934			0.994	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3514	0	1770	3306	0	1770	3518	0
Flt Permitted	0.448			0.111			0.171			0.455		
Satd. Flow (perm)	835	3380	0	207	3514	0	319	3306	0	848	3518	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		81			7			216			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1041			970			1342			1127	
Travel Time (s)		23.7			22.0			30.5			25.6	
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
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	69	761	324	253	519	27	265	289	226	85	604	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	1085	0	253	546	0	265	515	0	85	631	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	22.5		9.5	22.5		9.5	22.5	
Total Split (s)	9.6	35.9		15.1	41.4		16.0	28.4		10.6	23.0	
Total Split (%)	10.7%	39.9%		16.8%	46.0%		17.8%	31.6%		11.8%	25.6%	
Maximum Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	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	
Recall Mode	None	Min		None	Min		None	None		None	None	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	35.5	30.4		45.5	38.0		34.0	25.6		24.0	18.0	
Actuated g/C Ratio	0.40	0.34		0.51	0.43		0.38	0.29		0.27	0.20	
v/c Ratio	0.18	0.89		0.86	0.36		0.85	0.46		0.29	0.88	
Control Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.8	36.5		47.6	18.4		47.6	16.9		21.4	49.5	
LOS	B	D		D	B		D	B		C	D	
Approach Delay		35.1			27.7			27.3			46.2	
Approach LOS		D			C			C			D	
90th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
90th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
70th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
70th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
50th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
50th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
30th %ile Green (s)	5.1	31.4		10.6	36.9		11.5	23.9		6.1	18.5	
30th %ile Term Code	Max	Max		Max	Hold		Max	Hold		Max	Max	
10th %ile Green (s)	0.0	26.5		10.6	41.6		11.5	31.9		0.0	15.9	
10th %ile Term Code	Skip	Gap		Max	Hold		Max	Hold		Skip	Gap	
Stops (vph)	36	828		134	324		157	223		54	521	
Fuel Used(gal)	1	20		5	7		6	8		1	14	
CO Emissions (g/hr)	61	1404		333	522		404	547		93	968	
NOx Emissions (g/hr)	12	273		65	102		79	106		18	188	
VOC Emissions (g/hr)	14	325		77	121		94	127		21	224	
Dilemma Vehicles (#)	0	0		0	0		0	0		0	0	
Queue Length 50th (ft)	19	282		90	109		107	72		31	183	
Queue Length 95th (ft)	40	#404		#226	151		#235	121		62	#276	
Internal Link Dist (ft)		961			890			1262			1047	
Turn Bay Length (ft)												
Base Capacity (vph)	388	1252		294	1510		311	1111		294	739	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Reduced v/c Ratio	0.18	0.87		0.86	0.36		0.85	0.46		0.29	0.85	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 88.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay: 33.9	Intersection LOS: C
Intersection Capacity Utilization 86.5%	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: 82.5	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 12: Elma G Miles Pkwy & General Screven Way