



E.G. Miles Parkway SR 196 / SR 119

Corridor Study

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Syncro Analysis Results

Full Build Condition

Intersection

Int Delay, s/veh 1.9

Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations	W		W	↑↑	W	↑↑	
Traffic Vol, veh/h	37	19	14	0	0	604	7
Future Vol, veh/h	37	19	14	0	0	604	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	64	64	90	90	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	58	30	16	0	0	727	8

Major/Minor **Minor2** **Major1** **Major2**

Conflicting Flow All	763	368	735	0	0	-	0
Stage 1	731	-	-	-	-	-	-
Stage 2	32	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	341	629	866	-	-	-	-
Stage 1	437	-	-	-	-	-	-
Stage 2	986	-	-	-	-	-	-
Platoon blocked, %			-	-	-	-	-
Mov Cap-1 Maneuver	335	629	866	-	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	-	-
Stage 1	429	-	-	-	-	-	-
Stage 2	986	-	-	-	-	-	-

Approach **SE** **NE** **SW**

HCM Control Delay, s	16.6	9.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	866	-	398	-	-	-
HCM Lane V/C Ratio	0.018	-	0.22	-	-	-
HCM Control Delay (s)	9.2	-	16.6	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-	-

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	40	0	0	590	21	82	43
Future Vol, veh/h	40	0	0	590	21	82	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	90	90	92	93	93	82	82
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	44	0	0	711	23	100	52

Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	734	0	0	-	0	799 356
Stage 1	-	-	-	-	-	711 -
Stage 2	-	-	-	-	-	88 -
Critical Hdwy	4.14	-	6.44	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	2.52	-	-	3.52 3.32
Pot Cap-1 Maneuver	867	-	-	-	-	323 640
Stage 1	-	-	-	-	-	448 -
Stage 2	-	-	-	-	-	925 -
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	867	-	-	-	-	307 640
Mov Cap-2 Maneuver	-	-	-	-	-	307 -
Stage 1	-	-	-	-	-	425 -
Stage 2	-	-	-	-	-	925 -

Approach	EB	WB	SB
HCM Control Delay, s	9.4	0	21.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	867	-	-	-	-	374
HCM Lane V/C Ratio	0.051	-	-	-	-	0.408
HCM Control Delay (s)	9.4	-	0	-	-	21.1
HCM Lane LOS	A	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	-	1.9

Intersection

Int Delay, s/veh 1.8

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
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Lane Configurations								
Traffic Vol, veh/h	6	1128	48	12	26	585	0	106
Future Vol, veh/h	6	1128	48	12	26	585	0	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	90	90	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	7	1404	53	13	28	705	0	143

Major/Minor	Major1	Major2			Minor1			
Conflicting Flow All	705	0	0	1457	1457	0	1880	729
Stage 1	-	-	-	-	-	-	1445	-
Stage 2	-	-	-	-	-	-	435	-
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	513	-	-	168	460	-	63	365
Stage 1	-	-	-	-	-	-	183	-
Stage 2	-	-	-	-	-	-	620	-
Platoon blocked, %	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	513	-	-	241	241	-	52	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	52	-
Stage 1	-	-	-	-	-	-	180	-
Stage 2	-	-	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0.1	1.3	21.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	365	513	-	-	241	-
HCM Lane V/C Ratio	0.392	0.013	-	-	0.17	-
HCM Control Delay (s)	21.1	12.1	-	-	23	-
HCM Lane LOS	C	B	-	-	C	-
HCM 95th %tile Q(veh)	1.8	0	-	-	0.6	-

Intersection

Int Delay, s/veh

1

Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
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Lane Configurations

Traffic Vol, veh/h	0	0	56	0	0	15	18	10	1163	3	25	2	603	6
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Future Vol, veh/h	0	0	56	0	0	15	18	10	1163	3	25	2	603	6
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Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free							
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RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	-	None
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Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
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Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
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Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
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Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
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Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
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Mvmt Flow	0	0	61	0	0	16	20	11	1416	3	27	2	734	7
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Major/Minor	Minor2	Minor1			Major1			Major2		
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Conflicting Flow All	1562	2273	367	1905	2279	710	734	741	0	0	1419	1419	0	0
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Stage 1	792	792	-	1480	1480	-	-	-	-	-	-	-	-	-
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Stage 2	770	1481	-	425	799	-	-	-	-	-	-	-	-	-
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Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
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Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
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Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
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Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
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Pot Cap-1 Maneuver	76	40	630	42	39	376	491	862	-	-	178	476	-	-
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Stage 1	349	399	-	132	188	-	-	-	-	-	-	-	-	-
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Stage 2	359	187	-	578	396	-	-	-	-	-	-	-	-	-
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Platoon blocked, %														
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Mov Cap-1 Maneuver	61	32	630	32	31	376	540	540	-	-	180	180	-	-
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Mov Cap-2 Maneuver	61	32	-	32	31	-	-	-	-	-	-	-	-	-
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Stage 1	329	334	-	125	177	-	-	-	-	-	-	-	-	-
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Stage 2	324	177	-	438	332	-	-	-	-	-	-	-	-	-
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Approach	SE	NW			NE			SW		
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HCM Control Delay, s	11.3		15				0.3				1.1		
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HCM LOS	B		C										
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Minor Lane/Major Mvmt	NEL	NET	NER	NWL	Ln1 SEL	Ln1	SWL	SWT	SWR
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Capacity (veh/h)	540	-	-	376	630	180	-	-	-
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HCM Lane V/C Ratio	0.056	-	-	0.043	0.097	0.163	-	-	-
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HCM Control Delay (s)	12.1	-	-	15	11.3	28.9	-	-	-
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HCM Lane LOS	B	-	-	C	B	D	-	-	-
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HCM 95th %tile Q(veh)	0.2	-	-	0.1	0.3	0.6	-	-	-
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Intersection

Int Delay, s/veh 0.8

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	27	0	0	40	4	943	26	10	414	7
Future Vol, veh/h	0	0	27	0	0	40	4	943	26	10	414	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	88	88	88	84	84	84
Heavy Vehicles, %	8	8	8	14	14	14	2	2	2	3	3	3
Mvmt Flow	0	0	36	0	0	60	5	1200	33	13	552	9

Major/Minor	Minor2	Minor1				Major1			Major2			
Conflicting Flow All	1188	1821	276	1529	1805	617	552	0	0	1233	0	0
Stage 1	578	578	-	1227	1227	-	-	-	-	-	-	-
Stage 2	610	1243	-	302	578	-	-	-	-	-	-	-
Critical Hdwy	7.66	6.66	7.06	7.78	6.78	7.18	4.14	-	-	4.16	-	-
Critical Hdwy Stg 1	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.66	5.66	-	6.78	5.78	-	-	-	-	-	-	-
Follow-up Hdwy	3.58	4.08	3.38	3.64	4.14	3.44	2.22	-	-	2.23	-	-
Pot Cap-1 Maneuver	137	72	704	71	69	405	1014	-	-	555	-	-
Stage 1	454	485	-	171	226	-	-	-	-	-	-	-
Stage 2	434	233	-	650	471	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	114	70	704	66	67	405	1014	-	-	555	-	-
Mov Cap-2 Maneuver	114	70	-	66	67	-	-	-	-	-	-	-
Stage 1	452	474	-	170	225	-	-	-	-	-	-	-
Stage 2	368	232	-	602	460	-	-	-	-	-	-	-

Approach	SE	NW			NE			SW		
HCM Control Delay, s	10.4	15.4			0			0.3		
HCM LOS	B	C								
<hr/>										
Minor Lane/Major Mvmt	NEL	NET	NER	NWL	NLn1	SELn1	SWL	SWT	SWR	
Capacity (veh/h)	1014	-	-	405	704	555	-	-	-	
HCM Lane V/C Ratio	0.005	-	-	0.147	0.051	0.024	-	-	-	
HCM Control Delay (s)	8.6	-	-	15.4	10.4	11.6	-	-	-	
HCM Lane LOS	A	-	-	C	B	B	-	-	-	
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-	-	

Intersection												
Int Delay, s/veh 0.9												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↑↑	↗	↖ ↗	↑↑	↖ ↗
Traffic Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Future Vol, veh/h	8	1	3	8	3	18	13	927	37	17	440	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	Yield
Storage Length	-	-	0	-	-	0	105	-	170	125	-	220
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	1	3	9	3	20	14	1129	40	18	536	7
Major/Minor												
Minor2		Minor1				Major1		Major2				
Conflicting Flow All	1166	1729	268	1462	1729	565	536	0	0	1129	0	0
Stage 1	572	572	-	1157	1157	-	-	-	-	-	-	-
Stage 2	594	1157	-	305	572	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	149	87	730	90	87	468	1028	-	-	615	-	-
Stage 1	472	502	-	209	269	-	-	-	-	-	-	-
Stage 2	458	269	-	680	502	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-
Mov Cap-1 Maneuver	134	83	730	86	83	468	1028	-	-	615	-	-
Mov Cap-2 Maneuver	134	83	-	86	83	-	-	-	-	-	-	-
Stage 1	465	487	-	206	265	-	-	-	-	-	-	-
Stage 2	428	265	-	656	487	-	-	-	-	-	-	-
Approach												
SE			NW				NE		SW			
HCM Control Delay, s	29.7		28.6				0.1		0.4			
HCM LOS	D		D									
Minor Lane/Major Mvmt		NEL	NET	NER	NWL	NWLn1	NWLn2	SELn1	SELn2	SWL	SWT	SWR
Capacity (veh/h)	1028		-	-	85	468	125	730	615	-	-	-
HCM Lane V/C Ratio	0.014		-	-	0.141	0.042	0.078	0.004	0.03	-	-	-
HCM Control Delay (s)	8.6		-	-	54.2	13	36.2	10	11	-	-	-
HCM Lane LOS	A		-	-	F	B	E	B	B	-	-	-
HCM 95th %tile Q(veh)	0		-	-	0.5	0.1	0.2	0	0.1	-	-	-

Intersection

Int Delay, s/veh 1.3

Movement	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Vol, veh/h	13	20	15	0	0	1087	23
Future Vol, veh/h	13	20	15	0	0	1087	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	0	-	0	-	-
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	55	55	95	95	92	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	24	36	16	0	0	1309	25

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	1354	667	1334	0	0	-	0
Stage 1	1322	-	-	-	-	-	-
Stage 2	32	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	2.52	-	-
Pot Cap-1 Maneuver	141	401	513	-	-	-	-
Stage 1	213	-	-	-	-	-	-
Stage 2	986	-	-	-	-	-	-
Platoon blocked, %			-	-	-	-	-
Mov Cap-1 Maneuver	137	401	513	-	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-	-
Stage 1	206	-	-	-	-	-	-
Stage 2	986	-	-	-	-	-	-

Approach SE NE SW

HCM Control Delay, s	26.3	12.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SELn1	SWU	SWT	SWR
Capacity (veh/h)	513	-	228	-	-	-
HCM Lane V/C Ratio	0.031	-	0.263	-	-	-
HCM Control Delay (s)	12.2	-	26.3	0	-	-
HCM Lane LOS	B	-	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-	-

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Vol, veh/h	59	0	0	1022	88	34	51
Future Vol, veh/h	59	0	0	1022	88	34	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	0	-	200	0	-
Veh in Median Storage, #	-	0	-	0	-	0	-
Grade, %	-	0	-	0	-	0	-
Peak Hour Factor	95	95	92	93	93	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	62	0	0	1231	95	43	65

Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1326	0	0	-	0	1355 616
Stage 1	-	-	-	-	-	1231 -
Stage 2	-	-	-	-	-	124 -
Critical Hdwy	4.14	-	6.44	-	-	6.84 6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84 -
Critical Hdwy Stg 2	-	-	-	-	-	5.84 -
Follow-up Hdwy	2.22	-	2.52	-	-	3.52 3.32
Pot Cap-1 Maneuver	517	-	-	-	-	141 433
Stage 1	-	-	-	-	-	239 -
Stage 2	-	-	-	-	-	888 -
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	517	-	-	-	-	124 433
Mov Cap-2 Maneuver	-	-	-	-	-	124 -
Stage 1	-	-	-	-	-	210 -
Stage 2	-	-	-	-	-	888 -

Approach	EB	WB	SB
HCM Control Delay, s	12.9	0	36.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBU	WBT	WBR	SBLn1
Capacity (veh/h)	517	-	-	-	-	217
HCM Lane V/C Ratio	0.12	-	-	-	-	0.496
HCM Control Delay (s)	12.9	-	0	-	-	36.9
HCM Lane LOS	B	-	A	-	-	E
HCM 95th %tile Q(veh)	0.4	-	-	-	-	2.5

Intersection

Int Delay, s/veh 1.2

Movement	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	1	↑↑		1	↑↑		1	
Traffic Vol, veh/h	9	740	47	16	70	1040	0	83
Future Vol, veh/h	9	740	47	16	70	1040	0	83
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	0	-	-	-	0	-	0	-
Veh in Median Storage, #	-	0	-	-	-	0	0	-
Grade, %	-	0	-	-	-	0	0	-
Peak Hour Factor	92	95	95	92	93	93	74	74
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	10	872	49	17	75	1252	0	112

Major/Minor	Major1	Major2			Minor1		
Conflicting Flow All	1252	0	0	922	921	0	1727
Stage 1	-	-	-	-	-	-	917
Stage 2	-	-	-	-	-	-	810
Critical Hdwy	6.44	-	-	6.44	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84
Follow-up Hdwy	2.52	-	-	2.52	2.22	-	3.52
Pot Cap-1 Maneuver	228	-	-	373	737	-	80
Stage 1	-	-	-	-	-	-	350
Stage 2	-	-	-	-	-	-	398
Platoon blocked, %	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	228	-	-	590	590	-	64
Mov Cap-2 Maneuver	-	-	-	-	-	-	64
Stage 1	-	-	-	-	-	-	335
Stage 2	-	-	-	-	-	-	335

Approach

EB WB NB

HCM Control Delay, s 0.2 0.8 13.3

HCM LOS B

Minor Lane/Major Mvmt	NBLn1	EBU	EBT	EBR	WBL	WBT
Capacity (veh/h)	547	228	-	-	590	-
HCM Lane V/C Ratio	0.205	0.043	-	-	0.157	-
HCM Control Delay (s)	13.3	21.5	-	-	12.2	-
HCM Lane LOS	B	C	-	-	B	-
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0.6	-

Intersection

Int Delay, s/veh 1.4

Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations														
Traffic Vol, veh/h	0	0	34	0	0	11	52	25	756	6	20	8	1065	37
Future Vol, veh/h	0	0	34	0	0	11	52	25	756	6	20	8	1065	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free							
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	-	0	-	-	-	0	-	680
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	37	0	0	12	57	27	920	7	22	9	1297	40

Major/Minor	Minor2	Minor1			Major1				Major2					
Conflicting Flow All	1987	2454	649	1803	2491	464	1297	1337	0	0	927	927	0	0
Stage 1	1359	1359	-	1092	1092	-	-	-	-	-	-	-	-	-
Stage 2	628	1095	-	711	1399	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	36	30	412	50	29	545	214	512	-	-	370	733	-	-
Stage 1	157	215	-	229	289	-	-	-	-	-	-	-	-	-
Stage 2	437	288	-	390	206	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-	-	-	-	-
Mov Cap-1 Maneuver	25	18	412	32	18	545	245	245	-	-	424	424	-	-
Mov Cap-2 Maneuver	25	18	-	32	18	-	-	-	-	-	-	-	-	-
Stage 1	103	200	-	150	190	-	-	-	-	-	-	-	-	-
Stage 2	281	189	-	330	191	-	-	-	-	-	-	-	-	-

Approach	SE	NW			NE			SW		
HCM Control Delay, s	14.6	11.8			2.2			0.3		
HCM LOS	B	B								
Minor Lane/Major Mvmt										
Capacity (veh/h)	245	-	-	545	412	424	-	-		
HCM Lane V/C Ratio	0.342	-	-	0.022	0.09	0.072	-	-		
HCM Control Delay (s)	27.1	-	-	11.8	14.6	14.1	-	-		
HCM Lane LOS	D	-	-	B	B	B	-	-		
HCM 95th %tile Q(veh)	1.5	-	-	0.1	0.3	0.2	-	-		

Intersection													
Int Delay, s/veh	1												
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT	SWR
Lane Configurations	↔			↔			↔	↑↓			↔	↑↓	↑
Traffic Vol, veh/h	0	0	9	0	0	70	3	625	36	23	34	1041	3
Future Vol, veh/h	0	0	9	0	0	70	3	625	36	23	34	1041	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	Yield
Storage Length	-	-	-	-	-	-	0	-	-	-	0	-	450
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	63	63	63	72	72	72	92	92	92	93	93	93	93
Heavy Vehicles, %	11	11	11	0	0	0	1	1	1	1	1	1	1
Mvmt Flow	0	0	14	0	0	109	3	761	44	25	41	1254	3
Major/Minor	Minor2	Minor1				Major1	Major2						
Conflicting Flow All	1773	2197	627	1548	2175	403	1254	0	0	805	805	0	0
Stage 1	1386	1386	-	789	789	-	-	-	-	-	-	-	-
Stage 2	387	811	-	759	1386	-	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.5	6.5	6.9	4.12	-	-	6.42	4.12	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.5	4	3.3	2.21	-	-	2.51	2.21	-	-
Pot Cap-1 Maneuver	48	40	405	79	47	603	556	-	-	446	822	-	-
Stage 1	139	193	-	354	405	-	-	-	-	-	-	-	-
Stage 2	584	370	-	369	212	-	-	-	-	-	-	-	-
Platoon blocked, %							-	-	-	-	-	-	-
Mov Cap-1 Maneuver	36	35	405	69	41	603	556	-	-	581	581	-	-
Mov Cap-2 Maneuver	36	35	-	69	41	-	-	-	-	-	-	-	-
Stage 1	138	171	-	352	403	-	-	-	-	-	-	-	-
Stage 2	476	368	-	316	188	-	-	-	-	-	-	-	-
Approach	SE	NW				NE	SW						
HCM Control Delay, s	14.2	12.3				0	0.6						
HCM LOS	B	B											
Minor Lane/Major Mvmt	NEL	NET	NER	NWL	NLn1	SELn1	SWL	SWT	SWR				
Capacity (veh/h)	556	-	-	603	405	581	-	-					
HCM Lane V/C Ratio	0.006	-	-	0.181	0.035	0.114	-	-					
HCM Control Delay (s)	11.5	-	-	12.3	14.2	12	-	-					
HCM Lane LOS	B	-	-	B	B	B	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.7	0.1	0.4	-	-					

Intersection														
Int Delay, s/veh	2.1													
Movement	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT	SWR	
Lane Configurations	↖ ↗	↖ ↗		↖ ↗	↖ ↗		↖ ↗	↑↑	↑↑	↖ ↗	↖ ↗	↑↑	↖ ↗	
Traffic Vol, veh/h	8	2	11	32	6	24	5	6	635	14	18	735	8	
Future Vol, veh/h	8	2	11	32	6	24	5	6	635	14	18	735	8	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	Yield	
Storage Length	-	-	0	-	-	0	-	105	-	170	125	-	220	
Veh in Median Storage, #	-	0	-	-	0	-	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-	
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	9	2	12	35	7	26	6	7	773	15	20	895	9	
Major/Minor		Minor2		Minor1		Major1		Major2						
Conflicting Flow All	1351	1734	448	1288	1734	387	895	895	0	0	773	0	0	
Stage 1	935	935	-	799	799	-	-	-	-	-	-	-	-	
Stage 2	416	799	-	489	935	-	-	-	-	-	-	-	-	
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	6.44	4.14	-	-	4.14	-	-	
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.52	2.22	-	-	2.22	-	-	
Pot Cap-1 Maneuver	109	87	558	121	87	611	388	754	-	-	838	-	-	
Stage 1	285	342	-	345	396	-	-	-	-	-	-	-	-	
Stage 2	585	396	-	529	342	-	-	-	-	-	-	-	-	
Platoon blocked, %									-	-	-	-	-	
Mov Cap-1 Maneuver	95	83	558	112	83	611	511	511	-	-	838	-	-	
Mov Cap-2 Maneuver	95	83	-	112	83	-	-	-	-	-	-	-	-	
Stage 1	278	334	-	336	386	-	-	-	-	-	-	-	-	
Stage 2	537	386	-	502	334	-	-	-	-	-	-	-	-	
Approach		SE		NW		NE		SW						
HCM Control Delay, s	29.6			40.6			0.2			0.2				
HCM LOS	D			E										
Minor Lane/Major Mvmt		NEL	NET	NER	NWL	Ln1	NWL	Ln2	SELn1	SELn2	SWL	SWT	SWR	
Capacity (veh/h)		511	-	-	106	611	92	558	838	-	-	-	-	
HCM Lane V/C Ratio		0.025	-	-	0.39	0.043	0.121	0.022	0.023	-	-	-	-	
HCM Control Delay (s)		12.2	-	-	59.2	11.2	49.4	11.6	9.4	-	-	-	-	
HCM Lane LOS		B	-	-	F	B	E	B	A	-	-	-	-	
HCM 95th %tile Q(veh)		0.1	-	-	1.6	0.1	0.4	0.1	0.1	-	-	-	-	

Lanes, Volumes, Timings

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

09/26/2022

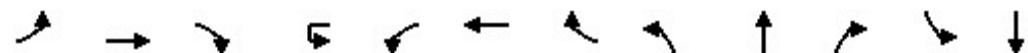
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	148	662	129	133	221	234	238	57	115	315	237	138
Future Volume (vph)	148	662	129	133	221	234	238	57	115	315	237	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			390		250		300	200		150	0
Storage Lanes	1					1			1		1	1
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				792			1259			910
Travel Time (s)		34.7				18.0			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	145	269	285	290	69	140	383	289	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	180	806	157	0	414	285	290	69	140	383	289	168
Enter Blocked Intersection	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											
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	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	R
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	

Lanes, Volumes, Timings

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

09/26/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	6	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											
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 Effect 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		1.26	0.26	0.42	0.17	0.34	0.81	0.69	0.31
Control Delay	13.1	27.4	4.7		159.1	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		159.1	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				73.2			25.8			20.5
Approach LOS		C				E			C			C

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 65

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.26

Intersection Signal Delay: 37.7

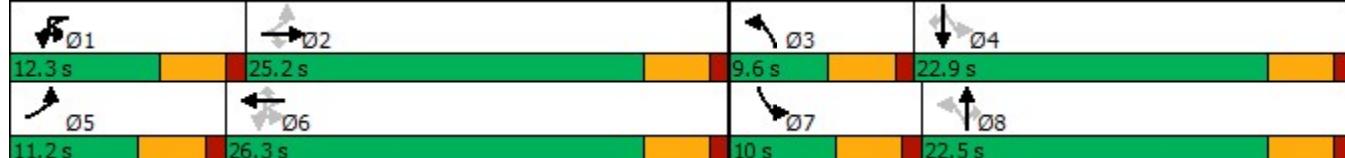
Intersection LOS: D

Intersection Capacity Utilization 93.1%

ICU Level of Service F

Analysis Period (min) 15

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





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 Effect 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	
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

09/26/2022



Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	37	19	14	0	0	604	7
Future Volume (vph)	37	19	14	0	0	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
Fr _t	0.954				0.998		
Flt Protected	0.968			0.950			
Satd. Flow (prot)	1720	0	1770	3539	1863	3532	0
Flt Permitted	0.968			0.950			
Satd. Flow (perm)	1720	0	1770	3539	1863	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	0	0	727	8
Shared Lane Traffic (%)							
Lane Group Flow (vph)	88	0	16	0	0	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

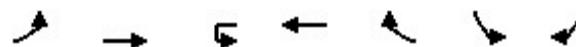
Intersection Capacity Utilization 28.9% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

3: Elma G Miles Pkwy & Live Oak Church St

09/26/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations	↑	↑↑	↑	↑↑	↑	↑↑	
Traffic Volume (vph)	40	0	0	590	21	82	43
Future Volume (vph)	40	0	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	0	0	711	23	100	52
Shared Lane Traffic (%)							
Lane Group Flow (vph)	44	0	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 38.8%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

09/26/2022



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		0.320		0.149			0.968	
Satd. Flow (perm)	0	596	3539	278	3539	1583	1718	0
Right Turn on Red					Yes		Yes	
Satd. Flow (RTOR)						45	41	
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							
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
Number of Detectors	1	1	2	1	2	1	1	
Detector Template	Left	Left	Thru	Left	Thru	Right	Left	
Leading Detector (ft)	20	20	100	20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	6	20	20	
Detector 1 Type	Cl+Ex							
Detector 1 Channel								
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94		94				
Detector 2 Size(ft)		6		6				
Detector 2 Type		Cl+Ex		Cl+Ex				
Detector 2 Channel								
Detector 2 Extend (s)		0.0		0.0				
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	Perm	Prot	
Protected Phases	5	5	2	1	6		4	



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	6	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	22.5	
Total Split (s)	10.4	10.4	33.0	9.5	32.1	32.1	22.5	
Total Split (%)	16.0%	16.0%	50.8%	14.6%	49.4%	49.4%	34.6%	
Maximum Green (s)	5.9	5.9	28.5	5.0	27.6	27.6	18.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	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	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	
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 Effect Green (s)	28.6	26.9	31.9	24.1	24.1	18.3		
Actuated g/C Ratio	0.48	0.45	0.54	0.41	0.41	0.31		
v/c Ratio	0.27	0.85	0.24	0.48	0.07	0.52		
Control Delay	8.2	22.3	11.2	14.7	4.4	20.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	8.2	22.3	11.2	14.7	4.4	20.3		
LOS	A	C	B	B	A	C		
Approach Delay			21.3		13.9	20.3		
Approach LOS			C		B	C		

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 59.5

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 18.9

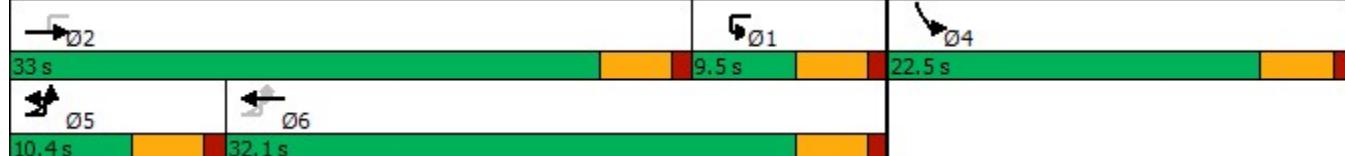
Intersection LOS: B

Intersection Capacity Utilization 60.5%

ICU Level of Service B

Analysis Period (min) 15

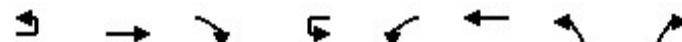
Splits and Phases: 4: Elma G Miles Pkwy & Miles Xing



Lanes, Volumes, Timings

5: Live Oak Dr & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	6	1128		48	12	26	585	0
Future Volume (vph)	6	1128		48	12	26	585	0
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
Fr _t		0.995					0.865	
Flt Protected	0.950					0.950		
Satd. Flow (prot)	1770	3522	0	0	1770	3539	1611	0
Flt Permitted	0.950					0.950		
Satd. Flow (perm)	1770	3522	0	0	1770	3539	1611	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	0	143
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

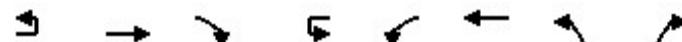
Intersection Capacity Utilization 49.7% ICU Level of Service A

Analysis Period (min) 15

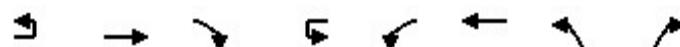
Lanes, Volumes, Timings

6: Pineland Ave & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	52	1096	80	100	42	569	59	112
Future Volume (vph)	52	1096	80	100	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
Fr _t		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	0.353				0.103		0.983	
Satd. Flow (perm)	658	3507	0	0	192	3539	1670	0
Right Turn on Red		Yes					Yes	
Satd. Flow (RTOR)		12					71	
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)	57	1364	89	109	45	685	75	142
Shared Lane Traffic (%)								
Lane Group Flow (vph)	57	1453	0	0	154	685	217	0
Enter Blocked Intersection	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
Number of Detectors	1	2		1	1	2	1	
Detector Template	Left	Thru		Left	Left	Thru	Left	
Leading Detector (ft)	20	100		20	20	100	20	
Trailing Detector (ft)	0	0		0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	
Detector 1 Size(ft)	20	6		20	20	6	20	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA	Prot	
Protected Phases	5	2		1	1	6	8	
Permitted Phases	6			2	2			
Detector Phase	5	2		1	1	6	8	
Switch Phase								



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	9.5	22.5	22.5	
Total Split (s)	9.6	44.8		12.4	12.4	47.6	22.8	
Total Split (%)	12.0%	56.0%		15.5%	15.5%	59.5%	28.5%	
Maximum Green (s)	5.1	40.3		7.9	7.9	43.1	18.3	
Yellow Time (s)	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	
Lost Time Adjust (s)	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	
Lead/Lag	Lead	Lag		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Max	
Walk Time (s)		7.0				7.0	7.0	
Flash Dont Walk (s)		11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0				0	0	
Act Effct Green (s)	46.4	37.0		44.4	43.4	18.4		
Actuated g/C Ratio	0.61	0.48		0.58	0.57	0.24		
v/c Ratio	0.12	0.85		0.58	0.34	0.48		
Control Delay	5.6	23.0		19.7	10.0	21.5		
Queue Delay	0.0	0.0		0.0	0.0	0.0		
Total Delay	5.6	23.0		19.7	10.0	21.5		
LOS	A	C		B	A	C		
Approach Delay		22.4			11.8	21.5		
Approach LOS		C			B	C		

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 76.4

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 18.8

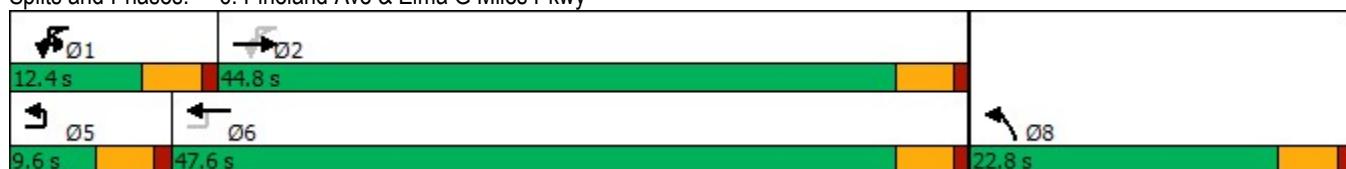
Intersection LOS: B

Intersection Capacity Utilization 65.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 6: Pineland Ave & Elma G Miles Pkwy



Lanes, Volumes, Timings

7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	0	0	56	0	0	15	18	10	1163	3	25	2
Future Volume (vph)	0	0	56	0	0	15	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		0.865			0.865							
Flt Protected									0.950			0.950
Satd. Flow (prot)	0	1611	0	0	1611	0	0	1770	3539	0	0	1770
Flt Permitted									0.950			0.950
Satd. Flow (perm)	0	1611	0	0	1611	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)	0	0	61	0	0	16	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	46.2%								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
Fr _t		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	379	
Travel Time (s)	8.6	
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		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	79	248	379	169	211	54	29	374	833	373	7	60
Future Volume (vph)	79	248	379	169	211	54	29	374	833	373	7	60
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		2	2		1		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	1770
Flt Permitted	0.950			0.950				0.950				0.238
Satd. Flow (perm)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	443
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			461			205				428		
Link Speed (mph)		30			30				30			
Link Distance (ft)		1104			1467				582			
Travel Time (s)		25.1			33.3				13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	100%	112%
Adj. Flow (vph)	96	302	461	206	257	66	32	455	1014	454	8	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	96	302	461	206	257	66	0	487	1014	454	0	81
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
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)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
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	20
Detector 1 Type	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			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	pm+pt	pm+pt
Protected Phases	1	6		5	2		7	7	4		3	3



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	349	55
Future Volume (vph)	349	55
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	250	
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
Right Turn on Red	Yes	
Satd. Flow (RTOR)	205	
Link Speed (mph)	30	
Link Distance (ft)	1359	
Travel Time (s)	30.9	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	112%
Adj. Flow (vph)	425	67
Shared Lane Traffic (%)		
Lane Group Flow (vph)	425	67
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	

Lanes, Volumes, Timings

8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Permitted Phases				6		2				4	8	8
Detector Phase	1	6	6	5	2	2	7	7	4	4	3	3
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	9.5
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	9.5
Total Split (%)	12.6%	30.6%	30.6%	13.8%	31.8%	31.8%	27.5%	27.5%	43.8%	43.8%	11.9%	11.9%
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	5.0
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	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	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		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)		0	0		0	0			0	0		
Act Effect Green (s)	5.7	13.4	13.4	6.7	17.1	17.1			14.6	28.8	28.8	21.9
Actuated g/C Ratio	0.08	0.19	0.19	0.10	0.24	0.24			0.21	0.41	0.41	0.31
v/c Ratio	0.34	0.45	0.51	0.63	0.30	0.12			0.68	0.69	0.50	0.34
Control Delay	37.4	27.7	4.9	43.4	24.9	0.5			31.8	21.2	4.6	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	37.4	27.7	4.9	43.4	24.9	0.5			31.8	21.2	4.6	15.7
LOS	D	C	A	D	C	A			C	C	A	B
Approach Delay		16.5			29.0				20.0			
Approach LOS		B			C				B			

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 69.9

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 20.7

Intersection LOS: C

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

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



Lanes, Volumes, Timings

8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SWT	SWR
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	22.5	22.5
Total Split (%)	28.1%	28.1%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effect Green (s)	16.8	16.8
Actuated g/C Ratio	0.24	0.24
v/c Ratio	0.50	0.13
Control Delay	26.3	0.5
Queue Delay	0.0	0.0
Total Delay	26.3	0.5
LOS	C	A
Approach Delay	21.8	
Approach LOS	C	
Intersection Summary		

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Future Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
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	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.865			0.992				
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
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%	102%	112%	112%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	14	0	0	109	3	761	44	25	41	1254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	0	66	1254
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	R NA	Left	Left
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	50.4%							ICU Level of Service A				
Analysis Period (min)	15											

Lane Group	SWR
Lane Configurations	1
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Storage Length (ft)	450
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Growth Factor	100%
Heavy Vehicles (%)	1%
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	3
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)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings

10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Future Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
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	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	1.00	0.95
Frt		0.922			0.940				0.998			
Flt Protected		0.979			0.973			0.950			0.950	
Satd. Flow (prot)	0	1681	0	0	1738	0	0	1770	3532	0	1770	3539
Flt Permitted		0.915			0.920			0.248			0.372	
Satd. Flow (perm)	0	1571	0	0	1643	0	0	462	3532	0	693	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		119			119				3			
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%	100%	112%	100%	100%	112%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	34	53	729	8	10	834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	0	87	737	0	10	834
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)		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	
Number of Detectors	1	2			1	2		1	1	2		1
Detector Template	Left	Thru			Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	100			20	100		20	20	100		20
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	20	6		20
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	Perm	NA			Perm	NA		D.P+P	D.P+P		Perm	NA

Lane Group	SWR
Lane Configurations	1
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
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)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Adj. Flow (vph)	72
Shared Lane Traffic (%)	
Lane Group Flow (vph)	72
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)	60
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

Lanes, Volumes, Timings

10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Protected Phases		6			2		7	7	4			8
Permitted Phases	6				2		8	8			8	
Detector Phase	6	6		2	2		7	7	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0		23.0	23.0		9.5	9.5	32.0		22.5	22.5
Total Split (%)	41.8%	41.8%		41.8%	41.8%		17.3%	17.3%	58.2%		40.9%	40.9%
Maximum Green (s)	18.5	18.5		18.5	18.5		5.0	5.0	27.5		18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max		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)	18.9			18.9			18.8	21.3			16.2	16.2
Actuated g/C Ratio	0.38			0.38			0.38	0.43			0.33	0.33
v/c Ratio	0.09			0.01			0.28	0.48			0.04	0.72
Control Delay	2.1			0.1			2.9	21.6			2.8	8.7
Queue Delay	0.0			0.0			0.0	0.0			0.0	0.0
Total Delay	2.1			0.1			2.9	21.6			2.8	8.7
LOS	A			A			A	C			A	A
Approach Delay	2.1			0.1				19.6				7.9
Approach LOS	A			A				B				A

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 49.4

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 13.0

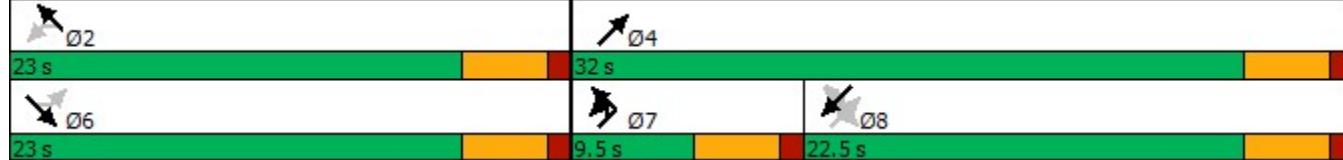
Intersection LOS: B

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr





Lane Group	SWR
Protected Phases	
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 (%)	40.9%
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)	16.2
Actuated g/C Ratio	0.33
v/c Ratio	0.12
Control Delay	0.0
Queue Delay	0.0
Total Delay	0.0
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
11: Elma G Miles Pkwy & Hospital

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
Future Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
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	
Storage Lanes	0		1	0		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	0.95	1.00	0.95	1.00	1.00	0.95
Frt			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	0	1770	3539	1583	1770	3539
Flt Permitted		0.961			0.960			0.950			0.950	
Satd. Flow (perm)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539
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%	112%	100%	112%	100%	100%	112%
Adj. Flow (vph)	9	2	12	35	7	26	6	7	773	15	20	895
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	0	13	773	15	20	895
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)		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	SWR
Lane Configurations	1
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Storage Length (ft)	220
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Adj. Flow (vph)	9
Shared Lane Traffic (%)	
Lane Group Flow (vph)	9
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)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings

12: Elma G Miles Pkwy & General Screven Way

09/26/2022

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
Fr _t		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			609			1127		
Travel Time (s)	23.7			22.0			13.8			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											
Lane Alignment	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										
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										
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										
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												

Lanes, Volumes, Timings
12: Elma G Miles Pkwy & General Screven Way

09/26/2022

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 Optimize?	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	6.5	8.3		8.5	16.0		26.9	17.2		3.8	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.5	8.3		8.5	16.0		26.9	17.2		3.8	10.4	
LOS	A	A		A	B		C	B		A	B	
Approach Delay		8.2			13.7			20.5			9.6	
Approach LOS		A			B			C			A	

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: 12.5

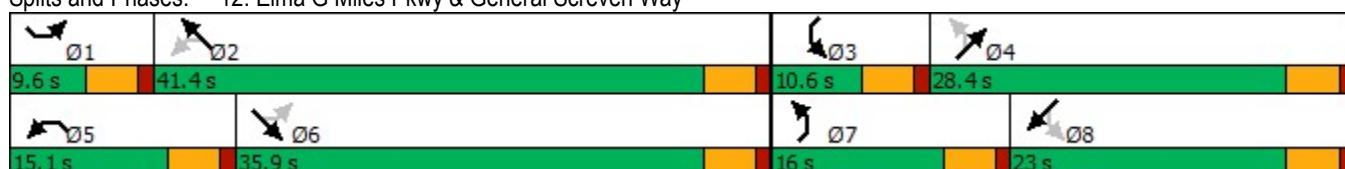
Intersection LOS: B

Intersection Capacity Utilization 86.5%

ICU Level of Service E

Analysis Period (min) 15

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



Lanes, Volumes, Timings

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

09/26/2022

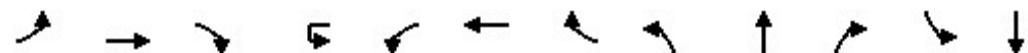
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑↑	↑		↑	↑↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	76	371	93	97	356	723	141	110	92	219	167	221
Future Volume (vph)	76	371	93	97	356	723	141	110	92	219	167	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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				792			1259			910
Travel Time (s)		34.7				18.0			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	105	433	880	172	134	112	267	203	269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	452	113	0	538	880	172	134	112	267	203	269
Enter Blocked Intersection	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											
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	pm+pt	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	5	2		1	1	6		3	8		7	4

Lane Group	SBR
Lane Configurations	R
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	

Lanes, Volumes, Timings

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

09/26/2022



Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Permitted Phases	2		2	6	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											
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 Effect 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		0.95	0.63	0.23	0.44	0.30	0.50	0.52	0.60
Control Delay	14.0	27.5	1.0		44.3	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		44.3	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				26.7			14.8			21.0
Approach LOS		C				C			B			C

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: 0.95

Intersection Signal Delay: 22.7

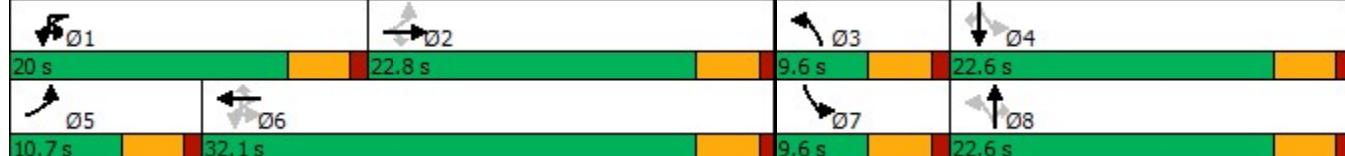
Intersection LOS: C

Intersection Capacity Utilization 79.5%

ICU Level of Service D

Analysis Period (min) 15

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





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 Effect 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	
Intersection Summary	

Lanes, Volumes, Timings
2: Elma G Miles Pkwy & Curtis St

09/26/2022



Lane Group	SEL	SER	NEL	NET	SWU	SWT	SWR
Lane Configurations							
Traffic Volume (vph)	13	20	15	0	0	1087	23
Future Volume (vph)	13	20	15	0	0	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
Fr _t	0.919				0.997		
Flt Protected	0.980		0.950				
Satd. Flow (prot)	1678	0	1770	3539	1863	3529	0
Flt Permitted	0.980		0.950				
Satd. Flow (perm)	1678	0	1770	3539	1863	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	0	0	1309	25
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	0	16	0	0	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

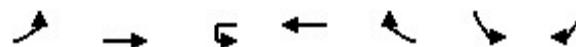
Intersection Capacity Utilization 44.4% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings

3: Elma G Miles Pkwy & Live Oak Church St

09/26/2022



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (vph)	59	0	0	1022	88	34	51
Future Volume (vph)	59	0	0	1022	88	34	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			200	0	0	
Storage Lanes	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	0	0	1231	95	43	65
Shared Lane Traffic (%)							
Lane Group Flow (vph)	62	0	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

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

09/26/2022



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		0.172		0.247			0.981	
Satd. Flow (perm)	0	320	3539	460	3539	1583	1679	0
Right Turn on Red					Yes		Yes	
Satd. Flow (RTOR)						144	85	
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							
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
Number of Detectors	1	1	2	1	2	1	1	
Detector Template	Left	Left	Thru	Left	Thru	Right	Left	
Leading Detector (ft)	20	20	100	20	100	20	20	
Trailing Detector (ft)	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	20	6	20	6	20	20	
Detector 1 Type	Cl+Ex							
Detector 1 Channel								
Detector 1 Extend (s)	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	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94		94				
Detector 2 Size(ft)		6		6				
Detector 2 Type		Cl+Ex		Cl+Ex				
Detector 2 Channel								
Detector 2 Extend (s)		0.0		0.0				
Turn Type	D.P+P	D.P+P	NA	D.P+P	NA	Perm	Prot	
Protected Phases	5	5	2	1	6		4	

Lanes, Volumes, Timings
4: Elma G Miles Pkwy & Miles Xing

09/26/2022



Lane Group	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Permitted Phases	6	6		2		6		
Detector Phase	5	5	2	1	6	6	4	
Switch Phase								
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	9.5	22.5	9.5	22.5	22.5	22.5	
Total Split (s)	9.5	9.5	27.9	9.6	28.0	28.0	22.5	
Total Split (%)	15.8%	15.8%	46.5%	16.0%	46.7%	46.7%	37.5%	
Maximum Green (s)	5.0	5.0	23.4	5.1	23.5	23.5	18.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	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	
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	Max	
Walk Time (s)				7.0		7.0	7.0	
Flash Dont Walk (s)				11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0		0	0	
Act Effect Green (s)	26.3	23.8	27.9	22.5	22.5	18.2		
Actuated g/C Ratio	0.46	0.42	0.49	0.39	0.39	0.32		
v/c Ratio	0.44	0.56	0.17	0.84	0.20	0.24		
Control Delay	12.2	15.2	9.0	23.5	3.5	8.9		
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		
Total Delay	12.2	15.2	9.0	23.5	3.5	8.9		
LOS	B	B	A	C	A	A		
Approach Delay				14.8		20.8	8.9	
Approach LOS				B		C	A	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 17.8

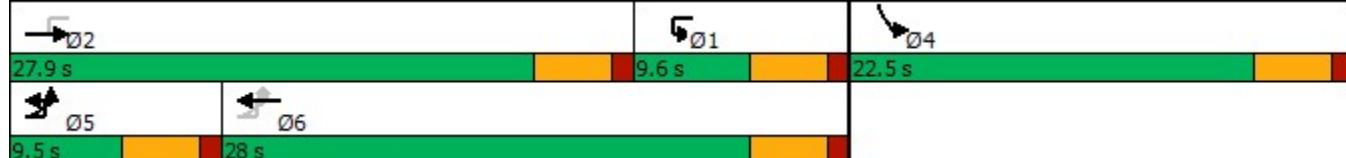
Intersection LOS: B

Intersection Capacity Utilization 54.8%

ICU Level of Service A

Analysis Period (min) 15

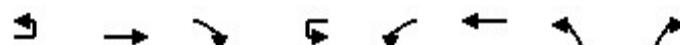
Splits and Phases: 4: Elma G Miles Pkwy & Miles Xing



Lanes, Volumes, Timings

5: Live Oak Dr & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	9	740		47	16	70	1040	0
Future Volume (vph)	9	740		47	16	70	1040	0
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
Fr _t		0.992					0.865	
Flt Protected	0.950					0.950		
Satd. Flow (prot)	1770	3511	0	0	1770	3539	1611	0
Flt Permitted	0.950					0.950		
Satd. Flow (perm)	1770	3511	0	0	1770	3539	1611	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	0	112
Shared Lane Traffic (%)								
Lane Group Flow (vph)	10	921	0	0	92	1252	112	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

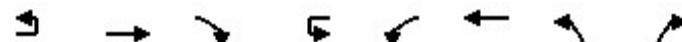
Intersection Capacity Utilization 50.7% ICU Level of Service A

Analysis Period (min) 15

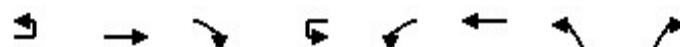
Lanes, Volumes, Timings

6: Pineland Ave & Elma G Miles Pkwy

09/26/2022



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations								
Traffic Volume (vph)	91	685	102	32	153	957	91	61
Future Volume (vph)	91	685	102	32	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
Fr _t		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	0.166				0.190		0.971	
Satd. Flow (perm)	309	3476	0	0	354	3539	1711	0
Right Turn on Red		Yes					Yes	
Satd. Flow (RTOR)		27				58		
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)	99	808	107	35	165	1153	101	68
Shared Lane Traffic (%)								
Lane Group Flow (vph)	99	915	0	0	200	1153	169	0
Enter Blocked Intersection	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
Number of Detectors	1	2		1	1	2	1	
Detector Template	Left	Thru		Left	Left	Thru	Left	
Leading Detector (ft)	20	100		20	20	100	20	
Trailing Detector (ft)	0	0		0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	
Detector 1 Size(ft)	20	6		20	20	6	20	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(ft)		94			94			
Detector 2 Size(ft)		6			6			
Detector 2 Type		Cl+Ex			Cl+Ex			
Detector 2 Channel								
Detector 2 Extend (s)		0.0			0.0			
Turn Type	D.P+P	NA		D.P+P	D.P+P	NA	Prot	
Protected Phases	5	2		1	1	6	8	
Permitted Phases	6			2	2			
Detector Phase	5	2		1	1	6	8	
Switch Phase								



Lane Group	EBU	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5		9.5	9.5	22.5	22.5	
Total Split (s)	9.5	25.9		11.6	11.6	28.0	22.5	
Total Split (%)	15.8%	43.2%		19.3%	19.3%	46.7%	37.5%	
Maximum Green (s)	5.0	21.4		7.1	7.1	23.5	18.0	
Yellow Time (s)	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	
Lost Time Adjust (s)	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	
Lead/Lag	Lead	Lag		Lead	Lead	Lag		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Max	
Walk Time (s)		7.0				7.0	7.0	
Flash Dont Walk (s)		11.0				11.0	11.0	
Pedestrian Calls (#/hr)		0				0	0	
Act Effct Green (s)	28.0	20.0		27.0	24.1	18.1		
Actuated g/C Ratio	0.48	0.34		0.46	0.41	0.31		
v/c Ratio	0.36	0.76		0.60	0.79	0.30		
Control Delay	10.7	21.3		16.7	21.2	12.6		
Queue Delay	0.0	0.0		0.0	0.0	0.0		
Total Delay	10.7	21.3		16.7	21.2	12.6		
LOS	B	C		B	C	B		
Approach Delay		20.3			20.5	12.6		
Approach LOS		C			C	B		

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.9

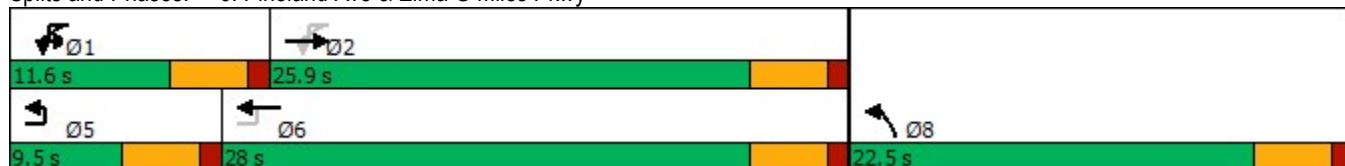
Intersection LOS: B

Intersection Capacity Utilization 54.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 6: Pineland Ave & Elma G Miles Pkwy



Lanes, Volumes, Timings

7: Elma G Miles Pkwy & Sharon St/Willowbrook Dr

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	0	0	34	0	0	11	52	25	756	6	20	8
Future Volume (vph)	0	0	34	0	0	11	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		0.865			0.865				0.999			
Flt Protected								0.950				0.950
Satd. Flow (prot)	0	1611	0	0	1611	0	0	1770	3536	0	0	1770
Flt Permitted								0.950				0.950
Satd. Flow (perm)	0	1611	0	0	1611	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)	0	0	37	0	0	12	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
Fr _t		0.850
Flt Protected		
Satd. Flow (prot)	3539	1583
Flt Permitted		
Satd. Flow (perm)	3539	1583
Link Speed (mph)	30	
Link Distance (ft)	379	
Travel Time (s)	8.6	
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		

Lanes, Volumes, Timings
8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Lane Configurations												
Traffic Volume (vph)	127	496	556	422	214	97	49	154	487	378	2	141
Future Volume (vph)	127	496	556	422	214	97	49	154	487	378	2	141
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		2	2		1		2		1		1
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95	1.00	0.95	0.97	0.95	1.00	0.95	1.00
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	1770
Flt Permitted	0.950			0.950				0.950				0.315
Satd. Flow (perm)	3433	3539	2787	3433	3539	1583	0	3433	3539	1583	0	587
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			182			127				109		
Link Speed (mph)		30			30				30			
Link Distance (ft)		1104			1467				582			
Travel Time (s)		25.1			33.3				13.2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	112%	112%	112%	112%	112%	112%	100%	112%	112%	112%	112%	112%
Adj. Flow (vph)	155	604	677	514	261	118	53	187	593	460	2	172
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	604	677	514	261	118	0	240	593	460	0	174
Enter Blocked Intersection	No											
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
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)	15		9	15		9	9	15		9	9	15
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (ft)	20	100	20	20	100	20	20	20	100	20	20	20
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	20
Detector 1 Type	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			
Detector 2 Size(ft)		6			6				6			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	pm+ov	pm+pt	pm+pt
Protected Phases	1	6		5	2		7	7	4	5	3	3



Lane Group	SWT	SWR
Lane Configurations	↑↑	↑
Traffic Volume (vph)	869	114
Future Volume (vph)	869	114
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)	250	
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
Right Turn on Red	Yes	
Satd. Flow (RTOR)	182	
Link Speed (mph)	30	
Link Distance (ft)	1359	
Travel Time (s)	30.9	
Peak Hour Factor	0.92	0.92
Growth Factor	112%	112%
Adj. Flow (vph)	1058	139
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1058	139
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (ft)	100	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	6	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)	94	
Detector 2 Size(ft)	6	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	8	

Lanes, Volumes, Timings

8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWU	SWL
Permitted Phases				6		2				4	8	8
Detector Phase	1	6	6	5	2	2	7	7	4	5	3	3
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	9.5	9.5	9.5
Total Split (s)	12.9	25.0	25.0	20.0	32.1	32.1	13.0	13.0	33.0	20.0	12.0	12.0
Total Split (%)	14.3%	27.8%	27.8%	22.2%	35.7%	35.7%	14.4%	14.4%	36.7%	22.2%	13.3%	13.3%
Maximum Green (s)	8.4	20.5	20.5	15.5	27.6	27.6	8.5	8.5	28.5	15.5	7.5	7.5
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	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
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	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		
Flash Dont Walk (s)		11.0	11.0		11.0	11.0				11.0		
Pedestrian Calls (#/hr)		0	0		0	0				0		
Act Effect Green (s)	8.1	20.1	20.1	15.3	27.3	27.3			8.5	28.5	48.3	35.0
Actuated g/C Ratio	0.09	0.22	0.22	0.17	0.31	0.31			0.10	0.32	0.54	0.39
v/c Ratio	0.50	0.76	0.88	0.88	0.24	0.21			0.74	0.53	0.51	0.53
Control Delay	44.8	39.5	39.2	53.8	24.0	4.9			54.2	27.1	12.0	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0
Total Delay	44.8	39.5	39.2	53.8	24.0	4.9			54.2	27.1	12.0	22.1
LOS	D	D	D	D	C	A			D	C	B	C
Approach Delay		39.9			38.6					26.7		
Approach LOS		D			D					C		

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 89.4

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 37.4

Intersection LOS: D

Intersection Capacity Utilization 83.5%

ICU Level of Service E

Analysis Period (min) 15

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



Lanes, Volumes, Timings

8: Elma G Miles Pkwy & Veterans Pkwy

09/26/2022



Lane Group	SWT	SWR
Permitted Phases		8
Detector Phase	8	8
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	32.0	32.0
Total Split (%)	35.6%	35.6%
Maximum Green (s)	27.5	27.5
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	4.5	4.5
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	None	None
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effect Green (s)	27.5	27.5
Actuated g/C Ratio	0.31	0.31
v/c Ratio	0.97	0.23
Control Delay	53.2	2.6
Queue Delay	0.0	0.0
Total Delay	53.2	2.6
LOS	D	A
Approach Delay	44.2	
Approach LOS	D	
Intersection Summary		

Lanes, Volumes, Timings
9: Elma G Miles Pkwy & Deals St

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWU	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
Future Volume (vph)	0	0	9	0	0	70	3	625	36	23	34	1041
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	1.00	0.95	0.95	0.95	1.00	0.95
Frt		0.865			0.865			0.992				
Flt Protected								0.950			0.950	
Satd. Flow (prot)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
Flt Permitted								0.950			0.950	
Satd. Flow (perm)	0	1481	0	0	1644	0	1787	3546	0	0	1787	3574
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%	102%	112%	112%
Heavy Vehicles (%)	11%	11%	11%	0%	0%	0%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	0	14	0	0	109	3	761	44	25	41	1254
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	109	0	3	805	0	0	66	1254
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	R NA	Left	Left
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	50.4%							ICU Level of Service A				
Analysis Period (min)	15											

Lane Group	SWR
Lane Configurations	1
Traffic Volume (vph)	3
Future Volume (vph)	3
Ideal Flow (vphpl)	1900
Storage Length (ft)	450
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1599
Flt Permitted	
Satd. Flow (perm)	1599
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.93
Growth Factor	100%
Heavy Vehicles (%)	1%
Adj. Flow (vph)	3
Shared Lane Traffic (%)	
Lane Group Flow (vph)	3
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)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings

10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022

	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
Future Volume (vph)	23	0	31	5	0	4	31	49	599	7	9	685
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	0
Storage Lanes	0		0	0		0		1		0	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	1.00	0.95
Frt		0.922			0.940				0.998			
Flt Protected		0.979			0.973			0.950			0.950	
Satd. Flow (prot)	0	1681	0	0	1738	0	0	1770	3532	0	1770	3539
Flt Permitted		0.915			0.920			0.248			0.372	
Satd. Flow (perm)	0	1571	0	0	1643	0	0	462	3532	0	693	3539
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)		119			119				3			
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%	100%	112%	100%	100%	112%
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	0	34	5	0	4	34	53	729	8	10	834
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	0	0	9	0	0	87	737	0	10	834
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)		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	
Number of Detectors	1	2			1	2		1	1	2		1
Detector Template	Left	Thru			Left	Thru		Left	Left	Thru		Left
Leading Detector (ft)	20	100			20	100		20	20	100		20
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	20	6		20
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	Perm	NA			Perm	NA		D.P+P	D.P+P		Perm	NA

Lane Group	SWR
Lane Configurations	1
Traffic Volume (vph)	66
Future Volume (vph)	66
Ideal Flow (vphpl)	1900
Storage Length (ft)	150
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)	119
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Heavy Vehicles (%)	2%
Adj. Flow (vph)	72
Shared Lane Traffic (%)	
Lane Group Flow (vph)	72
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)	60
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

Lanes, Volumes, Timings

10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr

09/26/2022



Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Protected Phases		6			2		7	7	4			8
Permitted Phases	6				2		8	8			8	
Detector Phase	6	6		2	2		7	7	4		8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0		5.0	5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	9.5	22.5		22.5	22.5
Total Split (s)	23.0	23.0		23.0	23.0		9.5	9.5	32.0		22.5	22.5
Total Split (%)	41.8%	41.8%		41.8%	41.8%		17.3%	17.3%	58.2%		40.9%	40.9%
Maximum Green (s)	18.5	18.5		18.5	18.5		5.0	5.0	27.5		18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5		3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5	4.5		4.5	4.5
Lead/Lag							Lead	Lead			Lag	Lag
Lead-Lag Optimize?							Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0		3.0	3.0
Recall Mode	Max	Max		Max	Max		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)	18.9			18.9			18.8	21.3			16.2	16.2
Actuated g/C Ratio	0.38			0.38			0.38	0.43			0.33	0.33
v/c Ratio	0.09			0.01			0.28	0.48			0.04	0.72
Control Delay	1.0			0.0			10.1	10.7			13.4	19.4
Queue Delay	0.0			0.0			0.0	0.0			0.0	0.0
Total Delay	1.0			0.0			10.1	10.7			13.4	19.4
LOS	A			A			B	B			B	B
Approach Delay	1.0							10.6				18.0
Approach LOS	A							B				B

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 49.4

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 14.0

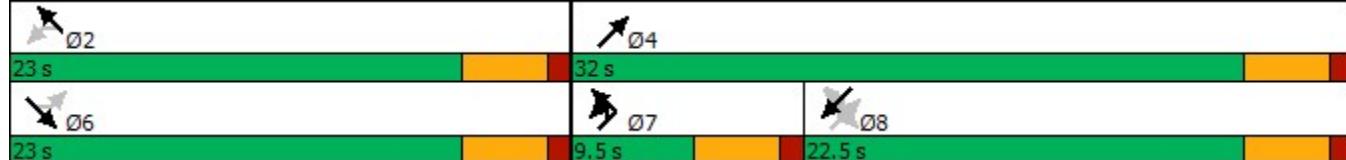
Intersection LOS: B

Intersection Capacity Utilization 41.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 10: Elma G Miles Pkwy & Surrey Rd/Arlington Dr





Lane Group	SWR
Protected Phases	
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 (%)	40.9%
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)	16.2
Actuated g/C Ratio	0.33
v/c Ratio	0.12
Control Delay	1.8
Queue Delay	0.0
Total Delay	1.8
LOS	A
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
11: Elma G Miles Pkwy & Hospital

09/26/2022

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEU	NEL	NET	NER	SWL	SWT
Lane Configurations												
Traffic Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
Future Volume (vph)	8	2	11	32	6	24	5	6	635	14	18	735
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	
Storage Lanes	0		1	0		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	0.95	1.00	0.95	1.00	1.00	0.95
Frt			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	0	1770	3539	1583	1770	3539
Flt Permitted		0.961			0.960			0.950			0.950	
Satd. Flow (perm)	0	1790	1583	0	1788	1583	0	1770	3539	1583	1770	3539
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%	112%	100%	112%	100%	100%	112%
Adj. Flow (vph)	9	2	12	35	7	26	6	7	773	15	20	895
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	12	0	42	26	0	13	773	15	20	895
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)		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	SWR
Lane Configurations	1
Traffic Volume (vph)	8
Future Volume (vph)	8
Ideal Flow (vphpl)	1900
Storage Length (ft)	220
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
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.92
Growth Factor	100%
Adj. Flow (vph)	9
Shared Lane Traffic (%)	
Lane Group Flow (vph)	9
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)	60
Sign Control	
Intersection Summary	

Lanes, Volumes, Timings

12: Elma G Miles Pkwy & General Screven Way

09/26/2022

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			609			1127	
Travel Time (s)		23.7			22.0			13.8			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											
Lane Alignment	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										
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										
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										
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												

Lanes, Volumes, Timings

12: Elma G Miles Pkwy & General Screven Way

09/26/2022

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 Optimize?	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	

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

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

