APPENDIX

E

COLLECTED TRAFFIC DATA

COLLECTED TRAFFIC VOLUME DATA

SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Latta_AM
Site Code : 00280351
Start Date : 12/11/2008
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Dewey Avenue Southbound				Latta Road Westbound				Dewey Avenue Northbound				Latta Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	14	49	6	0	4	69	18	0	10	15	39	0	30	45	6	0	305
07:15 AM	19	34	3	0	2	53	17	0	12	6	19	0	44	39	8	0	256
07:30 AM	17	54	4	0	7	52	20	0	12	18	43	0	28	51	9	0	315
07:45 AM	20	34	15	0	0	72	19	0	14	14	35	0	40	45	13	0	321
Total	70	171	28	0	13	246	74	0	48	53	136	0	142	180	36	0	1197
08:00 AM	18	37	12	0	2	44	23	0	16	8	34	0	25	58	10	0	287
08:15 AM	19	42	4	0	3	37	25	0	14	12	24	0	21	41	5	0	247
08:30 AM	9	30	5	0	5	64	19	0	28	19	40	0	26	48	11	0	304
08:45 AM	9	40	16	0	12	67	23	0	18	23	35	0	22	47	15	0	327
Total	55	149	37	0	22	212	90	0	76	62	133	0	94	194	41	0	1165
Grand Total	125	320	65	0	35	458	164	0	124	115	269	0	236	374	77	0	2362
Apprch %	24.5	62.7	12.7	0	5.3	69.7	25	0	24.4	22.6	53	0	34.4	54.4	11.2	0	
Total %	5.3	13.5	2.8	0	1.5	19.4	6.9	0	5.2	4.9	11.4	0	10	15.8	3.3	0	
Unshifted	125	320	65	0	35	458	164	0	124	115	269	0	236	374	77	0	2362
% Unshifted	100	100	100	0	100	100	100	0	100	100	100	0	100	100	100	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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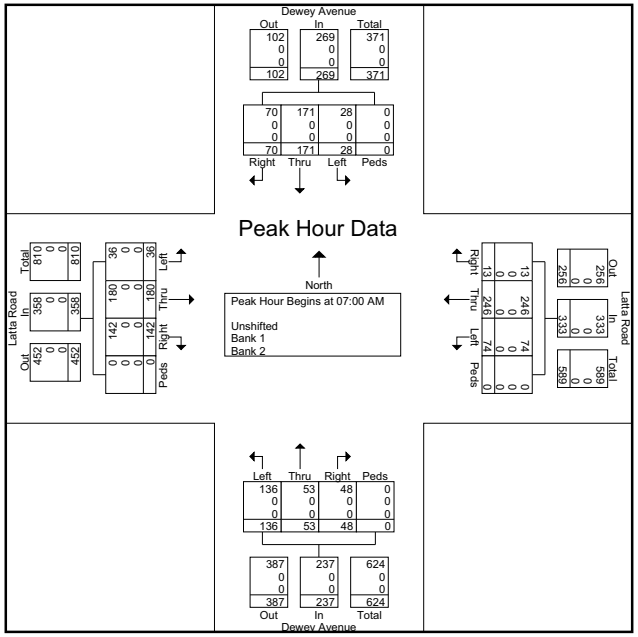
File Name : Dewey_Latta_AM
Site Code : 00280351
Start Date : 12/11/2008
Page No : 2

	Dewey Avenue Southbound					Latta Road Westbound					Dewey Avenue Northbound					Latta Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	14	49	6	0	69	4	69	18	0	**91**	10	15	39	0	64	30	45	6	0	81	305
07:15 AM	19	34	3	0	56	2	53	17	0	72	12	6	19	0	37	**44**					
07:30 AM	**17**	**54**	4	0	**75**	**7**	52	**20**	**0**	**79**	**12**	**18**	**43**	0	**73**	28	**51**	9	0	88	315
07:45 AM	**20**		**15**				**72**				**14**							**13**		**98**	**321**
Total Volume	70	171	28	0	269	13	246	74	0	333	48	53	136	0	237	142	180	36	0	358	1197
% App. Total	26	63.6	10.4	0		3.9	73.9	22.2	0		20.3	22.4	57.4	0		39.7	50.3	10.1	0		
PHF	.875	.792	.467	.000	.897	.464	.854	.925	.000	.915	.857	.736	.791	.000	.812	.807	.882	.692	.000	.913	.932
Unshifted	70	171	28	0	269	13	246	74	0	333	48	53	136	0	237	142	180	36	0	358	1197
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Latta_PM
Site Code : 00280351
Start Date : 12/11/2008
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Dewey Avenue Southbound				Latta Road Westbound				Dewey Avenue Northbound				Latta Road Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	16	46	11	0	6	64	27	0	41	57	55	0	28	72	21	0	444
04:15 PM	17	35	9	0	2	69	27	0	41	33	64	0	29	84	29	0	439
04:30 PM	32	41	8	0	5	45	40	0	38	55	41	0	33	92	23	0	453
04:45 PM	11	38	9	0	6	58	31	0	42	57	47	0	32	59	21	0	411
Total	76	160	37	0	19	236	125	0	162	202	207	0	122	307	94	0	1747
05:00 PM	15	30	13	0	5	47	32	0	43	59	51	0	30	75	27	0	427
05:15 PM	12	34	9	0	4	60	29	0	34	46	59	0	26	69	27	0	409
05:30 PM	16	48	13	0	5	52	22	0	33	38	44	0	33	60	28	0	392
05:45 PM	20	49	11	0	5	54	20	0	36	60	46	0	25	73	19	0	418
Total	63	161	46	0	19	213	103	0	146	203	200	0	114	277	101	0	1646
Grand Total	139	321	83	0	38	449	228	0	308	405	407	0	236	584	195	0	3393
Apprch %	25.6	59.1	15.3	0	5.3	62.8	31.9	0	27.5	36.2	36.3	0	23.3	57.5	19.2	0	
Total %	4.1	9.5	2.4	0	1.1	13.2	6.7	0	9.1	11.9	12	0	7	17.2	5.7	0	
Unshifted	139	321	83	0	38	449	228	0	308	405	407	0	236	584	195	0	3393
% Unshifted	100	100	100	0	100	100	100	0	100	100	100	0	100	100	100	0	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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File Name : Dewey_Latta_PM
Site Code : 00280351
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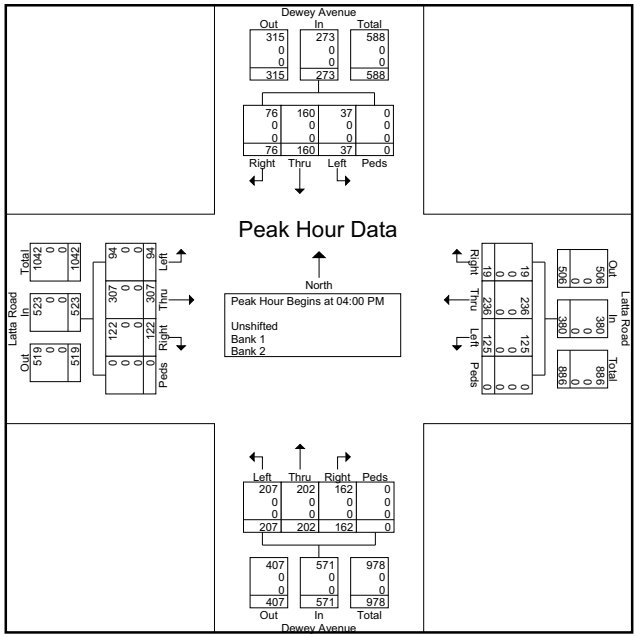
	Dewey Avenue Southbound					Latta Road Westbound					Dewey Avenue Northbound					Latta Road Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	16	**46**	**11**			**6**	64	27	0	97	41	**57**			**153**	28	72	21	0	121	444
04:15 PM	17	35	9	0	61	2	**69**			**98**	41	33	**64**	0	138	29	84	**29**			
04:30 PM	**32**	**41**	**8**	**0**	**81**	5	45	**40**	**0**	**90**	**38**	**55**	**41**	**0**	**134**	**33**	**92**	23	0	**148**	**453**
04:45 PM	11	38	9	0	58	6	58	31	0	95	**42**										
Total Volume	76	160	37	0	273	19	236	125	0	380	162	202	207	0	571	122	307	94	0	523	1747
% App. Total	27.8	58.6	13.6	0		5	62.1	32.9	0		28.4	35.4	36.3	0		23.3	58.7	18	0		
PHF	.594	.870	.841	.000	.843	.792	.855	.781	.000	.969	.964	.886	.809	.000	.933	.924	.834	.810	.000	.883	.964
Unshifted	76	160	37	0	273	19	236	125	0	380	162	202	207	0	571	122	307	94	0	523	1747
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Maiden_AM
Site Code : 00280352
Start Date : 12/11/2008
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Dewey Avenue Southbound				Westbound				Dewey Avenue Northbound				Maiden Lane Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	10	100	0	0	0	0	0	0	0	47	36	0	27	0	7	0	227
07:15 AM	11	128	0	0	0	0	0	0	0	58	30	0	46	0	7	1	281
07:30 AM	12	179	0	0	0	0	0	0	0	60	35	0	30	1	5	0	322
07:45 AM	10	152	0	0	0	0	0	0	0	72	57	0	48	0	4	0	343
Total	43	559	0	0	0	0	0	0	0	237	158	0	151	1	23	1	1173
08:00 AM	9	110	0	0	0	0	0	0	0	43	21	0	42	0	7	0	232
08:15 AM	11	109	0	0	0	0	0	0	0	50	20	0	35	0	2	0	227
08:30 AM	5	109	0	0	0	0	0	0	0	62	21	0	20	0	7	0	224
08:45 AM	11	109	0	0	0	0	0	0	0	53	20	0	25	0	9	0	227
Total	36	437	0	0	0	0	0	0	0	208	82	0	122	0	25	0	910
Grand Total	79	996	0	0	0	0	0	0	0	445	240	0	273	1	48	1	2083
Apprch %	7.3	92.7	0	0	0	0	0	0	0	65	35	0	84.5	0.3	14.9	0.3	
Total %	3.8	47.8	0	0	0	0	0	0	0	21.4	11.5	0	13.1	0	2.3	0	
Unshifted	79	996	0	0	0	0	0	0	0	445	240	0	273	1	48	1	2083
% Unshifted	100	100	0	0	0	0	0	0	0	100	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SRF & Associates
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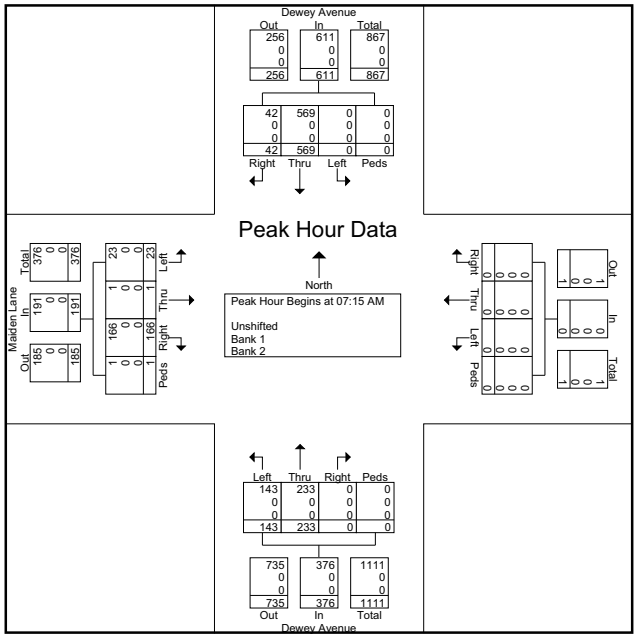
File Name : Dewey_Maiden_AM
Site Code : 00280352
Start Date : 12/11/2008
Page No : 2

	Dewey Avenue Southbound					Westbound					Dewey Avenue Northbound					Maiden Lane Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	11	128	0	0	139	0	0	0	0	0	0	58	30	0	88	46	0	**7**	**1**	**54**	281
07:30 AM	**12**	**179**	0	0	**191**	0	0	0	0	0	0	60	35	0	95	30	**1**	5	0	36	322
07:45 AM	10	152	0	0	162	0	0	0	0	0	0	**72**	**57**	0	**129**	**48**					**343**
08:00 AM	9	110	0	0	119	0	0	0	0	0	0	43	21	0	64	42	0	7	0	49	232
Total Volume	42	569	0	0	611	0	0	0	0	0	0	233	143	0	376	166	1	23	1	191	1178
% App. Total	6.9	93.1	0	0		0	0	0	0		0	62	38	0		86.9	0.5	12	0.5		
PHF	.875	.795	.000	.000	.800	.000	.000	.000	.000	.000	.000	.809	.627	.000	.729	.865	.250	.821	.250	.884	.859
Unshifted	42	569	0	0	611	0	0	0	0	0	0	233	143	0	376	166	1	23	1	191	1178
% Unshifted	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Maiden_PM
Site Code : 00280352
Start Date : 12/11/2008
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	Dewey Avenue Southbound				Westbound				Dewey Avenue Northbound				Maiden Lane Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	14	92	0	0	0	0	0	0	0	147	56	0	66	0	17	0	392
04:15 PM	15	119	0	0	0	0	0	0	0	131	62	0	49	0	28	1	405
04:30 PM	16	118	0	0	0	0	0	0	0	135	62	0	56	0	22	0	409
04:45 PM	4	126	0	0	0	0	0	0	0	152	64	0	75	0	24	0	445
Total	49	455	0	0	0	0	0	0	0	565	244	0	246	0	91	1	1651
05:00 PM	11	91	0	0	0	0	0	0	1	147	49	0	61	4	13	0	377
05:15 PM	7	108	0	0	0	0	0	0	0	163	55	0	57	2	20	0	412
05:30 PM	15	94	0	0	0	0	0	0	0	161	64	0	45	0	24	0	403
05:45 PM	22	112	0	0	0	0	0	0	0	107	60	0	62	3	23	0	389
Total	55	405	0	0	0	0	0	0	1	578	228	0	225	9	80	0	1581
Grand Total	104	860	0	0	0	0	0	0	1	1143	472	0	471	9	171	1	3232
Apprch %	10.8	89.2	0	0	0	0	0	0	0.1	70.7	29.2	0	72.2	1.4	26.2	0.2	
Total %	3.2	26.6	0	0	0	0	0	0	0	35.4	14.6	0	14.6	0.3	5.3	0	
Unshifted	104	860	0	0	0	0	0	0	1	1143	472	0	471	9	171	1	3232
% Unshifted	100	100	0	0	0	0	0	0	100	100	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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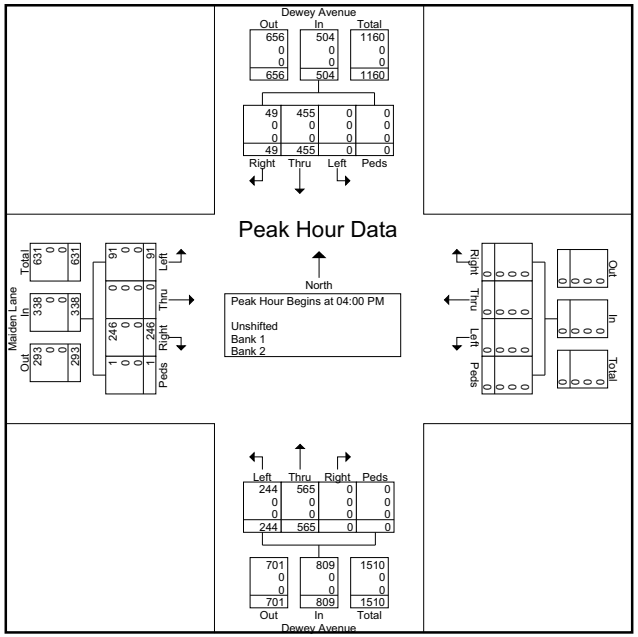
File Name : Dewey_Maiden_PM
Site Code : 00280352
Start Date : 12/11/2008
Page No : 2

	Dewey Avenue Southbound					Westbound					Dewey Avenue Northbound					Maiden Lane Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	14	92	0	0	106	0	0	0	0	0	0	147	56	0	203	66	0	17	0	83	392
04:15 PM	15	119	0	0	**134**	0	0	0	0	0	0	131	62	0	193	49	0	**28**	**1**		
04:30 PM	**16**	**118**	**0**	**0**	**134**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**62**	**0**	**197**	**56**	**0**	**22**	**0**	**78**	**409**
04:45 PM	**4**	**126**	0	0	130	0	0	0	0	0	0	**152**	**64**	0	**216**	**75**	**0**	**24**	**0**	**99**	**445**
Total Volume	49	455	0	0	504	0	0	0	0	0	0	565	244	0	809	246	0	91	1	338	1651
% App. Total	9.7	90.3	0	0		0	0	0	0		0	69.8	30.2	0		72.8	0	26.9	0.3		
PHF	.766	.903	.000	.000	.940	.000	.000	.000	.000	.000	.000	.929	.953	.000	.936	.820	.000	.813	.250	.854	.928
Unshifted	49	455	0	0	504	0	0	0	0	0	0	565	244	0	809	246	0	91	1	338	1651
% Unshifted	100	100	0	0	100	0	0	0	0	0	0	100	100	0	100	100	0	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_McCall_AM
Site Code : 00000000
Start Date : 1/22/2009
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	DEWEY AVE Southbound				MCCALL RD Westbound				DEWEY AVE Northbound				MCCALL RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	3	146	3	0	1	0	0	0	2	46	4	0	22	1	2	0	230
07:15 AM	9	159	2	0	0	0	0	0	0	45	1	0	26	1	4	0	247
07:30 AM	2	204	1	0	0	2	0	0	0	53	5	0	25	3	4	0	299
07:45 AM	9	198	1	0	0	0	0	0	1	73	3	0	20	2	6	0	313
Total	23	707	7	0	1	2	0	0	3	217	13	0	93	7	16	0	1089
08:00 AM	2	128	2	0	1	0	1	0	2	56	4	0	27	0	9	0	232
08:15 AM	3	141	1	0	1	0	1	0	2	70	4	0	9	0	2	0	234
08:30 AM	14	120	1	0	1	0	2	0	0	57	3	0	16	1	8	0	223
08:45 AM	5	114	2	0	0	3	1	0	3	67	5	0	18	1	5	1	225
Total	24	503	6	0	3	3	5	0	7	250	16	0	70	2	24	1	914
Grand Total	47	1210	13	0	4	5	5	0	10	467	29	0	163	9	40	1	2003
Apprch %	3.7	95.3	1	0	28.6	35.7	35.7	0	2	92.3	5.7	0	76.5	4.2	18.8	0.5	
Total %	2.3	60.4	0.6	0	0.2	0.2	0.2	0	0.5	23.3	1.4	0	8.1	0.4	2	0	
Unshifted	47	1210	13	0	4	5	5	0	10	467	29	0	163	9	40	1	2003
% Unshifted	100	100	100	0	100	100	100	0	100	100	100	0	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SRF & Associates
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File Name : Dewey_McCall_AM
Site Code : 00000000
Start Date : 1/22/2009
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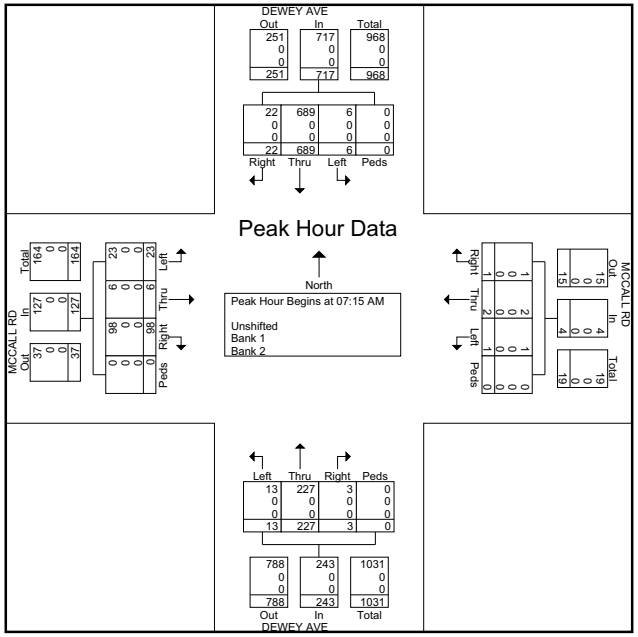
	DEWEY AVE Southbound					MCCALL RD Westbound					DEWEY AVE Northbound					MCCALL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**9**		**2**																		
07:30 AM	**2**	**204**	1	0	207	0	**2**	**0**	**0**	**2**	0	53	**5**	0	58	25	**3**	4	0	32	299
07:45 AM	9	198	1	0	**208**	0	0	0	0	0	1	**73**			**77**	20	2	6	0	28	**313**
08:00 AM	2	128	2	0	132	**1**	0	**1**			**2**					**27**		**9**		**36**	232
Total Volume	22	689	6	0	717	1	2	1	0	4	3	227	13	0	243	98	6	23	0	127	1091
% App. Total	3.1	96.1	0.8	0		25	50	25	0		1.2	93.4	5.3	0		77.2	4.7	18.1	0		
PHF	.611	.844	.750	.000	.862	.250	.250	.250	.000	.500	.375	.777	.650	.000	.789	.907	.500	.639	.000	.882	.871
Unshifted	22	689	6	0	717	1	2	1	0	4	3	227	13	0	243	98	6	23	0	127	1091
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
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File Name : Dewey_McCall_PM
Site Code : 00000000
Start Date : 1/21/2009
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	DEWEY AVE Southbound				MCCALL RD Westbound				DEWEY AVE Northbound				MCCALL RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	14	106	2	0	3	3	1	0	2	200	28	0	18	3	20	0	400
04:15 PM	9	77	3	0	6	1	1	0	2	194	17	0	6	2	10	0	328
04:30 PM	13	112	0	0	5	1	2	0	2	144	21	3	23	1	15	0	342
04:45 PM	13	106	1	0	2	3	1	0	1	155	19	0	11	2	11	0	325
Total	49	401	6	0	16	8	5	0	7	693	85	3	58	8	56	0	1395
05:00 PM	8	110	1	0	0	1	0	0	0	166	21	0	11	0	18	0	336
05:15 PM	11	110	0	0	0	0	0	0	0	199	30	1	14	0	19	0	384
05:30 PM	8	97	0	0	0	0	1	0	0	144	15	0	9	0	16	1	291
05:45 PM	8	89	0	0	1	0	0	0	0	129	21	0	9	0	6	0	263
Total	35	406	1	0	1	1	1	0	0	638	87	1	43	0	59	1	1274
Grand Total	84	807	7	0	17	9	6	0	7	1331	172	4	101	8	115	1	2669
Apprch %	9.4	89.9	0.8	0	53.1	28.1	18.8	0	0.5	87.9	11.4	0.3	44.9	3.6	51.1	0.4	
Total %	3.1	30.2	0.3	0	0.6	0.3	0.2	0	0.3	49.9	6.4	0.1	3.8	0.3	4.3	0	
Unshifted	84	807	7	0	17	9	6	0	7	1331	172	4	101	8	115	1	2669
% Unshifted	100	100	100	0	100	100	100	0	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_McCall_PM
Site Code : 00000000
Start Date : 1/21/2009
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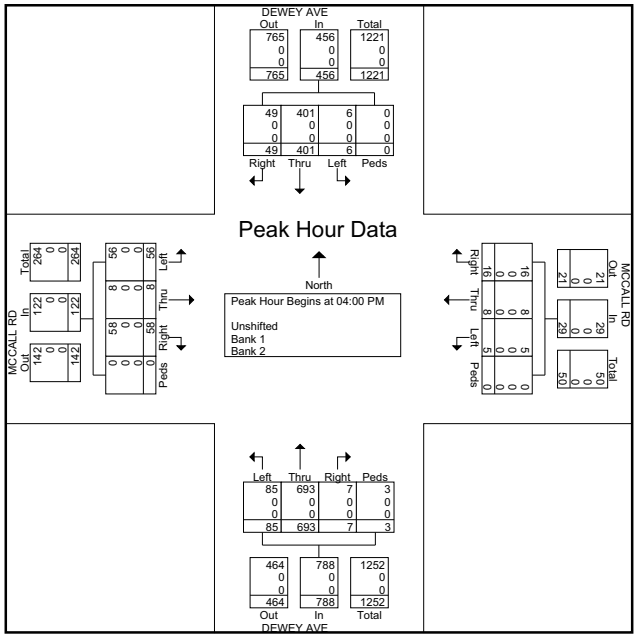
	DEWEY AVE Southbound					MCCALL RD Westbound					DEWEY AVE Northbound					MCCALL RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	**14**						**3**				**2**	**200**	**28**	0	**230**	18	**3**	**20**		**41**	**400**
04:15 PM	9	77	**3**			**6**	1	1	0	**8**	2	194	17	0	213	6	2	10	0	18	328
04:30 PM	13	**112**	0	0	**125**	5	1	**2**						**3**		**23**					
04:45 PM	**13**	**106**	**1**	**0**	**120**	**2**	**3**	**1**	**0**	**6**	**1**	**155**	**19**	**0**	**175**	**11**	**2**	**11**	**0**	**24**	**325**
Total Volume	49	401	6	0	456	16	8	5	0	29	7	693	85	3	788	58	8	56	0	122	1395
% App. Total	10.7	87.9	1.3	0		55.2	27.6	17.2	0		0.9	87.9	10.8	0.4		47.5	6.6	45.9	0		
PHF	.875	.895	.500	.000	.912	.667	.667	.625	.000	.906	.875	.866	.759	.250	.857	.630	.667	.700	.000	.744	.872
Unshifted	49	401	6	0	456	16	8	5	0	29	7	693	85	3	788	58	8	56	0	122	1395
% Unshifted	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Stone_AM
Site Code : 00000000
Start Date : 12/11/2008
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Groups Printed- Unshifted - Bank 1 - Bank 2

	DEWEY AVE Southbound				STONE RD Westbound				DEWEY AVE Northbound				STONE RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	13	96	23	1	31	80	10	1	7	42	10	0	2	21	6	0	343
07:15 AM	31	123	35	0	23	84	16	0	4	54	15	0	5	27	7	0	424
07:30 AM	33	160	16	0	32	77	12	0	6	63	12	0	5	32	4	0	452
07:45 AM	21	158	20	0	36	81	10	1	6	66	10	0	2	26	19	0	456
Total	98	537	94	1	122	322	48	2	23	225	47	0	14	106	36	0	1675
08:00 AM	25	116	20	0	22	56	9	2	3	51	19	0	6	19	8	0	356
08:15 AM	15	112	26	0	15	46	11	0	7	44	14	1	15	18	7	1	332
08:30 AM	18	82	15	3	27	53	5	1	7	47	11	0	9	29	13	0	320
08:45 AM	25	104	24	3	16	54	2	1	9	43	9	1	9	35	14	0	349
Total	83	414	85	6	80	209	27	4	26	185	53	2	39	101	42	1	1357
Grand Total	181	951	179	7	202	531	75	6	49	410	100	2	53	207	78	1	3032
Apprch %	13.7	72.2	13.6	0.5	24.8	65.2	9.2	0.7	8.7	73.1	17.8	0.4	15.6	61.1	23	0.3	
Total %	6	31.4	5.9	0.2	6.7	17.5	2.5	0.2	1.6	13.5	3.3	0.1	1.7	6.8	2.6	0	
Unshifted	181	951	179	7	202	531	75	6	49	410	100	2	53	207	78	1	3032
% Unshifted	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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3495 Winton Place, Bldg E, Suite 110
Rochester, NY 14623

File Name : Dewey_Stone_AM
Site Code : 00000000
Start Date : 12/11/2008
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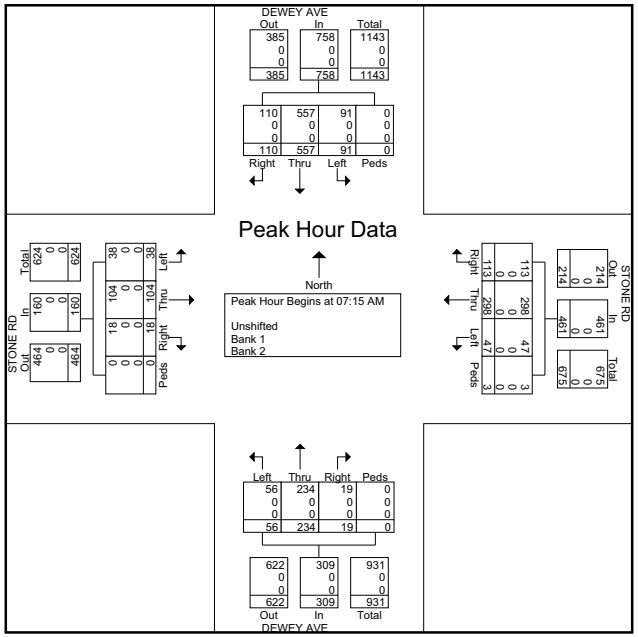
	DEWEY AVE Southbound					STONE RD Westbound					DEWEY AVE Northbound					STONE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	31	123	**35**				**84**	**16**													
07:30 AM	**33**	**160**	16	0	**209**	32	77	12	0	121	**6**	**63**	**12**	**0**	**81**	**5**	**32**	4	0	41	452
07:45 AM	21	158	20	0	199	**36**	81	10	1	**128**	6	**66**			**82**	2	26	**19**		**47**	**456**
08:00 AM	25	116	20	0	161	22	56	9	**2**	89	3	51	**19**	0	73	**6**					
Total Volume	110	557	91	0	758	113	298	47	3	461	19	234	56	0	309	18	104	38	0	160	1688
% App. Total	14.5	73.5	12	0		24.5	64.6	10.2	0.7		6.1	75.7	18.1	0		11.2	65	23.8	0		
PHF	.833	.870	.650	.000	.907	.785	.887	.734	.375	.900	.792	.886	.737	.000	.942	.750	.813	.500	.000	.851	.925
Unshifted	110	557	91	0	758	113	298	47	3	461	19	234	56	0	309	18	104	38	0	160	1688
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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Rochester, NY 14623

File Name : Dewey_Stone_PM
Site Code : 00000000
Start Date : 12/11/2008
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Groups Printed- Unshifted - Bank 1 - Bank 2

	DEWEY AVE Southbound				STONE RD Westbound				DEWEY AVE Northbound				STONE RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	14	122	57	0	35	44	13	0	11	149	29	0	16	64	22	0	576
04:15 PM	22	98	41	0	43	53	13	1	17	135	27	2	15	92	32	1	592
04:30 PM	29	95	47	0	39	63	22	0	15	143	22	0	17	88	27	0	607
04:45 PM	27	125	69	0	43	58	17	1	17	143	17	1	10	78	26	0	632
Total	92	440	214	0	160	218	65	2	60	570	95	3	58	322	107	1	2407
05:00 PM	19	108	39	0	30	46	10	0	23	156	22	0	7	78	39	0	577
05:15 PM	24	108	56	0	35	54	13	2	13	147	11	0	12	102	33	0	610
05:30 PM	22	92	35	0	43	53	8	0	11	159	18	0	20	68	29	0	558
05:45 PM	26	111	51	0	39	49	8	0	19	118	19	0	15	79	31	0	565
Total	91	419	181	0	147	202	39	2	66	580	70	0	54	327	132	0	2310
Grand Total	183	859	395	0	307	420	104	4	126	1150	165	3	112	649	239	1	4717
Apprch %	12.7	59.8	27.5	0	36.8	50.3	12.5	0.5	8.7	79.6	11.4	0.2	11.2	64.8	23.9	0.1	
Total %	3.9	18.2	8.4	0	6.5	8.9	2.2	0.1	2.7	24.4	3.5	0.1	2.4	13.8	5.1	0	
Unshifted	183	859	395	0	307	420	104	4	126	1150	165	3	112	649	239	1	4717
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Rochester, NY 14623

File Name : Dewey_Stone_PM
Site Code : 00000000
Start Date : 12/11/2008
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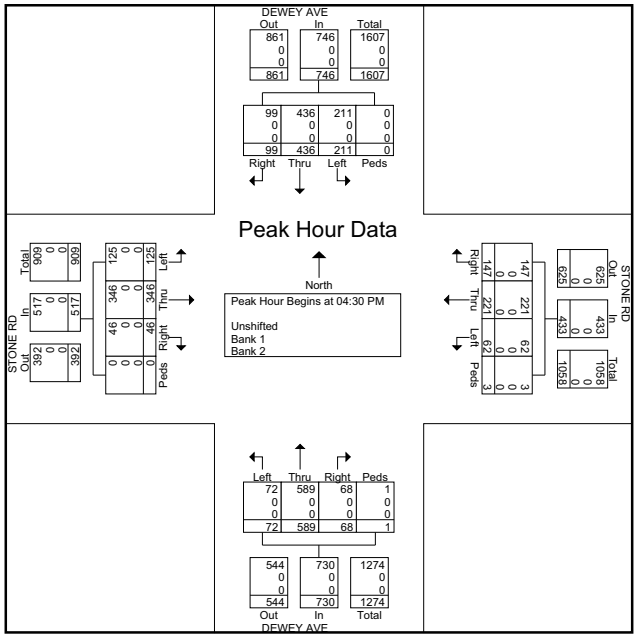
	DEWEY AVE Southbound					STONE RD Westbound					DEWEY AVE Northbound					STONE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**29**						**63**	**22**		**124**	15	143	**22**	0	180	**17**					
04:45 PM	**27**	**125**	**69**	**0**	**221**	**43**	58	17	1	119	17	143	17	**1**	**178**	**10**	**78**	**26**	**0**	**114**	**632**
05:00 PM	19	108	39	0	166	30	46	10	0	86	**23**	**156**			**201**	7	78	**39**			
05:15 PM	**24**	**108**	**56**	**0**	**188**	**35**	**54**	**13**	**2**	104	13	147	11	0	171	12	**102**	33	0	**147**	610
Total Volume	99	436	211	0	746	147	221	62	3	433	68	589	72	1	730	46	346	125	0	517	2426
% App. Total	13.3	58.4	28.3	0		33.9	51	14.3	0.7		9.3	80.7	9.9	0.1		8.9	66.9	24.2	0		
PHF	.853	.872	.764	.000	.844	.855	.877	.705	.375	.873	.739	.944	.818	.250	.908	.676	.848	.801	.000	.879	.960
Unshifted	99	436	211	0	746	147	221	62	3	433	68	589	72	1	730	46	346	125	0	517	2426
% Unshifted	100	100	100	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, New York 14623
Phone: 585.272.4660

File Name : Route18.Denise.PM
Site Code : 00025070
Start Date : 11/4/2005
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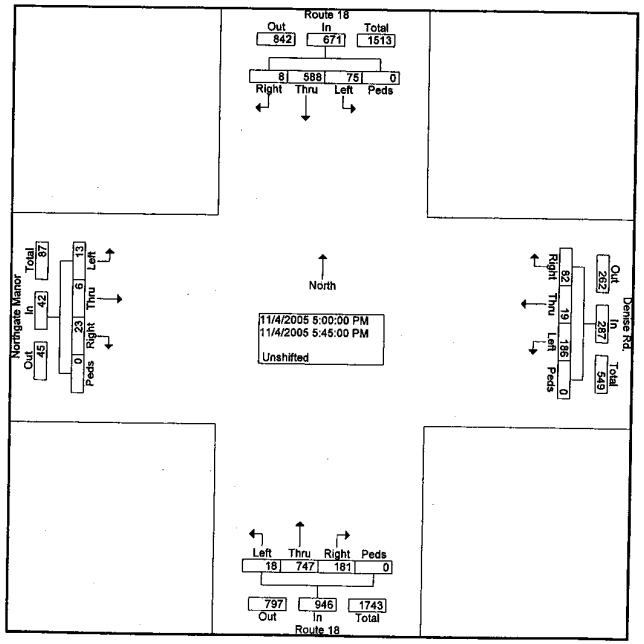
	Route 18 Southbound					Denise Rd. Westbound					Route 18 Northbound					Northgate Manor Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	8	588	75	0	671	82	19	186	0	287	181	747	18	0	946	23	6	13	0	42	1946
Percent	1.2	87.6	11.2	0.0		28.6	6.6	64.8	0.0		19.1	79.0	1.9	0.0		54.8	14.3	31.0	0.0		
05:30 Volume	2	171	17	0	190	15	6	44	0	65	48	193	6	0	247	6	3	3	0	12	514
Peak Factor																					0.946
High Int.	05:30 PM					05:00 PM					05:15 PM					05:30 PM					
Volume	2	171	17	0	190	24	2	50	0	76	58	199	4	0	261	6	3	3	0	12	
Peak Factor					0.88					0.94					0.90					0.87	
					3					4					6					5	



SRF & Associates
3495 Winton Place, Bldg E, Suite 110
Rochester, New York 14623
Phone: 585.272.4660

File Name : Route18.Denise.PM
Site Code : 00025070
Start Date : 11/4/2005
Page No : 1

Groups Printed- Unshifted

	Route 18 Southbound				Denise Rd. Westbound				Route 18 Northbound				Northgate Manor Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	5	120	19	0	22	7	35	0	40	180	5	0	4	2	2	0	441
04:15 PM	2	131	20	0	19	2	35	0	42	174	6	0	7	0	1	0	439
04:30 PM	0	122	19	0	21	0	31	0	47	168	4	0	5	4	3	0	424
04:45 PM	3	136	13	0	20	1	32	0	45	166	7	0	2	1	6	0	432
Total	10	509	71	0	82	10	133	0	174	688	22	0	18	7	12	0	1736
05:00 PM	1	135	15	0	24	2	50	0	41	178	3	0	4	0	6	0	459
05:15 PM	2	141	21	0	20	3	50	0	58	199	4	0	6	2	3	0	509
05:30 PM	2	171	17	0	15	6	44	0	48	193	6	0	6	3	3	0	514
05:45 PM	3	141	22	0	23	8	42	0	34	177	5	0	7	1	1	0	464
Total	8	588	75	0	82	19	186	0	181	747	18	0	23	6	13	0	1946
Grand Total	18	1097	146	0	164	29	319	0	355	1435	40	0	41	13	25	0	3682
Apprch %	1.4	87.0	11.6	0.0	32.0	5.7	62.3	0.0	19.4	78.4	2.2	0.0	51.9	16.5	31.6	0.0	
Total %	0.5	29.8	4.0	0.0	4.5	0.8	8.7	0.0	9.6	39.0	1.1	0.0	1.1	0.4	0.7	0.0	

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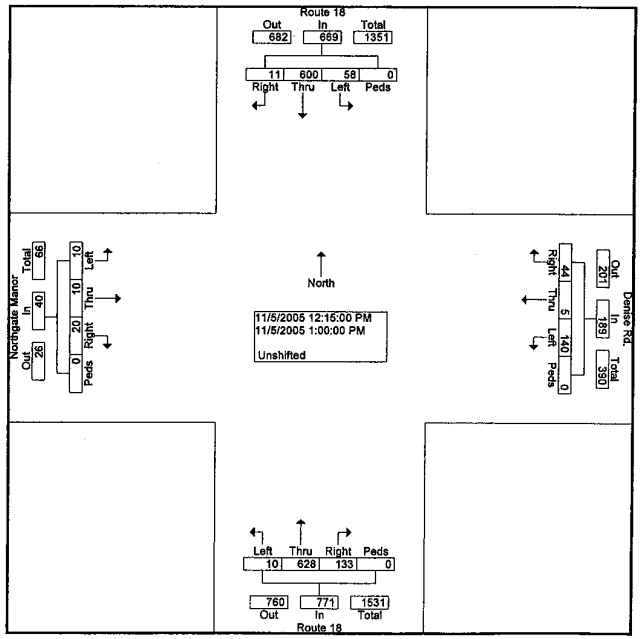
File Name : Route18.Denise.SAT
Site Code : 00025070
Start Date : 11/5/2005
Page No : 2

	Route 18 Southbound					Denise Rd. Westbound					Route 18 Northbound					Northgate Manor Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:30 AM to 01:15 PM - Peak 1 of 1																					
Intersection	12:15 PM																				
Volume	11	600	58	0	669	44	5	140	0	189	133	628	10	0	771	20	10	10	0	40	1669
Percent	1.6	89.7	8.7	0.0		23.3	2.6	74.1	0.0		17.3	81.5	1.3	0.0		50.0	25.0	25.0	0.0		
01:00 Volume	3	147	18	0	168	11	1	38	0	50	40	162	3	0	205	5	5	0	0	10	433
Peak Factor																					0.964
High Int.	12:15 PM					12:30 PM					01:00 PM					12:15 PM					
Volume	1	164	16	0	181	11	2	41	0	54	40	162	3	0	205	5	2	4	0	11	
Peak Factor					0.924					0.875					0.940					0.909	



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3495 Winton Place, Bldg E, Suite 110
Rochester, New York 14623
Phone: 585.272.4660

File Name : Route18.Denise.SAT
Site Code : 00025070
Start Date : 11/5/2005
Page No : 1

Groups Printed- Unshifted

	Route 18 Southbound				Denise Rd. Westbound				Route 18 Northbound				Northgate Manor Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
11:30 AM	2	140	14	0	16	2	41	0	27	152	4	0	5	1	6	0	410
11:45 AM	2	143	12	0	16	0	42	0	32	152	3	0	4	1	4	0	411
Total	4	283	26	0	32	2	83	0	59	304	7	0	9	2	10	0	821
12:00 PM	1	152	12	0	20	1	31	0	39	135	0	0	2	0	2	0	395
12:15 PM	1	164	16	0	14	0	32	0	36	150	4	0	5	2	4	0	428
12:30 PM	5	132	10	0	11	2	41	0	35	162	2	0	5	2	1	0	408
12:45 PM	2	157	14	0	8	2	29	0	22	154	1	0	5	1	5	0	400
Total	9	605	52	0	53	5	133	0	132	601	7	0	17	5	12	0	1631
01:00 PM	3	147	18	0	11	1	38	0	40	162	3	0	5	5	0	0	433
01:15 PM	2	128	8	0	14	2	47	0	31	134	3	0	1	1	6	0	377
Grand Total	18	1163	104	0	110	10	301	0	262	1201	20	0	32	13	28	0	3262
Apprch %	1.4	90.5	8.1	0.0	26.1	2.4	71.5	0.0	17.7	81.0	1.3	0.0	43.8	17.8	38.4	0.0	
Total %	0.6	35.7	3.2	0.0	3.4	0.3	9.2	0.0	8.0	36.8	0.6	0.0	1.0	0.4	0.9	0.0	

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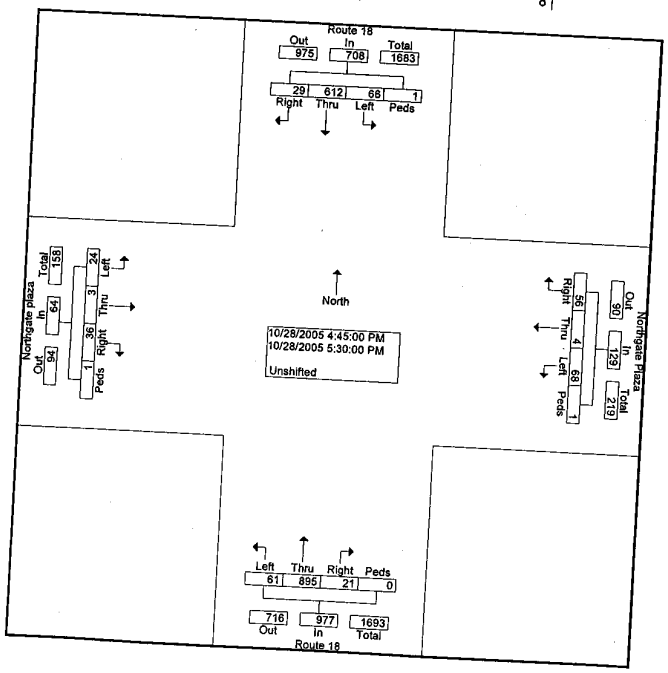
File Name : Route18.Northgate.PM
Site Code : 00025070
Start Date : 10/28/2005
Page No : 2

	Route 18 Southbound					Northgate Plaza Westbound					Route 18 Northbound					Northgate plaza Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:45 PM																				
Volume	29	612	66	1	708	56	4	68	1	129	21	895	61	0	977	36	3	24	1	64	1878
Percent	4.1	86.4	9.3	0.1		43.4	3.1	52.7	0.8		2.1	91.6	6.2	0.0		56.3	4.7	37.5	1.6		
05:30 Volume	5	158	18	1	182	11	2	22	0	35	2	247	17	0	266	12	0	6	0	18	501
Peak Factor																					0.937
High Int.	04:45 PM					05:30 PM					05:30 PM					05:00 PM					
Volume	3	163	17	0	183	11	2	22	0	35	2	247	17	0	266	11	2	7	1	21	
Peak Factor					0.967					0.921					0.918					0.762	



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Phone: 585.272.4660

File Name : Route18.Northgate.PM
Site Code : 00025070
Start Date : 10/28/2005
Page No : 1

Groups Printed- Unshifted

	Route 18 Southbound				Northgate Plaza Westbound				Route 18 Northbound				Northgate plaza Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
04:00 PM	5	152	19	0	15	3	11	0	3	188	19	0	5	1	3	0	424
04:15 PM	10	149	17	0	16	2	18	0	4	199	15	0	10	0	6	0	446
04:30 PM	7	183	12	0	19	0	9	0	2	210	7	0	8	0	1	0	458
04:45 PM	3	163	17	0	15	1	16	0	9	224	12	0	5	0	6	0	471
Total	25	647	65	0	65	6	54	0	18	821	53	0	28	1	16	0	1799
05:00 PM	11	138	17	0	15	0	14	1	5	209	15	0	11	2	7	1	446
05:15 PM	10	153	14	0	15	1	16	0	5	215	17	0	8	1	5	0	460
05:30 PM	5	158	18	1	11	2	22	0	2	247	17	0	12	0	6	0	501
05:45 PM	8	166	20	0	16	0	11	1	1	190	12	0	12	1	4	1	443
Total	34	615	69	1	57	3	63	2	13	861	61	0	43	4	22	2	1850
Grand Total	59	1262	134	1	122	9	117	2	31	1682	114	0	71	5	38	2	3649
Apprch %	4.1	86.7	9.2	0.1	48.8	3.6	46.8	0.8	1.7	92.1	6.2	0.0	61.2	4.3	32.8	1.7	
Total %	1.6	34.6	3.7	0.0	3.3	0.2	3.2	0.1	0.8	46.1	3.1	0.0	1.9	0.1	1.0	0.1	

MISCELLANEOUS TRAFFIC DATA AND CALCULATIONS

SRF ASSOCIATES
WWW.SRFA.NET
Traffic Engineering & Planning Consultants

Documentation of Ambient Traffic Volume Growth

Dewey Avenue Corridor Study

ROADWAY	SEGMENT	1983	1985	1987	1988	1989	1990	1991	1992	1996	2000	2001	2004	2005	2008	Annual Growth	GTC Model Projections 2031
Dewey	S. of Latta	12,890	13,350					14,236	13,626	14,018	15,233		15,535		14,132	0.37%	9500
Dewey	S. of Denise		19,726					18,397		18,653	20,584		20,218		17,609	-0.49%	14290
Dewey	N. of Britton				22,914				21,463	19,492			20,719		11,263	-3.49%	11190
Dewey	S. of Dorsey		18,724		21,799			20,421	19,975	17,835	18,909	19,409		15,354	13,611	-1.38%	13540
Dewey	S. of Stone							18,457		17,366		17,673		14,607		-1.66%	20150
Dewey	S. of Bennington					21,176		19,924		17,778			17,253		15,889	-1.50%	22540
Dewey	N. of Merrill			17,767			19,106	18,688		15,854			18,596		20,272	0.63%	
														Average		**-1.07%**	

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Rochester, NY 14623

File Name : 2.Ronald.Pomona
Site Code : 00000000
Start Date : 6/1/2009
Page No : 1

Class	Vehicle Count	85 Percentile	10 MPH Pace Speed	Number in Pace	Percent in Pace	Number of Vehicles Over 35 MPH	Percent of Vehicles Over 35 MPH	Average Speed	Number of Vehicles Over 35 MPH	Percent of Vehicles Over 35 MPH
Northbound	50	38	30 - 39	46	92	24	48	36	24	48
Southbound	50	42	33 - 42	43	86	34	68	38	34	68
Summary	100	40	31 - 40	85	85	58	58	37	58	58

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Rochester, NY 14623

File Name : 1.Rumson.McGuire
Site Code : 00000000
Start Date : 6/1/2009
Page No : 1

Class	Vehicle Count	85 Percentile	10 MPH Pace Speed	Number in Pace	Percent in Pace	Number of Vehicles Over 35 MPH	Percent of Vehicles Over 35 MPH	Average Speed	Number of Vehicles Over 35 MPH	Percent of Vehicles Over 35 MPH
Northbound	50	37	28 - 37	39	78	15	30	34	15	30
Southbound	50	37	31 - 40	45	90	16	32	35	16	32
Summary	100	38	28 - 37	80	80	31	31	34	31	31

SRF & Associates
3495 Winton Place, Bldg E, Suite 110
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File Name : 3.haviland.eastman
Site Code : 00000000
Start Date : 6/1/2009
Page No : 1

Class	Vehicle Count	85 Percentile	10 MPH Pace Speed	Number in Pace	Percent in Pace	Number of Vehicles Over 30 MPH	Percent of Vehicles Over 30 MPH	Average Speed	Number of Vehicles Over 30 MPH	Percent of Vehicles Over 30 MPH
Northbound	50	34	27 - 36	48	96	33	66	32	33	66
Southbound	50	35	26 - 35	44	88	29	58	31	29	58
Summary	100	35	27 - 36	92	92	62	62	32	62	62

Node: 81462
Britton Rd.
Dewey Ave.Bro
Chan A=EB,Chan B=WB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13502
MONROE COUNTY 2005 TRAFFIC DATA
Direction 1

Site Code : 000008146231
Start Date: 10/10/2005
File I.D. : 81462
Page 1 2
Combined

Time	10/12 A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/13 A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	9	24	12	39	21	63	8	37	10	63	18	100
12:15	10	37	8	46	18	83	8	*	5	*	13	*
12:30	5	31	16	43	21	74	6	*	6	*	12	*
12:45	2	46	4	55	6	101	7	*	4	*	11	*
01:00	6	37	7	53	13	90	6	*	6	*	12	*
01:15	6	45	7	49	13	94	2	*	2	*	4	*
01:30	1	35	3	61	4	96	1	*	1	*	2	*
01:45	3	32	1	59	4	91	2	*	3	*	5	*
02:00	4	36	1	50	5	86	1	*	1	*	2	*
02:15	2	47	0	65	2	112	1	*	3	*	4	*
02:30	2	40	3	61	5	101	2	*	3	*	5	*
02:45	3	55	1	64	4	119	4	*	5	*	9	*
03:00	4	48	4	46	8	94	2	*	2	*	4	*
03:15	3	50	6	71	9	121	1	*	1	*	2	*
03:30	1	48	1	70	2	118	3	*	3	*	6	*
03:45	4	60	4	65	8	125	4	*	2	*	6	*
04:00	0	54	0	67	0	121	1	*	3	*	4	*
04:15	3	52	5	70	8	122	2	*	6	*	8	*
04:30	2	57	2	70	4	127	2	*	3	*	5	*
04:45	2	47	4	85	6	132	0	*	6	*	6	*
05:00	4	82	7	88	11	170	4	*	6	*	10	*
05:15	6	79	4	85	10	164	6	*	13	*	19	*
05:30	10	68	15	97	25	165	10	*	15	*	25	*
05:45	16	80	20	98	36	178	11	*	24	*	35	*
06:00	13	66	24	87	37	153	12	*	22	*	34	*
06:15	21	65	30	70	51	135	21	*	30	*	51	*
06:30	22	56	48	80	70	136	39	*	48	*	87	*
06:45	32	57	57	68	89	125	33	*	43	*	76	*
07:00	32	58	66	60	98	118	26	*	60	*	86	*
07:15	39	57	78	68	117	125	39	*	73	*	112	*
07:30	36	37	78	51	114	88	41	*	87	*	128	*
07:45	39	40	73	31	112	71	42	*	65	*	107	*
08:00	35	48	69	43	104	91	45	*	57	*	102	*
08:15	28	29	49	38	77	67	44	*	73	*	117	*
08:30	34	44	57	30	91	74	32	*	58	*	90	*
08:45	39	48	54	37	93	85	43	*	56	*	99	*
09:00	31	42	51	30	82	72	31	*	59	*	90	*
09:15	25	38	58	25	83	63	17	*	51	*	68	*
09:30	28	21	64	17	92	38	24	*	40	*	64	*
09:45	28	32	43	16	71	48	24	*	48	*	72	*
10:00	24	26	36	19	60	45	31	*	28	*	59	*
10:15	33	27	36	28	69	55	21	*	49	*	70	*
10:30	33	19	42	18	75	37	32	*	44	*	76	*
10:45	20	21	44	16	64	37	27	*	48	*	75	*
11:00	38	9	49	15	87	24	23	*	45	*	68	*
11:15	33	13	56	16	89	29	28	*	40	*	68	*
11:30	21	18	40	8	61	26	32	*	47	*	79	*
11:45	21	5	54	10	75	15	32	*	49	*	81	*
Totals	813	2066	1391	2438	2204	4504	833	37	1353	63	2186	100
Day Totals	2879		3829		6708		870		1416		2286	
% Total	12.1%	30.8%	20.7%	36.3%			36.4%	1.6%	59.1%	2.7%		
Peaks	07:15	05:00	07:15	05:00	07:15	05:00	07:30	12:00	07:00	12:00	07:30	12:00
Volume	149	309	298	368	447	677	172	37	285	63	454	100
P.H.F.	.95	.94	.95	.93	.95	.95	.95	.25	.81	.25	.88	.25

Node: 81462
Britton Rd.
Dewey Ave.Bro
Chan A=EB,Chan B=WB

T, W, & K

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13502
MONROE COUNTY 2005 TRAFFIC DATA
Direction 1

Site Code : 000008146231
Start Date: 10/10/2005
File I.D. : 81462
Page 1 2
Combined

Time	10/10 A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/11 A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	*	35	*	58	*	93	10	32	4	47	14	79
12:15	*	50	*	51	*	101	6	40	11	37	17	77
12:30	*	33	*	60	*	93	8	43	7	54	15	97
12:45	*	58	*	51	*	109	7	34	7	57	14	91
01:00	*	38	*	58	*	96	4	31	3	52	7	83
01:15	*	31	*	61	*	92	4	33	6	46	10	79
01:30	*	37	*	56	*	93	4	28	3	62	7	90
01:45	*	27	*	62	*	89	3	30	2	62	5	92
02:00	*	34	*	58	*	92	2	47	5	57	7	104
02:15	*	44	*	58	*	102	4	55	3	48	7	103
02:30	*	46	*	68	*	114	2	43	4	57	6	100
02:45	*	51	*	67	*	118	2	44	3	64	5	108
03:00	*	64	*	59	*	123	3	61	3	67	6	128
03:15	*	47	*	63	*	110	3	41	2	68	5	109
03:30	*	46	*	74	*	120	2	51	3	65	5	116
03:45	*	58	*	66	*	124	4	75	3	58	7	133
04:00	*	51	*	72	*	123	2	68	2	68	4	136
04:15	*	46	*	74	*	120	3	52	3	73	6	125
04:30	*	53	*	73	*	126	1	65	4	65	5	130
04:45	*	54	*	82	*	136	2	69	5	79	7	148
05:00	*	75	*	77	*	152	6	75	5	70	11	145
05:15	*	75	*	81	*	156	9	47	13	104	22	151
05:30	*	63	*	84	*	147	7	87	13	84	20	171
05:45	*	63	*	69	*	132	14	70	17	91	31	161
06:00	*	66	*	84	*	150	8	62	30	89	38	151
06:15	*	55	*	78	*	133	24	38	28	89	52	127
06:30	*	43	*	71	*	114	31	50	53	84	84	134
06:45	*	44	*	61	*	105	36	49	49	79	85	128
07:00	*	53	*	53	*	106	22	64	59	63	81	127
07:15	*	47	*	59	*	106	51	37	79	60	130	97
07:30	*	47	*	48	*	95	52	38	75	62	127	100
07:45	*	47	*	42	*	89	35	48	78	57	113	105
08:00	*	40	*	40	*	80	39	44	61	41	100	85
08:15	*	36	*	30	*	66	30	40	48	33	78	73
08:30	*	39	*	20	*	59	54	36	45	38	99	74
08:45	*	26	*	35	*	61	33	38	51	42	84	80
09:00	*	28	*	27	*	55	42	21	54	32	96	53
09:15	*	21	*	38	*	59	30	39	63	30	93	69
09:30	*	31	*	38	*	69	27	35	54	30	81	65
09:45	*	25	*	21	*	46	35	25	49	24	84	49
10:00	*	29	*	21	*	50	37	24	35	31	72	55
10:15	*	15	*	13	*	28	18	21	41	16	59	37
10:30	*	22	*	15	*	37	35	17	45	16	80	33
10:45	*	11	*	11	*	22	25	11	63	23	88	34
11:00	26	12	50	14	76	26	17	13	40	14	57	27
11:15	36	13	45	6	81	19	37	14	44	16	81	30
11:30	36	15	57	11	93	26	25	13	48	11	73	24
11:45	37	7	54	3	91	10	38	14	50	8	88	22
Totals	135	1951	206	2421	341	4372	893	2012	1373	2523	2266	4535
Day Totals	2086		2627		4713		2905		3896		6801	
% Total	2.8%	41.4%	4.3%	51.3%			13.1%	29.5%	20.1%	37.1%		
Peaks	11:00	05:00	11:00	04:45	11:00	04:45	07:15	05:00	07:15	05:15	07:15	05:15
Volume	135	276	206	324	341	591	177	279	293	368	470	634
P.H.F.	.91	.92	.90	.96	.91	.94	.85	.80	.92	.88	.90	.92

NODE: 81554
DORSEY RD.
DEWEY AVE.W. OF
CHAN.1=EB,CHAN.2=WB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081554
Start Date: 10/04/2004
File I.D. : 81554
Page : 2

Begin Time	Wed. 10/06 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Thur. 10/07 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	10	76	5	56	15	132	12	67	9	58	21	125
12:15	11	67	3	56	14	123	11	68	3	62	14	130
12:30	5	74	3	56	8	130	9	66	6	68	15	134
12:45	5	56	6	65	11	121	7	65	10	66	17	131
01:00	5	53	2	64	7	117	4	68	2	55	6	123
01:15	8	62	5	63	13	125	4	64	0	79	4	143
01:30	0	69	0	53	0	122	5	58	3	72	8	130
01:45	2	69	1	72	3	141	2	70	1	51	3	121
02:00	4	67	3	58	7	125	3	71	4	62	7	133
02:15	4	78	0	76	4	154	1	87	2	72	3	159
02:30	0	70	2	89	2	159	3	79	2	68	5	147
02:45	2	92	2	66	4	158	0	68	4	56	4	124
03:00	1	102	1	64	2	166	2	91	0	90	2	181
03:15	4	64	1	76	5	140	2	101	1	74	3	175
03:30	1	98	0	98	1	196	3	81	2	70	5	151
03:45	3	97	3	90	6	187	3	103	1	83	4	186
04:00	2	101	2	69	4	170	3	90	3	83	6	173
04:15	1	93	2	88	3	181	3	114	4	74	7	188
04:30	3	108	13	85	16	193	2	102	11	80	13	182
04:45	7	101	10	95	17	196	3	107	9	86	12	193
05:00	3	106	8	98	11	204	8	117	8	100	16	217
05:15	14	136	9	94	23	230	17	121	9	73	26	194
05:30	9	104	15	92	24	196	15	131	17	81	32	212
05:45	13	124	35	76	48	200	12	112	26	75	38	187
06:00	18	106	26	72	44	178	17	99	31	86	48	185
06:15	33	84	39	75	72	159	31	94	45	85	76	179
06:30	24	78	73	76	97	154	36	77	81	67	117	144
06:45	52	80	74	79	126	159	43	95	76	64	119	159
07:00	43	72	81	55	124	127	36	90	87	70	123	160
07:15	66	86	105	63	171	149	55	71	89	60	144	131
07:30	55	68	88	47	143	115	55	65	75	56	130	121
07:45	65	67	72	52	137	119	64	60	83	45	147	105
08:00	63	64	64	27	127	91	68	54	63	66	131	120
08:15	42	62	70	43	112	105	56	56	76	43	132	99
08:30	62	64	88	32	150	96	41	54	76	47	117	101
08:45	64	61	56	30	120	91	50	57	80	38	130	95
09:00	38	34	70	28	108	62	46	61	68	23	114	84
09:15	45	37	46	29	91	66	56	49	69	45	125	94
09:30	36	47	64	22	100	69	61	37	70	29	131	66
09:45	60	47	68	37	128	84	47	41	47	25	94	66
10:00	39	26	54	27	93	53	46	28	59	25	105	53
10:15	65	24	60	18	125	42	52	28	59	17	111	45
10:30	66	18	70	16	136	34	69	23	69	19	138	42
10:45	54	15	57	11	111	26	60	18	58	11	118	29
11:00	50	12	66	13	116	25	57	21	73	16	130	37
11:15	54	17	79	9	133	26	55	25	67	16	122	41
11:30	68	11	73	8	141	19	75	22	73	13	148	35
11:45	62	16	71	6	133	22	69	16	65	11	134	27
Totals	1341	3263	1745	2674	3086	5937	1379	3342	1776	2715	3155	6057
Day Totals	4604		4419		9023		4721		4491		9212	
% Total	14.8%	36.1%	19.3%	29.6%			14.9%	36.2%	19.2%	29.4%		
Peaks	07:15	05:00	06:45	04:45	07:15	05:00	11:00	05:00	07:00	04:15	07:15	04:45
Volume	249	470	348	379	578	830	256	481	334	340	552	816
P.H.F.	.94	.86	.82	.96	.84	.90	.85	.91	.93	.85	.93	.94

NODE: 81554
DORSEY RD.
DEWEY AVE.W. OF
CHAN.1=EB,CHAN.2=WB

T, W, Th, Fri ok

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081554
Start Date: 10/04/2004
File I.D. : 81554
Page : 1

Begin Time	Mon. 10/04 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 10/05 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	*	69	*	40	*	109	12	80	3	56	15	136
12:15	*	54	*	53	*	107	14	66	9	46	23	112
12:30	*	63	*	59	*	122	9	58	4	56	13	114
12:45	*	60	*	65	*	125	8	79	4	68	12	147
01:00	*	59	*	56	*	115	4	58	2	69	6	127
01:15	*	50	*	54	*	104	2	67	3	46	5	113
01:30	*	49	*	59	*	108	5	66	2	64	7	130
01:45	*	62	*	66	*	128	5	59	2	54	7	113
02:00	*	56	*	66	*	122	1	66	1	62	2	128
02:15	*	77	*	50	*	127	3	77	1	88	4	165
02:30	*	59	*	70	*	129	2	101	2	72	4	173
02:45	*	88	*	77	*	165	3	90	1	84	4	174
03:00	*	93	*	73	*	166	2	85	4	80	6	165
03:15	*	78	*	79	*	157	2	99	2	72	4	171
03:30	*	97	*	96	*	193	3	95	1	89	4	184
03:45	*	96	*	79	*	175	0	120	3	82	3	202
04:00	*	89	*	74	*	163	3	87	0	72	3	159
04:15	*	89	*	67	*	156	3	101	6	77	9	178
04:30	*	83	*	72	*	155	11	84	11	91	22	175
04:45	*	103	*	80	*	183	5	126	7	65	12	191
05:00	*	95	*	72	*	167	5	106	8	103	13	209
05:15	*	116	*	87	*	203	8	130	10	89	18	219
05:30	*	105	*	90	*	195	14	122	19	84	33	206
05:45	*	91	*	52	*	143	10	135	24	67	34	202
06:00	*	74	*	68	*	142	14	91	23	61	37	152
06:15	*	86	*	68	*	154	27	76	44	69	71	145
06:30	*	70	*	74	*	144	38	79	80	88	118	167
06:45	*	67	*	64	*	131	40	85	78	62	118	147
07:00	*	55	*	50	*	105	43	70	85	63	128	133
07:15	*	73	*	55	*	128	47	70	101	49	148	119
07:30	*	64	*	38	*	102	60	71	83	42	143	113
07:45	*	57	*	39	*	96	67	64	70	37	137	101
08:00	*	45	*	36	*	81	71	78	55	34	126	112
08:15	*	55	*	35	*	90	38	51	73	42	111	93
08:30	*	49	*	23	*	72	36	51	71	36	107	87
08:45	*	48	*	27	*	75	56	59	81	27	137	86
09:00	*	47	*	27	*	74	50	62	61	24	111	86
09:15	*	48	*	43	*	91	49	44	66	32	115	76
09:30	*	40	*	16	*	56	49	36	58	27	107	63
09:45	*	42	*	20	*	62	45	40	45	22	90	62
10:00	40	27	60	24	100	51	48	16	55	26	103	42
10:15	41	21	63	16	104	37	50	35	54	20	104	55
10:30	47	15	57	15	104	30	53	21	61	16	114	37
10:45	54	9	60	10	114	19	70	12	60	17	130	29
11:00	68	14	51	20	119	34	61	19	66	14	127	33
11:15	75	19	56	10	131	29	62	22	57	15	119	37
11:30	45	21	69	15	114	36	56	12	62	12	118	24
11:45	54	16	53	6	107	22	58	12	48	11	106	23
Totals	424	2943	469	2435	893	5378	1322	3333	1666	2582	2988	5915
Day Totals	3367		2904		6271		4655		4248		8903	
% Total	6.7%	46.9%	7.4%	38.8%			14.8%	37.4%	18.7%	29.0%		
Peaks	10:30	04:45	10:00	04:45	10:45	04:45	10:45	05:00	06:45	04:30	07:00	05:00
Volume	244	419	240	329	478	748	249	493	347	348	556	836
P.H.F.	.81	.90	.95	.91	.91	.92	.88	.91	.85	.84	.93	.95

Daily Vehicle Volume Report

Location: 86461: Dewey Ave - N of Britton Rd
Unit ID: FA31
Study Date: Tuesday - November 11, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	0	0
08:00 - 08:59	0	0	0
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	117	112	229
12:00 - 12:59	494	508	1002
13:00 - 13:59	512	552	1064
14:00 - 14:59	537	508	1045
15:00 - 15:59	537	535	1072
16:00 - 16:59	466	586	1052
17:00 - 17:59	469	669	1138
18:00 - 18:59	523	775	1298
19:00 - 19:59	468	619	1087
20:00 - 20:59	345	441	786
21:00 - 21:59	345	309	654
22:00 - 22:59	278	227	505
23:00 - 23:59	154	177	331
ADT	5245	6018	11263
AM Peak Time	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	117	112	229
PM Peak Time	14:30 - 15:29	18:00 - 18:59	18:00 - 18:59
PM Peak Volume	550	775	1298

NODE: #81554
DORSEY RD.
DEWEY AVE.W. OF
CHAN 1&2&3,CHAN 2&4D

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY

Site Code : 000000081554
Start Date: 10/04/2004
File I.D. : 81554
Page : 3

Direction 1

Begin	Fri. 1		2		Combined		Sat. 1		2		Combined	
12:00	16	77	7	56	23	133	*	*	*	*	*	*
12:15	14	73	5	84	19	157	*	*	*	*	*	*
12:30	5	71	3	79	8	150	*	*	*	*	*	*
12:45	7	74	10	70	17	144	*	*	*	*	*	*
01:00	9	76	2	51	11	127	*	*	*	*	*	*
01:15	5	77	4	73	9	150	*	*	*	*	*	*
01:30	1	*	3	*	4	*	*	*	*	*	*	*
01:45	5	*	4	*	9	*	*	*	*	*	*	*
02:00	3	*	2	*	5	*	*	*	*	*	*	*
02:15	3	*	2	*	5	*	*	*	*	*	*	*
02:30	6	*	2	*	8	*	*	*	*	*	*	*
02:45	3	*	5	*	8	*	*	*	*	*	*	*
03:00	2	*	2	*	4	*	*	*	*	*	*	*
03:15	2	*	1	*	3	*	*	*	*	*	*	*
03:30	3	*	3	*	6	*	*	*	*	*	*	*
03:45	4	*	4	*	8	*	*	*	*	*	*	*
04:00	3	*	2	*	5	*	*	*	*	*	*	*
04:15	6	*	2	*	8	*	*	*	*	*	*	*
04:30	8	*	9	*	17	*	*	*	*	*	*	*
04:45	4	*	11	*	15	*	*	*	*	*	*	*
05:00	3	*	12	*	15	*	*	*	*	*	*	*
05:15	7	*	6	*	13	*	*	*	*	*	*	*
05:30	13	*	22	*	35	*	*	*	*	*	*	*
05:45	11	*	27	*	38	*	*	*	*	*	*	*
06:00	12	*	20	*	32	*	*	*	*	*	*	*
06:15	26	*	38	*	64	*	*	*	*	*	*	*
06:30	31	*	54	*	85	*	*	*	*	*	*	*
06:45	47	*	65	*	112	*	*	*	*	*	*	*
07:00	34	*	88	*	122	*	*	*	*	*	*	*
07:15	50	*	87	*	137	*	*	*	*	*	*	*
07:30	42	*	76	*	118	*	*	*	*	*	*	*
07:45	54	*	75	*	129	*	*	*	*	*	*	*
08:00	48	*	71	*	119	*	*	*	*	*	*	*
08:15	41	*	64	*	105	*	*	*	*	*	*	*
08:30	53	*	79	*	132	*	*	*	*	*	*	*
08:45	44	*	70	*	114	*	*	*	*	*	*	*
09:00	34	*	68	*	102	*	*	*	*	*	*	*
09:15	41	*	79	*	120	*	*	*	*	*	*	*
09:30	52	*	73	*	125	*	*	*	*	*	*	*
09:45	51	*	56	*	107	*	*	*	*	*	*	*
10:00	47	*	88	*	135	*	*	*	*	*	*	*
10:15	58	*	70	*	128	*	*	*	*	*	*	*
10:30	62	*	65	*	127	*	*	*	*	*	*	*
10:45	42	*	61	*	103	*	*	*	*	*	*	*
11:00	59	*	57	*	116	*	*	*	*	*	*	*
11:15	76	*	68	*	144	*	*	*	*	*	*	*
11:30	73	*	76	*	149	*	*	*	*	*	*	*
11:45	62	*	81	*	143	*	*	*	*	*	*	*
Totals	1282	448	1779	413	3061	861	0	0	0	0	0	0
Day Totals	1730		2192		3922		0		0		0	
% Total	32.6%	11.4%	45.3%	10.5%			*	*	*	*		
Peaks	11:00	12:30	07:00	12:00	11:00	12:00						
Volume	270	298	326	289	552	584						
P.H.F.	.88	.96	.92	.86	.92	.92						

Daily Vehicle Volume Report

Location: 86461: Dewey Ave - N of Britton Rd
Unit ID: FA31
Study Date: Thursday - November 13, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	107	121	228
01:00 - 01:59	59	54	113
02:00 - 02:59	19	41	60
03:00 - 03:59	29	31	60
04:00 - 04:59	20	18	38
05:00 - 05:59	48	34	82
06:00 - 06:59	154	64	218
07:00 - 07:59	363	179	542
08:00 - 08:59	641	266	907
09:00 - 09:59	491	307	798
10:00 - 10:59	430	368	798
11:00 - 11:59	407	368	775
12:00 - 12:59	450	419	869
13:00 - 13:59	484	438	922
14:00 - 14:59	58	52	110
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	3760	2760	6520
AM Peak Time	08:00 - 08:59	10:15 - 11:14	08:00 - 08:59
AM Peak Volume	641	381	907
PM Peak Time	12:30 - 13:29	12:45 - 13:44	12:45 - 13:44
PM Peak Volume	494	451	939

Daily Vehicle Volume Report

Location: 86461: Dewey Ave - N of Britton Rd
Unit ID: FA31
Study Date: Wednesday - November 12, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	78	110	188
01:00 - 01:59	56	72	128
02:00 - 02:59	27	34	61
03:00 - 03:59	28	33	61
04:00 - 04:59	20	19	39
05:00 - 05:59	51	33	84
06:00 - 06:59	152	68	220
07:00 - 07:59	406	200	606
08:00 - 08:59	644	284	928
09:00 - 09:59	528	326	854
10:00 - 10:59	456	361	817
11:00 - 11:59	428	367	795
12:00 - 12:59	433	492	925
13:00 - 13:59	537	530	1067
14:00 - 14:59	512	485	997
15:00 - 15:59	549	555	1104
16:00 - 16:59	541	737	1278
17:00 - 17:59	572	718	1290
18:00 - 18:59	562	803	1365
19:00 - 19:59	503	613	1116
20:00 - 20:59	402	396	798
21:00 - 21:59	325	349	674
22:00 - 22:59	250	283	533
23:00 - 23:59	183	178	361
ADT	8243	8046	16289
AM Peak Time	08:15 - 09:14	10:15 - 11:14	08:15 - 09:14
AM Peak Volume	653	373	929
PM Peak Time	17:30 - 18:29	17:45 - 18:44	17:45 - 18:44
PM Peak Volume	597	837	1422

NODE: 75121
DEWEY AVE.
LATTA RD.N.OF
CHAN 1=NB,CHAN 1=SB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501

Site Code : 000000075121
Start Date: 10/18/2004
File I.D. : 75121
Page : 2

Direction 1

Begin Time	Wed. 10/20 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Thur. 10/21 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	4	72	5	81	9	153	13	53	14	76	27	129
12:15	13	59	13	48	26	107	17	67	15	77	32	144
12:30	8	50	13	44	21	94	13	60	8	48	21	108
12:45	9	62	4	55	13	117	7	67	13	66	20	133
01:00	7	51	5	53	12	104	5	73	6	47	11	120
01:15	6	41	6	59	12	100	8	50	7	57	15	107
01:30	2	52	2	53	4	105	2	42	1	62	3	104
01:45	6	39	5	61	11	100	5	40	2	66	7	106
02:00	3	64	3	55	6	119	4	60	2	74	6	134
02:15	3	77	2	52	5	129	4	72	3	67	7	139
02:30	0	66	1	62	1	128	5	74	11	54	16	128
02:45	2	72	6	62	8	134	5	70	5	63	10	133
03:00	3	73	3	67	6	140	3	66	4	73	7	139
03:15	2	84	2	70	4	154	3	78	0	68	3	146
03:30	3	80	2	94	5	174	3	60	2	82	5	142
03:45	3	82	2	63	5	145	1	99	4	57	5	156
04:00	1	84	2	75	3	159	2	88	3	91	5	179
04:15	3	92	2	71	5	163	3	75	2	68	5	143
04:30	3	95	7	67	10	162	4	109	4	58	8	167
04:45	5	84	8	75	13	159	5	84	10	68	15	152
05:00	2	83	6	67	8	150	4	74	13	65	17	139
05:15	7	115	17	73	24	188	3	94	17	75	20	169
05:30	5	95	29	79	34	174	9	94	30	89	39	183
05:45	11	86	42	72	53	158	13	105	35	70	48	175
06:00	31	92	29	81	60	173	16	90	27	91	43	181
06:15	25	71	48	81	73	152	23	86	40	76	63	162
06:30	25	74	39	77	64	151	39	80	61	75	100	155
06:45	43	59	72	81	115	140	48	71	80	71	128	142
07:00	39	58	75	61	114	119	35	66	54	64	89	130
07:15	44	57	83	48	127	105	36	70	81	53	117	123
07:30	35	79	79	44	114	123	41	54	97	62	138	116
07:45	39	49	95	51	134	100	45	81	86	46	131	127
08:00	52	53	87	55	139	108	40	57	59	66	99	123
08:15	36	58	58	54	94	112	35	58	74	48	109	106
08:30	32	46	58	19	90	65	40	55	76	50	116	105
08:45	51	46	86	40	137	86	44	52	67	48	111	100
09:00	42	56	49	26	91	82	51	57	59	28	110	85
09:15	48	34	63	41	111	75	37	43	46	31	83	74
09:30	49	32	52	24	101	56	43	32	58	28	101	60
09:45	33	43	50	29	83	72	47	34	35	30	82	64
10:00	30	40	34	34	64	74	41	32	50	28	91	60
10:15	48	39	52	34	100	73	37	27	52	31	89	58
10:30	39	28	40	27	79	55	46	26	51	30	97	56
10:45	43	13	61	20	104	33	40	30	75	22	115	52
11:00	39	18	58	9	97	27	57	23	60	26	117	49
11:15	41	22	43	21	84	43	53	25	52	17	105	42
11:30	46	13	71	16	117	29	57	13	56	10	113	23
11:45	56	12	67	9	123	21	81	14	56	6	137	20
Totals	1077	2850	1636	2540	2713	5390	1173	2930	1663	2658	2836	5588
Day Totals	3927		4176		8103		4103		4321		8424	
% Total	13.2%	35.1%	20.1%	31.3%			13.9%	34.7%	19.7%	31.5%		
Peaks	08:45	05:15	07:15	06:00	07:15	05:15	11:00	05:15	07:15	05:30	07:15	05:15
Volume	190	388	344	320	514	693	248	383	323	326	485	708
P.H.F.	.93	.84	.90	.98	.92	.92	.76	.91	.83	.89	.87	.96

NODE: 75121
DEWEY AVE.
LATTA RD.N.OF
CHAN 1=NB,CHAN 1=SB

T, W, TH OK

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501

Site Code : 000000075121
Start Date: 10/18/2004
File I.D. : 75121
Page : 1

Direction 1

Begin Time	Mon. 10/18 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 10/19 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	*	*	*	*	*	*	13	48	7	51	20	99
12:15	*	*	*	*	*	*	9	67	14	57	23	124
12:30	*	*	*	*	*	*	11	56	4	67	15	123
12:45	*	*	*	*	*	*	8	53	6	57	14	110
01:00	*	*	*	*	*	*	3	59	5	53	8	112
01:15	*	*	*	*	*	*	2	50	1	60	3	110
01:30	*	*	*	*	*	*	6	56	6	61	12	117
01:45	*	*	*	*	*	*	1	55	1	64	2	119
02:00	*	*	*	*	*	*	4	54	7	75	11	129
02:15	*	*	*	*	*	*	4	77	1	75	5	152
02:30	*	*	*	*	*	*	2	56	5	49	7	105
02:45	*	*	*	*	*	*	1	77	4	60	5	137
03:00	*	*	*	*	*	*	4	61	0	57	4	118
03:15	*	*	*	*	*	*	3	80	3	56	6	136
03:30	*	*	*	*	*	*	3	64	3	72	6	136
03:45	*	*	*	*	*	*	3	101	4	62	7	163
04:00	*	*	*	*	*	*	2	79	3	80	5	159
04:15	*	*	*	*	*	*	1	76	3	64	4	140
04:30	*	*	*	*	*	*	3	100	7	61	10	161
04:45	*	106	*	71	*	177	2	94	9	62	11	156
05:00	*	94	*	69	*	163	2	87	10	65	12	152
05:15	*	88	*	68	*	156	4	114	15	78	19	192
05:30	*	87	*	76	*	163	9	110	24	101	33	211
05:45	*	78	*	94	*	172	11	101	33	71	44	172
06:00	*	81	*	63	*	144	23	92	36	71	59	163
06:15	*	76	*	69	*	145	24	97	43	87	67	184
06:30	*	78	*	94	*	172	32	93	50	113	82	206
06:45	*	79	*	70	*	149	54	82	72	96	126	178
07:00	*	67	*	84	*	151	36	76	76	63	112	139
07:15	*	77	*	56	*	133	39	79	84	71	123	150
07:30	*	59	*	48	*	107	31	72	76	76	107	148
07:45	*	48	*	36	*	84	43	50	76	28	119	78
08:00	*	40	*	47	*	87	30	54	73	50	103	104
08:15	*	55	*	48	*	103	37	55	80	49	117	104
08:30	*	42	*	33	*	75	47	53	57	58	104	111
08:45	*	36	*	30	*	66	38	49	68	25	106	74
09:00	*	37	*	37	*	74	47	39	55	39	102	78
09:15	*	44	*	31	*	75	48	29	55	32	103	61
09:30	*	38	*	23	*	61	37	29	59	24	96	53
09:45	*	23	*	19	*	42	38	37	50	20	88	57
10:00	*	28	*	37	*	65	42	30	61	37	103	67
10:15	*	22	*	15	*	37	44	35	57	22	101	57
10:30	*	13	*	20	*	33	39	19	52	25	91	44
10:45	*	15	*	12	*	27	43	21	46	19	89	40
11:00	*	9	*	24	*	33	35	25	60	12	95	37
11:15	*	25	*	14	*	39	64	16	65	17	129	33
11:30	*	15	*	12	*	27	51	16	60	20	111	36
11:45	*	10	*	13	*	23	40	19	58	10	98	29
Totals	0	1470	0	1313	0	2783	1073	2942	1644	2622	2717	5564
Day Totals	1470		1313		2783		4015		4266		8281	
% Total	.0%	52.8%	.0%	47.1%			12.9%	35.5%	19.8%	31.6%		
Peaks	04:45		05:45		04:45		10:45	05:15	07:00	06:00	06:45	05:15
Volume	375		320		659		193	417	312	367	468	738
P.H.F.	.88		.85		.93		.75	.91	.92	.81	.92	.87

NODE: 92091
DEWEY AVE.
MERRILL ST. N. OF
CHAN 1=NB, CHAN 2=SB

T ok

Monroe County
Dept. of Transportation
Traffic Engineering

Site Code : 000009209111
Start Date: 05/11/2004
File I.D. : 92091
Page : 1

Begin Time	1 A.M.	1 P.M.			2 A.M.	2 P.M.			Combined A.M.	Combined P.M.			Tuesday
12:00 05/11	29		147		26		151		55		298		
12:15	32		134		12		137		44		271		
12:30	17		142		19		130		36		272		
12:45	28	106	113	536	17	74	111	529	45	180	224	1065	
01:00	17		112		13		131		30		243		
01:15	13		133		10		102		23		235		
01:30	4		130		8		106		12		236		
01:45	17	51	108	483	6	37	121	460	23	88	229	943	
02:00	7		130		5		100		12		230		
02:15	10		133		8		104		18		237		
02:30	13		125		8		119		21		244		
02:45	11	41	161	549	13	34	91	414	24	75	252	963	
03:00	4		189		6		100		10		289		
03:15	5		169		7		99		12		268		
03:30	7		201		7		107		14		308		
03:45	5	21	240	799	9	29	73	379	14	50	313	1178	
04:00	8		206		9		75		17		281		
04:15	4		264		18		88		22		352		
04:30	7		266		24		142		31		408		
04:45	8	27	266	1002	37	88	127	432	45	115	393	1434	
05:00	6		260		48		150		54		410		
05:15	8		299		52		144		60		443		
05:30	27		261		110		115		137		376		
05:45	11	52	203	1023	147	357	143	552	158	409	346	1575	
06:00	38		210		114		129		152		339		
06:15	37		190		149		140		186		330		
06:30	47		150		191		126		238		276		
06:45	77	199	131	681	237	691	128	523	314	890	259	1204	
07:00	74		130		252		133		326		263		
07:15	85		117		246		115		331		232		
07:30	82		117		305		94		387		211		
07:45	81	322	101	465	272	1075	97	439	353	1397	198	904	
08:00	72		104		199		100		271		204		
08:15	87		116		191		88		278		204		
08:30	86		103		197		111		283		214		
08:45	93	338	106	429	178	765	100	399	271	1103	206	828	
09:00	100		118		157		94		257		212		
09:15	82		87		124		98		206		185		
09:30	83		88		128		79		211		167		
09:45	79	344	69	362	131	540	63	334	210	884	132	696	
10:00	89		77		125		67		214		144		
10:15	83		58		115		50		198		108		
10:30	114		64		109		45		223		109		
10:45	108	394	49	248	123	472	45	207	231	866	94	455	
11:00	144		48		125		46		269		94		
11:15	98		36		110		46		208		82		
11:30	126		49		124		20		250		69		
11:45	122	490	37	170	133	492	30	142	255	982	67	312	
Totals	2385		6747		4654		4810		7039		11557		
Day Totals		9132				9464				18596			
Split %	33.8%		58.3%		66.1%		41.6%						
Peak Hour	11:00		04:30		07:00		04:30		07:00		04:30		
Volume	490		1091		1075		563		1397		1654		
P.H.F.	.85		.91		.88		.93		.90		.93		

NODE: 75121
DEWEY AVE.
LATTA RD.N.OF
CHAN 1=NB,CHAN 1=SB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501

Site Code : 000000075121
Start Date: 10/18/2004
File I.D. : 75121
Page : 3

Direction 1

Begin Time	Fri. 10/22	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Sat. 10/23	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00		11	*	10	*	21	*		*	*	*	*	*	*
12:15		15	*	17	*	32	*		*	*	*	*	*	*
12:30		12	*	12	*	24	*		*	*	*	*	*	*
12:45		7	*	10	*	17	*		*	*	*	*	*	*
01:00		8	*	2	*	10	*		*	*	*	*	*	*
01:15		2	*	6	*	8	*		*	*	*	*	*	*
01:30		10	*	4	*	14	*		*	*	*	*	*	*
01:45		9	*	4	*	13	*		*	*	*	*	*	*
02:00		5	*	5	*	10	*		*	*	*	*	*	*
02:15		5	*	1	*	6	*		*	*	*	*	*	*
02:30		0	*	2	*	2	*		*	*	*	*	*	*
02:45		6	*	4	*	10	*		*	*	*	*	*	*
03:00		0	*	2	*	2	*		*	*	*	*	*	*
03:15		3	*	4	*	7	*		*	*	*	*	*	*
03:30		4	*	8	*	12	*		*	*	*	*	*	*
03:45		2	*	4	*	6	*		*	*	*	*	*	*
04:00		5	*	5	*	10	*		*	*	*	*	*	*
04:15		4	*	4	*	8	*		*	*	*	*	*	*
04:30		3	*	10	*	13	*		*	*	*	*	*	*
04:45		4	*	8	*	12	*		*	*	*	*	*	*
05:00		4	*	12	*	16	*		*	*	*	*	*	*
05:15		6	*	12	*	18	*		*	*	*	*	*	*
05:30		8	*	23	*	31	*		*	*	*	*	*	*
05:45		13	*	43	*	56	*		*	*	*	*	*	*
06:00		21	*	28	*	49	*		*	*	*	*	*	*
06:15		16	*	41	*	57	*		*	*	*	*	*	*
06:30		30	*	51	*	81	*		*	*	*	*	*	*
06:45		50	*	75	*	125	*		*	*	*	*	*	*
07:00		52	*	60	*	112	*		*	*	*	*	*	*
07:15		44	*	68	*	112	*		*	*	*	*	*	*
07:30		41	*	78	*	119	*		*	*	*	*	*	*
07:45		28	*	89	*	117	*		*	*	*	*	*	*
08:00		41	*	79	*	120	*		*	*	*	*	*	*
08:15		35	*	73	*	108	*		*	*	*	*	*	*
08:30		45	*	67	*	112	*		*	*	*	*	*	*
08:45		42	*	56	*	98	*		*	*	*	*	*	*
09:00		54	*	49	*	103	*		*	*	*	*	*	*
09:15		43	*	64	*	107	*		*	*	*	*	*	*
09:30		51	*	55	*	106	*		*	*	*	*	*	*
09:45		44	*	50	*	94	*		*	*	*	*	*	*
10:00		40	*	50	*	90	*		*	*	*	*	*	*
10:15		41	*	53	*	94	*		*	*	*	*	*	*
10:30		43	*	69	*	112	*		*	*	*	*	*	*
10:45		*	*	*	*	*	*		*	*	*	*	*	*
11:00		*	*	*	*	*	*		*	*	*	*	*	*
11:15		*	*	*	*	*	*		*	*	*	*	*	*
11:30		*	*	*	*	*	*		*	*	*	*	*	*
11:45		*	*	*	*	*	*		*	*	*	*	*	*
Totals		907	0	1367	0	2274	0		0	0	0	0	0	0
Day Totals			907		1367		2274			0		0		0
% Total		39.8%	.0%	60.1%	.0%				*	*	*	*		
Peaks		09:00		07:30		06:45								
Volume		192		319		468								
P.H.F.		.88		.89		.93								

Daily Vehicle Volume Report

Location: 92131: Dewey Ave - N of Ridge Rd
Unit ID: FA30
Study Date: Wednesday - November 12, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	85	108	193
01:00 - 01:59	48	74	122
02:00 - 02:59	33	37	70
03:00 - 03:59	17	23	40
04:00 - 04:59	19	8	27
05:00 - 05:59	55	28	83
06:00 - 06:59	225	51	276
07:00 - 07:59	480	132	612
08:00 - 08:59	806	250	1056
09:00 - 09:59	610	249	859
10:00 - 10:59	372	254	626
11:00 - 11:59	394	253	647
12:00 - 12:59	375	320	695
13:00 - 13:59	412	369	781
14:00 - 14:59	393	306	699
15:00 - 15:59	418	438	856
16:00 - 16:59	453	608	1061
17:00 - 17:59	457	602	1059
18:00 - 18:59	448	684	1132
19:00 - 19:59	367	446	813
20:00 - 20:59	296	333	629
21:00 - 21:59	224	275	499
22:00 - 22:59	205	249	454
23:00 - 23:59	154	168	322
ADT	7346	6265	13611
AM Peak Time	08:15 - 09:14	10:45 - 11:44	08:15 - 09:14
AM Peak Volume	809	269	1060
PM Peak Time	16:45 - 17:44	17:45 - 18:44	17:45 - 18:44
PM Peak Volume	481	698	1158

Daily Vehicle Volume Report

Location: 92131: Dewey Ave - N of Ridge Rd
Unit ID: FA30
Study Date: Tuesday - November 11, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	0	0	0
01:00 - 01:59	0	0	0
02:00 - 02:59	0	0	0
03:00 - 03:59	0	0	0
04:00 - 04:59	0	0	0
05:00 - 05:59	0	0	0
06:00 - 06:59	0	0	0
07:00 - 07:59	0	0	0
08:00 - 08:59	0	0	0
09:00 - 09:59	0	0	0
10:00 - 10:59	0	0	0
11:00 - 11:59	293	223	516
12:00 - 12:59	417	356	773
13:00 - 13:59	398	356	754
14:00 - 14:59	387	348	735
15:00 - 15:59	447	411	858
16:00 - 16:59	377	485	862
17:00 - 17:59	400	586	986
18:00 - 18:59	413	598	1011
19:00 - 19:59	330	453	783
20:00 - 20:59	271	351	622
21:00 - 21:59	262	249	511
22:00 - 22:59	190	229	419
23:00 - 23:59	125	154	279
ADT	4310	4799	9109
AM Peak Time	11:00 - 11:59	11:00 - 11:59	11:00 - 11:59
AM Peak Volume	293	223	516
PM Peak Time	15:00 - 15:59	17:30 - 18:29	17:30 - 18:29
PM Peak Volume	447	645	1090

NODE: 91983
DEWEY AVE.
BENNINGTON DR. S. OF
CHAN 1=SB,CHAN 2=NB

T,W,TA OK

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000009198351
Start Date: 05/10/2004
File I.D. : 91983
Page : 1

Begin Time	Mon. 05/10 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 05/11 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	*	*	*	*	*	*	24	147	24	144	48	291
12:15	*	*	*	*	*	*	15	132	27	147	42	279
12:30	*	*	*	*	*	*	17	144	18	133	35	277
12:45	*	*	*	*	*	*	20	143	28	134	48	277
01:00	*	*	*	*	*	*	14	166	17	117	31	283
01:15	*	*	*	*	*	*	15	105	18	109	33	214
01:30	*	*	*	*	*	*	9	155	4	140	13	295
01:45	*	*	*	*	*	*	6	132	15	144	21	276
02:00	*	*	*	*	*	*	4	123	6	168	10	291
02:15	*	*	*	*	*	*	11	155	11	160	22	315
02:30	*	*	*	*	*	*	9	134	11	188	20	322
02:45	*	*	*	*	*	*	11	150	10	189	21	339
03:00	*	*	*	*	*	*	6	156	7	212	13	368
03:15	*	*	*	*	*	*	7	156	5	190	12	346
03:30	*	*	*	*	*	*	6	173	4	234	10	407
03:45	*	*	*	*	*	*	9	163	5	232	14	395
04:00	*	*	*	*	*	*	10	156	7	231	17	387
04:15	*	*	*	*	*	*	15	143	6	261	21	404
04:30	*	*	*	*	*	*	16	151	4	236	20	387
04:45	*	*	*	*	*	*	32	182	8	243	40	425
05:00	*	162	*	232	*	394	43	152	4	279	47	431
05:15	*	163	*	273	*	436	43	139	7	258	50	397
05:30	*	133	*	217	*	350	99	136	23	252	122	388
05:45	*	124	*	204	*	328	124	145	21	203	145	348
06:00	*	135	*	180	*	315	94	146	36	184	130	330
06:15	*	130	*	186	*	316	141	150	38	181	179	331
06:30	*	124	*	153	*	277	159	138	50	178	209	316
06:45	*	125	*	136	*	261	220	128	84	162	304	290
07:00	*	136	*	130	*	266	207	126	69	122	276	248
07:15	*	112	*	123	*	235	224	133	84	123	308	256
07:30	*	99	*	121	*	220	260	108	88	112	348	220
07:45	*	100	*	85	*	185	252	118	88	117	340	235
08:00	*	105	*	115	*	220	191	118	81	99	272	217
08:15	*	102	*	110	*	212	182	107	91	107	273	214
08:30	*	123	*	107	*	230	181	122	82	94	263	216
08:45	*	115	*	93	*	208	150	130	100	99	250	229
09:00	*	93	*	118	*	211	152	102	97	106	249	208
09:15	*	108	*	85	*	193	122	82	77	99	199	181
09:30	*	89	*	91	*	180	136	85	90	83	226	168
09:45	*	63	*	63	*	126	142	61	86	76	228	137
10:00	*	68	*	79	*	147	126	68	93	91	219	159
10:15	*	58	*	63	*	121	124	65	94	72	218	137
10:30	*	45	*	64	*	109	100	60	100	47	200	107
10:45	*	47	*	52	*	99	146	32	110	71	256	103
11:00	*	51	*	47	*	98	118	48	126	50	244	98
11:15	*	44	*	34	*	78	108	39	101	48	209	87
11:30	*	23	*	48	*	71	134	41	128	37	262	78
11:45	*	24	*	33	*	57	127	28	139	45	266	73
Totals	0	2701	0	3242	0	5943	4361	5773	2422	7007	6783	12780
Day Totals		2701		3242		5943		10134		9429		19563
% Total	.0%	45.4%	.0%	54.5%			22.2%	29.5%	12.3%	35.8%		
Peaks		05:00		05:00		05:00	07:00	03:00	11:00	04:45	07:00	04:15
Volume		582		926		1508	943	648	494	1032	1272	1647
P.H.F.		.89		.84		.86	.90	.93	.88	.92	.91	.95

Printed: 11/24/08 at 13:12
TrafficViewer v1.4.0.6

ROADRUNNER V2.08 (s/n# RD91807)

Daily Vehicle Volume Report

Location: 92131: Dewey Ave - N of Ridge Rd
Unit ID: FA30
Study Date: Thursday - November 13, 2008

Time	South Bound Volume	North Bound Volume	Total Volume
00:00 - 00:59	105	116	221
01:00 - 01:59	37	72	109
02:00 - 02:59	38	42	80
03:00 - 03:59	27	33	60
04:00 - 04:59	24	13	37
05:00 - 05:59	49	25	74
06:00 - 06:59	207	50	257
07:00 - 07:59	466	123	589
08:00 - 08:59	813	228	1041
09:00 - 09:59	563	230	793
10:00 - 10:59	343	251	594
11:00 - 11:59	377	281	658
12:00 - 12:59	380	306	686
13:00 - 13:59	250	214	464
14:00 - 14:59	-	-	-
15:00 - 15:59	-	-	-
16:00 - 16:59	-	-	-
17:00 - 17:59	-	-	-
18:00 - 18:59	-	-	-
19:00 - 19:59	-	-	-
20:00 - 20:59	-	-	-
21:00 - 21:59	-	-	-
22:00 - 22:59	-	-	-
23:00 - 23:59	-	-	-
ADT	3679	1984	5663
AM Peak Time	08:00 - 08:59	10:45 - 11:44	08:00 - 08:59
AM Peak Volume	813	284	1041
PM Peak Time	12:30 - 13:29	12:30 - 13:29	12:30 - 13:29
PM Peak Volume	411	318	729

NODE: 91983
DEWEY AVE.
BENNINGTON DR. S. OF
CHAN 1=SB,CHAN 2=NB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000009198351
Start Date: 05/10/2004
File I.D. : 91983
Page : 3

Begin	Fri.	1		2		Combined		Sat.	1		2		Combined	
Time	05/14	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	05/15	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		28	*	45	*	73	*		*	*	*	*	*	*
12:15		21	*	32	*	53	*		*	*	*	*	*	*
12:30		15	*	39	*	54	*		*	*	*	*	*	*
12:45		24	*	33	*	57	*		*	*	*	*	*	*
01:00		13	*	12	*	25	*		*	*	*	*	*	*
01:15		17	*	15	*	32	*		*	*	*	*	*	*
01:30		10	*	20	*	30	*		*	*	*	*	*	*
01:45		14	*	14	*	28	*		*	*	*	*	*	*
02:00		7	*	13	*	20	*		*	*	*	*	*	*
02:15		4	*	16	*	20	*		*	*	*	*	*	*
02:30		8	*	27	*	35	*		*	*	*	*	*	*
02:45		10	*	9	*	19	*		*	*	*	*	*	*
03:00		8	*	9	*	17	*		*	*	*	*	*	*
03:15		13	*	9	*	22	*		*	*	*	*	*	*
03:30		5	*	5	*	10	*		*	*	*	*	*	*
03:45		6	*	6	*	12	*		*	*	*	*	*	*
04:00		10	*	9	*	19	*		*	*	*	*	*	*
04:15		18	*	5	*	23	*		*	*	*	*	*	*
04:30		31	*	12	*	43	*		*	*	*	*	*	*
04:45		27	*	8	*	35	*		*	*	*	*	*	*
05:00		41	*	7	*	48	*		*	*	*	*	*	*
05:15		68	*	13	*	81	*		*	*	*	*	*	*
05:30		85	*	11	*	96	*		*	*	*	*	*	*
05:45		108	*	25	*	133	*		*	*	*	*	*	*
06:00		131	*	37	*	168	*		*	*	*	*	*	*
06:15		144	*	41	*	185	*		*	*	*	*	*	*
06:30		174	*	50	*	224	*		*	*	*	*	*	*
06:45		211	*	78	*	289	*		*	*	*	*	*	*
07:00		207	*	61	*	268	*		*	*	*	*	*	*
07:15		196	*	84	*	280	*		*	*	*	*	*	*
07:30		250	*	92	*	342	*		*	*	*	*	*	*
07:45		229	*	114	*	343	*		*	*	*	*	*	*
08:00		197	*	96	*	293	*		*	*	*	*	*	*
08:15		184	*	85	*	269	*		*	*	*	*	*	*
08:30		180	*	88	*	268	*		*	*	*	*	*	*
08:45		160	*	98	*	258	*		*	*	*	*	*	*
09:00		138	*	98	*	236	*		*	*	*	*	*	*
09:15		137	*	101	*	238	*		*	*	*	*	*	*
09:30		119	*	79	*	198	*		*	*	*	*	*	*
09:45		*	*	*	*	*	*		*	*	*	*	*	*
10:00		*	*	*	*	*	*		*	*	*	*	*	*
10:15		*	*	*	*	*	*		*	*	*	*	*	*
10:30		*	*	*	*	*	*		*	*	*	*	*	*
10:45		*	*	*	*	*	*		*	*	*	*	*	*
11:00		*	*	*	*	*	*		*	*	*	*	*	*
11:15		*	*	*	*	*	*		*	*	*	*	*	*
11:30		*	*	*	*	*	*		*	*	*	*	*	*
11:45		*	*	*	*	*	*		*	*	*	*	*	*
Totals		3248	0	1596	0	4844	0		0	0	0	0	0	0
Day Totals		3248		1596		4844			0		0		0	
% Total		67.0%	.0%	32.9%	.0%				*	*	*	*		
Peaks		07:00		07:30		07:15								
Volume		882		387		1258								
P.H.F.		.88		.84		.91								

NODE: 91983
DEWEY AVE.
BENNINGTON DR. S. OF
CHAN 1=SB,CHAN 2=NB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000009198351
Start Date: 05/10/2004
File I.D. : 91983
Page : 2

Begin	Wed.	1		2		Combined		Thur.	1		2		Combined	
Time	05/12	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	05/13	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		23	137	39	162	62	299		31	127	31	131	62	258
12:15		27	142	30	130	57	272		26	134	30	145	56	279
12:30		17	141	18	145	35	286		17	171	30	126	47	297
12:45		6	125	22	104	28	229		21	115	18	115	39	230
01:00		15	135	20	142	35	277		12	139	23	127	35	266
01:15		11	135	18	112	29	247		9	123	18	114	27	237
01:30		6	130	6	150	12	280		11	150	7	100	18	250
01:45		6	128	14	146	20	274		6	117	12	108	18	225
02:00		9	112	15	129	24	241		12	142	16	142	28	284
02:15		9	135	6	151	15	286		8	170	11	164	19	334
02:30		6	138	12	178	18	316		6	143	12	207	18	350
02:45		4	157	8	183	12	340		5	151	17	178	22	329
03:00		8	131	12	221	20	352		8	145	13	210	21	355
03:15		9	153	4	196	13	349		6	137	9	200	15	337
03:30		7	191	5	200	12	391		13	169	11	236	24	405
03:45		9	154	2	235	11	389		12	169	6	267	18	436
04:00		15	145	11	234	26	379		14	145	7	227	21	372
04:15		13	148	9	268	22	416		18	152	13	213	31	365
04:30		27	139	5	248	32	387		19	153	4	228	23	381
04:45		29	145	5	244	34	389		36	143	8	264	44	407
05:00		41	138	2	223	43	361		48	134	7	266	55	400
05:15		54	166	20	262	74	428		52	155	17	271	69	426
05:30		101	151	13	247	114	398		99	164	25	252	124	416
05:45		118	140	27	220	145	360		119	130	23	203	142	333
06:00		118	145	34	210	152	355		116	116	34	173	150	289
06:15		145	128	42	180	187	308		143	142	43	175	186	317
06:30		182	134	44	153	226	287		177	133	51	157	228	290
06:45		211	119	71	164	282	283		218	115	74	155	292	270
07:00		219	145	68	123	287	268		218	112	70	144	288	256
07:15		238	89	84	139	322	228		210	109	68	109	278	218
07:30		243	90	89	122	332	212		247	109	80	126	327	235
07:45		224	113	113	119	337	232		255	127	96	141	351	268
08:00		220	136	92	113	312	249		207	113	105	125	312	238
08:15		189	97	90	133	279	230		172	113	92	108	264	221
08:30		164	128	69	120	233	248		166	110	84	121	250	231
08:45		196	88	107	100	303	188		164	101	98	121	262	222
09:00		138	115	99	100	237	215		150	104	97	124	247	228
09:15		117	83	102	104	219	187		135	98	83	113	218	211
09:30		131	74	111	86	242	160		115	88	93	117	208	205
09:45		124	83	65	73	189	156		105	82	107	94	212	176
10:00		114	78	75	75	189	153		115	86	103	87	218	173
10:15		126	62	107	68	233	130		135	61	92	50	227	111
10:30		106	57	121	72	227	129		133	50	89	69	222	119
10:45		117	51	121	51	238	102		106	53	109	64	215	117
11:00		118	40	113	57	231	97		119	48	109	48	228	96
11:15		125	38	95	45	220	83		144	49	143	41	287	90
11:30		138	28	137	35	275	63		124	39	139	49	263	88
11:45		141	23	124	38	265	61		140	29	132	45	272	74
Totals		4414	5560	2496	7010	6910	12570		4422	5665	2559	7050	6981	12715
Day Totals		9974		9506		19480			10087		9609		19696	
% Total		22.6%	28.5%	12.8%	35.9%				22.4%	28.7%	12.9%	35.7%		
Peaks		07:15	03:15	11:00	04:00	07:15	04:45		07:00	03:30	11:00	04:45	07:15	04:45
Volume		925	643	469	994	1303	1576		930	635	523	1053	1268	1649
P.H.F.		.95	.84	.85	.92	.96	.92		.91	.93	.91	.97	.90	.96

Greece

Dave Jensen

Monroe County
Dept. of Transportation
Traffic Engineering

Site Code : 142/143
Start Date: 09/26/2000
File I.D. : 81461A
Page : 2

3

Street name :Dewey Ave Cross street:Britton Rd. South of ,

Wednesday

Begin Time	NB A.M.	NB	NB P.M.	NB	SB A.M.	SB	SB P.M.	SB	Combined A.M.	Combined	Combined P.M.	Combined
12:00 09/27	22		177		15		126		37		303	
12:15	21		166		9		154		30		320	
12:30	15		165		8		142		23		307	
12:45	8	66	168	676	12	44	143	565	20	110	311	1241
01:00	18		136		5		151		23		287	
01:15	13		143		6		151		19		294	
01:30	9		161		5		141		14		302	
01:45	11	51	152	592	2	18	153	596	13	69	305	1188
02:00	6		162		6		138		12		300	
02:15	4		184		0		163		4		347	
02:30	3		173		5		130		8		303	
02:45	6	19	197	716	5	16	144	575	11	35	341	1291
03:00	8		189		4		149		12		338	
03:15	7		196		5		152		12		348	
03:30	4		228		2		133		6		361	
03:45	3	22	207	820	10	21	160	594	13	43	367	1414
04:00	8		221		13		146		21		367	
04:15	5		227		12		129		17		356	
04:30	6		225		19		130		25		355	
04:45	7	26	238	911	36	80	155	560	43	106	393	1471
05:00	17		257		40		170		57		427	
05:15	13		240		71		170		84		410	
05:30	18		258		77		146		95		404	
05:45	27	75	241	996	74	262	171	657	101	337	412	1653
06:00	22		202		96		164		118		366	
06:15	43		220		123		149		166		369	
06:30	56		202		119		170		175		372	
06:45	83	204	195	819	156	494	144	627	239	698	339	1446
07:00	84		174		181		109		265		283	
07:15	70		151		216		113		286		264	
07:30	75		120		174		100		249		220	
07:45	95	324	119	564	143	714	103	425	238	1038	222	989
08:00	96		121		121		100		217		221	
08:15	102		104		130		84		232		188	
08:30	115		98		113		76		228		174	
08:45	96	409	83	406	123	487	81	341	219	896	164	747
09:00	100		85		118		82		218		167	
09:15	120		78		115		101		235		179	
09:30	127		78		123		64		250		142	
09:45	106	453	60	301	117	473	44	291	223	926	104	592
10:00	119		61		124		45		243		106	
10:15	121		59		107		40		228		99	
10:30	113		31		133		27		246		58	
10:45	134	487	33	184	136	500	28	140	270	987	61	324
11:00	132		36		141		27		273		63	
11:15	150		33		166		27		316		60	
11:30	137		37		121		17		258		54	
11:45	152	571	30	136	160	588	14	85	312	1159	44	221
Totals	2707		7121		3697		5456		6404		12577	
Day Totals		9828				9153				18981		
Split %	42.2%		56.6%		57.7%		43.3%					
Peak Hour	11:00		05:00		06:45		05:00		11:00		05:00	
Volume	571		996		727		657		1159		1653	
P.H.F.	.93		.96		.84		.96		.91		.96	

Greece

Dave Jensen

Monroe County
Dept. of Transportation
Traffic Engineering

W, TH & K

E

Site Code : 142/143
Start Date: 09/26/2000
File I.D. : 81461A
Page : 1

Street name :Dewey Ave Cross street:Britton Rd. South of ,

Tuesday

Begin Time	NB A.M.	NB	NB P.M.	NB	SB A.M.	SB	SB P.M.	SB	Combined A.M.	Combined	Combined P.M.	Combined
12:00 09/26	*		*		*		*		*		*	
12:15	*		*		*		*		*		*	
12:30	*		*		*		*		*		*	
12:45	*	*	0	*	*	*	9	9	*	*	9	9
01:00	*		117		*		136		*		253	
01:15	*		166		*		130		*		296	
01:30	*		134		*		132		*		266	
01:45	*	*	134	551	*	*	138	536	*	*	272	1087
02:00	*		153		*		188		*		341	
02:15	*		187		*		148		*		335	
02:30	*		188		*		133		*		321	
02:45	*	*	176	704	*	*	149	618	*	*	325	1322
03:00	*		183		*		176		*		359	
03:15	*		226		*		164		*		390	
03:30	*		221		*		148		*		369	
03:45	*	*	236	866	*	*	118	606	*	*	354	1472
04:00	*		220		*		151		*		371	
04:15	*		207		*		156		*		363	
04:30	*		243		*		149		*		392	
04:45	*	*	245	915	*	*	160	616	*	*	405	1531
05:00	*		238		*		132		*		370	
05:15	*		234		*		185		*		419	
05:30	*		233		*		141		*		374	
05:45	*	*	243	948	*	*	144	602	*	*	387	1550
06:00	*		212		*		143		*		355	
06:15	*		215		*		157		*		372	
06:30	*		212		*		145		*		357	
06:45	*	*	186	825	*	*	141	586	*	*	327	1411
07:00	*		174		*		136		*		310	
07:15	*		163		*		123		*		286	
07:30	*		168		*		116		*		284	
07:45	*	*	137	642	*	*	115	490	*	*	252	1132
08:00	*		127		*		93		*		220	
08:15	*		122		*		84		*		206	
08:30	*		95		*		76		*		171	
08:45	*	*	98	442	*	*	65	318	*	*	163	760
09:00	*		105		*		84		*		189	
09:15	*		110		*		98		*		208	
09:30	*		80		*		67		*		147	
09:45	*	*	59	354	*	*	64	313	*	*	123	667
10:00	*		65		*		52		*		117	
10:15	*		57		*		44		*		101	
10:30	*		34		*		26		*		60	
10:45	*	*	48	204	*	*	30	152	*	*	78	356
11:00	*		37		*		31		*		68	
11:15	*		39		*		32		*		71	
11:30	*		35		*		17		*		52	
11:45	*	*	20	131	*	*	16	96	*	*	36	227
Totals	0		6582		0		4942		0		11524	
Day Totals		6582				4942				11524		
Split %	*		57.1%		*		42.8%					
Peak Hour			04:30				02:45				04:30	
Volume			960				637				1586	
P.H.F.			.97				.90				.94	

Greece

Dave Jensen

Monroe County
Dept. of Transportation
Traffic Engineering

Site Code : 142/143
Start Date: 09/26/2000
File I.D. : 81461A
Page : 4

Street name :Dewey Ave Cross street:Britton Rd. South of ,

Friday

Begin Time	NB A.M.	NB P.M.			SB A.M.	SB P.M.			Combined A.M.		Combined P.M.		
12:00 09/29	20		*		15		*		35		*		
12:15	26		*		18		*		44		*		
12:30	25		*		7		*		32		*		
12:45	7	78	*	*	9	49	*	*	16	127	*	*	
01:00	5		*		12		*		17		*		
01:15	11		*		16		*		27		*		
01:30	20		*		5		*		25		*		
01:45	9	45	*	*	10	43	*	*	19	88	*	*	
02:00	7		*		2		*		9		*		
02:15	14		*		3		*		17		*		
02:30	5		*		10		*		15		*		
02:45	9	35	*	*	4	19	*	*	13	54	*	*	
03:00	10		*		7		*		17		*		
03:15	12		*		2		*		14		*		
03:30	11		*		8		*		19		*		
03:45	7	40	*	*	12	29	*	*	19	69	*	*	
04:00	3		*		15		*		18		*		
04:15	4		*		17		*		21		*		
04:30	4		*		20		*		24		*		
04:45	9	20	*	*	31	83	*	*	40	103	*	*	
05:00	10		*		45		*		55		*		
05:15	18		*		78		*		96		*		
05:30	18		*		75		*		93		*		
05:45	33	79	*	*	53	251	*	*	86	330	*	*	
06:00	28		*		82		*		110		*		
06:15	40		*		126		*		166		*		
06:30	61		*		129		*		190		*		
06:45	92	221	*	*	152	489	*	*	244	710	*	*	
07:00	71		*		194		*		265		*		
07:15	94		*		212		*		306		*		
07:30	74		*		173		*		247		*		
07:45	81	320	*	*	131	710	*	*	212	1030	*	*	
08:00	86		*		142		*		228		*		
08:15	103		*		0		*		103		*		
08:30	114		*		0		*		114		*		
08:45	108	411	*	*	0	142	*	*	108	553	*	*	
09:00	119		*		0		*		119		*		
09:15	125		*		0		*		125		*		
09:30	*		*		*		*		*		*		
09:45	*	*	*	*	*	*	*	*	*	244	*	*	
10:00	*		*		*		*		*		*		
10:15	*		*		*		*		*		*		
10:30	*		*		*		*		*		*		
10:45	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*		*		*		*		*		*		
11:15	*		*		*		*		*		*		
11:30	*		*		*		*		*		*		
11:45	*	*	*	*	*	*	*	*	*	*	*	*	
Totals	1493		0		1815		0		3308		0		
Day Totals		1493				1815				3308			
Split %	45.1%		*		54.8%		*						

Peak Hour	08:30		06:45	06:45
Volume	466		731	1062
P.H.F.	.93		.86	.86

Greece

Dave Jensen

Monroe County
Dept. of Transportation
Traffic Engineering

Site Code : 142/143
Start Date: 09/26/2000
File I.D. : 81461A
Page : 3

Street name :Dewey Ave Cross street:Britton Rd. South of ,

Thursday

Begin Time	NB A.M.	NB P.M.			SB A.M.	SB P.M.			Combined A.M.		Combined P.M.		
12:00 09/28	33		158		9		172		42		330		
12:15	24		171		3		170		27		341		
12:30	15		171		11		165		26		336		
12:45	14	86	172	672	13	36	156	663	27	122	328	1335	
01:00	12		155		4		134		16		289		
01:15	8		177		3		150		11		327		
01:30	7		170		6		150		13		320		
01:45	10	37	175	677	6	19	187	621	16	56	362	1298	
02:00	10		173		1		185		11		358		
02:15	5		179		6		161		11		340		
02:30	6		164		10		148		16		312		
02:45	3	24	169	685	5	22	152	646	8	46	321	1331	
03:00	6		201		6		155		12		356		
03:15	9		196		4		191		13		387		
03:30	6		255		3		181		9		436		
03:45	5	26	250	902	6	19	196	723	11	45	446	1625	
04:00	3		223		18		157		21		380		
04:15	2		231		15		160		17		391		
04:30	5		256		20		141		25		397		
04:45	4	14	276	986	33	86	160	618	37	100	436	1604	
05:00	12		234		39		164		51		398		
05:15	16		242		74		195		90		437		
05:30	27		258		72		167		99		425		
05:45	21	76	232	966	62	247	174	700	83	323	406	1666	
06:00	26		224		84		164		110		388		
06:15	48		211		147		140		195		351		
06:30	56		199		134		134		190		333		
06:45	87	217	225	859	151	516	136	574	238	733	361	1433	
07:00	87		185		184		170		271		355		
07:15	75		160		206		108		281		268		
07:30	80		164		187		115		267		279		
07:45	100	342	122	631	157	734	135	528	257	1076	257	1159	
08:00	95		131		134		119		229		250		
08:15	98		102		142		101		240		203		
08:30	119		109		124		77		243		186		
08:45	112	424	115	457	124	524	86	383	236	948	201	840	
09:00	102		84		129		80		231		164		
09:15	110		119		111		104		221		223		
09:30	110		94		144		66		254		160		
09:45	120	442	71	368	126	510	58	308	246	952	129	676	
10:00	116		55		131		62		247		117		
10:15	111		54		139		44		250		98		
10:30	128		43		126		43		254		86		
10:45	135	490	32	184	122	518	40	189	257	1008	72	373	
11:00	142		51		122		24		264		75		
11:15	169		40		158		33		327		73		
11:30	162		36		162		15		324		51		
11:45	167	640	34	161	147	589	21	93	314	1229	55	254	
Totals	2818		7546		3820		6046		6638		13594		
Day Totals		10366				9866				20232			
Split %	42.4%		55.5%		57.5%		44.4%						

Peak Hour	11:00	04:45	07:00	03:15	11:00	04:45
Volume	640	1010	734	725	1229	1696
P.H.F.	.94	.91	.89	.92	.93	.97

NODE: 81413
DEWEY AVE.
DENISE RD. S.OF
CHAN 1=NB,CHAN 2=SB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081413
Start Date: 10/04/2004
File I.D. : 81413
Page : 2

Begin	Wed.	1		2		Combined		Thur.	1		2		Combined	
Time	10/06	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/07	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		24	156	22	147	46	303		33	162	21	160	54	322
12:15		20	173	13	131	33	304		16	171	24	166	40	337
12:30		14	148	7	187	21	335		23	173	27	151	50	324
12:45		12	175	7	164	19	339		8	136	18	152	26	288
01:00		8	127	11	138	19	265		2	173	4	158	6	331
01:15		10	159	6	165	16	324		10	167	10	137	20	304
01:30		10	142	10	158	20	300		5	159	7	132	12	291
01:45		7	147	5	139	12	286		17	165	12	147	29	312
02:00		5	155	5	154	10	309		3	159	5	180	8	339
02:15		9	138	1	197	10	335		6	182	7	186	13	368
02:30		11	171	6	170	17	341		5	194	5	161	10	355
02:45		4	171	9	142	13	313		10	200	6	179	16	379
03:00		9	198	5	140	14	338		11	203	5	157	16	360
03:15		8	192	6	180	14	372		6	204	3	182	9	386
03:30		4	208	0	150	4	358		3	188	5	175	8	363
03:45		8	249	5	193	13	442		6	214	2	179	8	393
04:00		6	236	7	167	13	403		7	241	9	169	16	410
04:15		5	223	13	165	18	388		11	218	18	179	29	397
04:30		5	174	22	179	27	353		9	229	15	199	24	428
04:45		7	196	21	172	28	368		5	227	16	193	21	420
05:00		11	243	31	163	42	406		10	235	20	188	30	423
05:15		9	251	31	179	40	430		13	247	38	179	51	426
05:30		14	240	55	196	69	436		10	234	53	191	63	425
05:45		18	230	83	172	101	402		23	251	76	216	99	467
06:00		23	237	73	201	96	438		30	269	77	225	107	494
06:15		45	234	85	198	130	432		38	260	100	214	138	474
06:30		63	192	116	198	179	390		52	221	137	189	189	410
06:45		78	193	136	176	214	369		75	190	122	183	197	373
07:00		86	185	136	161	222	346		86	225	161	187	247	412
07:15		76	168	163	162	239	330		67	213	165	183	232	396
07:30		61	180	186	144	247	324		78	196	192	179	270	375
07:45		86	144	158	115	244	259		98	168	159	149	257	317
08:00		80	135	154	133	234	268		111	192	154	175	265	367
08:15		78	150	151	150	229	300		96	172	144	177	240	349
08:30		98	141	159	127	257	268		93	144	166	97	259	241
08:45		122	111	123	106	245	217		104	124	157	108	261	232
09:00		91	102	129	97	220	199		103	126	129	106	232	232
09:15		99	91	115	95	214	186		101	97	131	107	232	204
09:30		141	93	137	100	278	193		105	91	144	83	249	174
09:45		105	87	142	61	247	148		112	102	152	106	264	208
10:00		101	52	133	52	234	104		107	71	124	70	231	141
10:15		111	36	126	53	237	89		106	71	138	70	244	141
10:30		122	41	127	48	249	89		113	44	150	54	263	98
10:45		121	42	125	34	246	76		156	44	137	42	293	86
11:00		123	43	132	44	255	87		135	54	143	47	278	101
11:15		126	32	131	25	257	57		147	50	153	48	300	98
11:30		133	33	167	29	300	62		158	48	161	34	319	82
11:45		148	28	145	24	293	52		153	38	153	35	306	73
Totals		2555	7252	3630	6481	6185	13733		2676	7942	3855	6984	6531	14926
Day Totals		9807		10111		19918			10618		10839		21457	
% Total		12.8%	36.4%	18.2%	32.5%				12.4%	37.0%	17.9%	32.5%		
Peaks		11:00	05:00	07:15	06:00	11:00	05:30		10:45	05:30	07:00	05:30	11:00	05:30
Volume		530	964	661	773	1105	1708		596	1014	677	846	1203	1860
P.H.F.		.89	.96	.88	.96	.92	.97		.94	.94	.88	.94	.94	.94

NODE: 81413
DEWEY AVE.
DENISE RD. S.OF
CHAN 1=NB,CHAN 2=SB

T, W, Th ok

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081413
Start Date: 10/04/2004
File I.D. : 81413
Page : 1

Begin	Mon.	1		2		Combined		Tues.	1		2		Combined	
Time	10/04	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/05	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		*	*	*	*	*	*		14	155	17	172	31	327
12:15		*	*	*	*	*	*		31	152	20	150	51	302
12:30		*	*	*	*	*	*		18	147	12	149	30	296
12:45		*	*	*	*	*	*		11	174	14	166	25	340
01:00		*	*	*	*	*	*		8	120	5	158	13	278
01:15		*	*	*	*	*	*		9	161	9	131	18	292
01:30		*	*	*	*	*	*		8	129	7	149	15	278
01:45		*	*	*	*	*	*		7	132	6	118	13	250
02:00		*	*	*	*	*	*		3	140	3	149	6	289
02:15		*	*	*	*	*	*		8	154	2	160	10	314
02:30		*	*	*	*	*	*		5	167	4	172	9	339
02:45		*	*	*	*	*	*		6	182	1	143	7	325
03:00		*	*	*	*	*	*		8	180	2	144	10	324
03:15		*	*	*	*	*	*		3	181	6	144	9	325
03:30		*	*	*	*	*	*		2	182	2	162	4	344
03:45		*	*	*	*	*	*		3	231	5	164	8	395
04:00		*	*	*	*	*	*		5	204	8	143	13	347
04:15		*	*	*	*	*	*		4	221	8	170	12	391
04:30		*	168	*	155	*	323		11	176	19	155	30	331
04:45		*	206	*	160	*	366		4	232	28	161	32	393
05:00		*	207	*	165	*	372		7	263	26	179	33	442
05:15		*	203	*	155	*	358		11	250	46	155	57	405
05:30		*	216	*	161	*	377		7	211	47	176	54	387
05:45		*	223	*	154	*	377		29	253	73	178	102	431
06:00		*	212	*	164	*	376		20	234	62	206	82	440
06:15		*	196	*	173	*	369		40	220	79	165	119	385
06:30		*	176	*	155	*	331		53	216	129	193	182	409
06:45		*	157	*	158	*	315		62	181	129	182	191	363
07:00		*	144	*	128	*	272		83	160	165	145	248	305
07:15		*	170	*	140	*	310		71	155	163	157	234	312
07:30		*	119	*	128	*	247		74	147	172	162	246	309
07:45		*	122	*	109	*	231		102	148	141	134	243	282
08:00		*	127	*	105	*	232		85	152	120	159	205	311
08:15		*	107	*	103	*	210		72	122	147	115	219	237
08:30		*	109	*	101	*	210		100	122	158	102	258	224
08:45		*	98	*	80	*	178		111	119	155	89	266	208
09:00		*	92	*	94	*	186		104	91	116	86	220	177
09:15		*	79	*	93	*	172		97	90	118	81	215	171
09:30		*	89	*	54	*	143		99	86	128	75	227	161
09:45		*	61	*	51	*	112		105	71	135	77	240	148
10:00		*	62	*	49	*	111		96	60	138	62	234	122
10:15		*	41	*	39	*	80		115	45	134	56	249	101
10:30		*	41	*	33	*	74		101	46	131	40	232	86
10:45		*	38	*	31	*	69		115	42	127	22	242	64
11:00		*	42	*	29	*	71		117	38	144	23	261	61
11:15		*	39	*	36	*	75		128	47	140	37	268	84
11:30		*	29	*	30	*	59		136	36	146	34	282	70
11:45		*	23	*	12	*	35		167	28	132	21	299	49
Totals		0	3596	0	3045	0	6641		2475	7053	3579	6171	6054	13224
Day Totals		3596		3045		6641			9528		9750		19278	
% Total		.0%	54.1%	.0%	45.8%				12.8%	36.5%	18.5%	32.0%		
Peaks			05:15		05:30		05:30		11:00	05:00	07:00	06:00	11:00	05:00
Volume			854		652		1499		548	977	641	746	1110	1665
P.H.F.			.95		.94		.99		.82	.92	.93	.90	.92	.94

Node: 81553
Dewey Ave.
Dorsey Rd.S.of
Chan A=SB,Chan B=NB

T, W ok

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY 2005 TRAFFIC DATA
Direction 1

Site Code : 000055305181
Start Date: 11/07/2005
File I.D. : 81553
Page : 1

Begin Time	Mon. 11/07	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 11/08	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00		*	*	*	*	*	*		23	150	22	129	45	279
12:15		*	*	*	*	*	*		14	113	19	122	33	235
12:30		*	*	*	*	*	*		7	147	8	116	15	263
12:45		*	*	*	*	*	*		12	130	16	105	28	235
01:00		*	121	*	110	*	231		7	120	7	105	14	225
01:15		*	112	*	104	*	216		5	136	9	102	14	238
01:30		*	103	*	110	*	213		11	106	9	111	20	217
01:45		*	116	*	108	*	224		6	138	8	115	14	253
02:00		*	120	*	121	*	241		2	119	9	131	11	250
02:15		*	111	*	128	*	239		3	149	2	122	5	271
02:30		*	119	*	128	*	247		2	136	5	131	7	267
02:45		*	129	*	146	*	275		2	139	4	159	6	298
03:00		*	119	*	152	*	271		5	125	2	170	7	295
03:15		*	135	*	160	*	295		6	149	5	160	11	309
03:30		*	132	*	178	*	310		7	152	10	186	17	338
03:45		*	151	*	171	*	322		7	133	4	174	11	307
04:00		*	116	*	150	*	266		8	152	7	179	15	331
04:15		*	137	*	147	*	284		7	172	5	170	12	342
04:30		*	148	*	170	*	318		31	174	8	170	39	344
04:45		*	169	*	174	*	343		26	154	6	176	32	330
05:00		*	151	*	167	*	318		37	150	19	191	56	341
05:15		*	142	*	168	*	310		51	135	22	205	73	340
05:30		*	147	*	157	*	304		61	145	24	169	85	314
05:45		*	165	*	159	*	324		65	147	34	172	99	319
06:00		*	137	*	159	*	296		78	147	34	153	112	300
06:15		*	127	*	127	*	254		77	148	44	190	121	338
06:30		*	134	*	124	*	258		132	136	56	148	188	284
06:45		*	115	*	102	*	217		132	122	69	158	201	280
07:00		*	89	*	104	*	193		144	111	57	156	201	267
07:15		*	109	*	92	*	201		167	84	59	106	226	190
07:30		*	97	*	91	*	188		182	91	67	96	249	187
07:45		*	63	*	80	*	143		179	86	65	85	244	171
08:00		*	80	*	67	*	147		145	103	68	108	213	211
08:15		*	79	*	65	*	144		123	89	85	78	208	167
08:30		*	61	*	80	*	141		138	86	82	86	220	172
08:45		*	73	*	77	*	150		148	79	98	69	246	148
09:00		*	58	*	75	*	133		114	63	88	70	202	133
09:15		*	74	*	79	*	153		106	49	72	68	178	117
09:30		*	47	*	53	*	100		97	60	80	72	177	132
09:45		*	45	*	48	*	93		117	79	97	62	214	141
10:00		*	41	*	44	*	85		108	44	82	53	190	97
10:15		*	39	*	33	*	72		109	33	89	41	198	74
10:30		*	35	*	28	*	63		100	35	81	35	181	70
10:45		*	27	*	28	*	55		102	36	112	23	214	59
11:00		*	32	*	49	*	81		103	27	94	27	197	54
11:15		*	30	*	26	*	56		103	30	100	31	203	61
11:30		*	20	*	30	*	50		119	25	124	22	243	47
11:45		*	23	*	29	*	52		134	14	112	23	246	37
Totals		0	4278	0	4598	0	8876		3362	5148	2179	5530	5541	10678
Day Totals			4278		4598		8876			8510		7709		16219
% Total		.0%	48.2%	.0%	51.8%				20.7%	31.7%	13.4%	34.1%		
Peaks			04:30		04:30		04:30		07:15	04:00	10:45	04:30	07:15	04:15
Volume			610		679		1289		673	652	430	742	932	1357
P.H.F.			.90		.97		.93		.92	.93	.86	.90	.93	.98

1WP-707

NODE: 81413
DEWEY AVE.
DENISE RD. S.OF
CHAN 1=NB,CHAN 2=SB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081413
Start Date: 10/04/2004
File I.D. : 81413
Page : 3

Begin Time	Fri. 10/08	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Sat. 10/09	1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00		36	208	23	193	59	401		*	*	*	*	*	*
12:15		24	211	18	173	42	384		*	*	*	*	*	*
12:30		19	*	26	*	45	*		*	*	*	*	*	*
12:45		19	*	12	*	31	*		*	*	*	*	*	*
01:00		17	*	13	*	30	*		*	*	*	*	*	*
01:15		11	*	16	*	27	*		*	*	*	*	*	*
01:30		15	*	7	*	22	*		*	*	*	*	*	*
01:45		9	*	7	*	16	*		*	*	*	*	*	*
02:00		8	*	12	*	20	*		*	*	*	*	*	*
02:15		10	*	5	*	15	*		*	*	*	*	*	*
02:30		6	*	5	*	11	*		*	*	*	*	*	*
02:45		12	*	7	*	19	*		*	*	*	*	*	*
03:00		20	*	11	*	31	*		*	*	*	*	*	*
03:15		7	*	5	*	12	*		*	*	*	*	*	*
03:30		9	*	7	*	16	*		*	*	*	*	*	*
03:45		3	*	11	*	14	*		*	*	*	*	*	*
04:00		4	*	6	*	10	*		*	*	*	*	*	*
04:15		6	*	12	*	18	*		*	*	*	*	*	*
04:30		9	*	23	*	32	*		*	*	*	*	*	*
04:45		11	*	24	*	35	*		*	*	*	*	*	*
05:00		11	*	30	*	41	*		*	*	*	*	*	*
05:15		9	*	35	*	44	*		*	*	*	*	*	*
05:30		17	*	46	*	63	*		*	*	*	*	*	*
05:45		20	*	67	*	87	*		*	*	*	*	*	*
06:00		25	*	72	*	97	*		*	*	*	*	*	*
06:15		27	*	80	*	107	*		*	*	*	*	*	*
06:30		47	*	106	*	153	*		*	*	*	*	*	*
06:45		66	*	121	*	187	*		*	*	*	*	*	*
07:00		68	*	116	*	184	*		*	*	*	*	*	*
07:15		70	*	134	*	204	*		*	*	*	*	*	*
07:30		71	*	140	*	211	*		*	*	*	*	*	*
07:45		89	*	156	*	245	*		*	*	*	*	*	*
08:00		78	*	120	*	198	*		*	*	*	*	*	*
08:15		72	*	122	*	194	*		*	*	*	*	*	*
08:30		65	*	131	*	196	*		*	*	*	*	*	*
08:45		86	*	121	*	207	*		*	*	*	*	*	*
09:00		80	*	139	*	219	*		*	*	*	*	*	*
09:15		102	*	161	*	263	*		*	*	*	*	*	*
09:30		120	*	136	*	256	*		*	*	*	*	*	*
09:45		106	*	153	*	259	*		*	*	*	*	*	*
10:00		125	*	133	*	258	*		*	*	*	*	*	*
10:15		119	*	175	*	294	*		*	*	*	*	*	*
10:30		136	*	160	*	296	*		*	*	*	*	*	*
10:45		136	*	151	*	287	*		*	*	*	*	*	*
11:00		148	*	152	*	300	*		*	*	*	*	*	*
11:15		175	*	165	*	340	*		*	*	*	*	*	*
11:30		167	*	152	*	319	*		*	*	*	*	*	*
11:45		162	*	179	*	341	*		*	*	*	*	*	*
Totals		2652	419	3703	366	6355	785		0	0	0	0	0	0
Day Totals			3071		4069		7140			0		0		0
% Total		37.1%	5.8%	51.8%	5.1%				*	*	*	*		
Peaks		11:00	12:00	11:00	12:00	11:00	12:00							
Volume		652	419	648	366	1300	785							
P.H.F.		.93	.49	.90	.47	.95	.48							

NODE: 75123
DEWEY AVE.
LATTA RD. S.OF
CHAN 1=SB,CHAN 2=NB

T, W OK

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000075123
Start Date: 10/04/2004
File I.D. : 75123
Page : 1

Begin Time	Mon. 10/04 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 10/05 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	*	*	*	*	*	*	13	126	9	112	22	238
12:15	*	*	*	*	*	*	14	139	19	121	33	260
12:30	*	*	*	*	*	*	12	97	14	102	26	199
12:45	*	103	*	109	*	212	9	129	8	120	17	249
01:00	*	89	*	106	*	195	4	111	5	105	9	216
01:15	*	95	*	99	*	194	7	91	11	137	18	228
01:30	*	120	*	115	*	235	4	108	3	109	7	217
01:45	*	100	*	124	*	224	6	90	8	113	14	203
02:00	*	109	*	114	*	223	2	111	5	113	7	224
02:15	*	110	*	129	*	239	3	135	6	123	9	258
02:30	*	98	*	114	*	212	2	120	5	120	7	240
02:45	*	106	*	149	*	255	4	120	4	152	8	272
03:00	*	96	*	140	*	236	2	102	6	160	8	262
03:15	*	94	*	136	*	230	4	120	2	168	6	288
03:30	*	130	*	156	*	286	2	133	5	154	7	287
03:45	*	127	*	171	*	298	2	119	4	179	6	298
04:00	*	144	*	162	*	306	6	119	6	170	12	289
04:15	*	115	*	159	*	274	8	132	5	187	13	319
04:30	*	118	*	142	*	260	16	120	5	165	21	285
04:45	*	115	*	150	*	265	15	113	7	162	22	275
05:00	*	128	*	193	*	321	16	127	6	173	22	300
05:15	*	104	*	175	*	279	32	117	6	185	38	302
05:30	*	130	*	167	*	297	38	141	8	180	46	321
05:45	*	125	*	178	*	303	47	136	23	201	70	337
06:00	*	119	*	163	*	282	37	161	30	189	67	350
06:15	*	139	*	170	*	309	55	135	36	194	91	329
06:30	*	136	*	164	*	300	73	143	44	161	117	304
06:45	*	116	*	147	*	263	98	130	74	157	172	287
07:00	*	115	*	113	*	228	114	124	74	146	188	270
07:15	*	107	*	125	*	232	117	119	78	130	195	249
07:30	*	102	*	90	*	192	126	143	55	115	181	258
07:45	*	100	*	90	*	190	98	118	92	114	190	232
08:00	*	80	*	97	*	177	103	135	95	113	198	248
08:15	*	81	*	75	*	156	104	96	74	119	178	215
08:30	*	93	*	84	*	177	96	81	87	79	183	160
08:45	*	67	*	79	*	146	112	67	96	98	208	165
09:00	*	77	*	64	*	141	102	73	88	73	190	146
09:15	*	65	*	53	*	118	95	75	86	75	181	150
09:30	*	43	*	54	*	97	105	64	70	65	175	129
09:45	*	48	*	41	*	89	94	56	91	47	185	103
10:00	*	37	*	53	*	90	94	45	75	37	169	82
10:15	*	29	*	31	*	60	105	47	90	31	195	78
10:30	*	25	*	26	*	51	101	22	88	32	189	54
10:45	*	28	*	27	*	55	98	22	83	31	181	53
11:00	*	18	*	33	*	51	95	15	106	25	201	40
11:15	*	28	*	29	*	57	99	25	97	30	196	55
11:30	*	24	*	26	*	50	104	21	117	27	221	48
11:45	*	10	*	15	*	25	95	21	145	16	240	37
Totals	0	4043	0	4837	0	8880	2588	4794	2151	5615	4739	10409
Day Totals		4043		4837		8880		7382		7766		15148
% Total	.0%	45.5%	.0%	54.4%			17.0%	31.6%	14.2%	37.0%		
Peaks		05:45		05:00		05:00	06:45	05:45	11:00	05:30	11:00	05:30
Volume		519		713		1200	455	575	465	764	858	1337
P.H.F.		.93		.92		.93	.90	.89	.80	.95	.89	.95

Node: 81553
Dewey Ave.
Dorsey Rd.S.of
Chan A=SB,Chan B=NB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY 2005 TRAFFIC DATA
Direction 1

Site Code : 000055305181
Start Date: 11/07/2005
File I.D. : 81553
Page : 2

Begin Time	Wed. 11/09 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Thur. 11/10 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	13	106	24	96	37	202	24	135	19	147	43	282
12:15	13	116	21	106	34	222	28	*	13	*	41	*
12:30	8	93	13	103	21	196	16	*	13	*	29	*
12:45	16	126	14	100	30	226	10	*	10	*	20	*
01:00	11	105	6	97	17	202	7	*	15	*	22	*
01:15	2	99	6	120	8	219	10	*	11	*	21	*
01:30	6	118	4	94	10	212	2	*	5	*	7	*
01:45	6	110	5	97	11	207	4	*	6	*	10	*
02:00	6	95	8	96	14	191	6	*	11	*	17	*
02:15	6	120	11	87	17	207	2	*	16	*	18	*
02:30	4	97	16	132	20	229	3	*	11	*	14	*
02:45	4	123	3	132	7	255	6	*	7	*	13	*
03:00	6	144	2	150	8	294	4	*	9	*	13	*
03:15	4	104	2	158	6	262	6	*	3	*	9	*
03:30	5	136	2	154	7	290	0	*	6	*	6	*
03:45	6	126	4	157	10	283	13	*	4	*	17	*
04:00	8	100	8	148	16	248	5	*	8	*	13	*
04:15	16	122	9	172	25	294	13	*	4	*	17	*
04:30	21	134	6	129	27	263	18	*	9	*	27	*
04:45	13	142	5	138	18	280	22	*	10	*	32	*
05:00	31	114	4	216	35	330	36	*	8	*	44	*
05:15	38	111	9	190	47	301	43	*	9	*	52	*
05:30	67	142	24	186	91	328	65	*	22	*	87	*
05:45	66	156	17	147	83	303	63	*	30	*	93	*
06:00	65	106	23	157	88	263	68	*	26	*	94	*
06:15	91	110	36	127	127	237	83	*	46	*	129	*
06:30	130	108	59	120	189	228	115	*	55	*	170	*
06:45	113	112	58	123	171	235	121	*	57	*	178	*
07:00	133	101	50	111	183	212	143	*	51	*	194	*
07:15	161	119	58	81	219	200	142	*	49	*	191	*
07:30	194	81	63	92	257	173	172	*	53	*	225	*
07:45	167	62	68	70	235	132	169	*	64	*	233	*
08:00	135	68	62	90	197	158	153	*	62	*	215	*
08:15	132	68	73	78	205	146	119	*	78	*	197	*
08:30	150	63	73	77	223	140	142	*	77	*	219	*
08:45	150	76	91	80	241	156	111	*	73	*	184	*
09:00	111	73	72	80	183	153	123	*	92	*	215	*
09:15	74	72	83	54	157	126	126	*	73	*	199	*
09:30	86	58	92	51	178	109	97	*	75	*	172	*
09:45	107	60	63	46	170	106	84	*	88	*	172	*
10:00	95	49	82	44	177	93	105	*	93	*	198	*
10:15	97	28	80	29	177	57	111	*	76	*	187	*
10:30	103	25	84	36	187	61	127	*	93	*	220	*
10:45	95	31	82	21	177	52	104	*	95	*	199	*
11:00	105	32	78	36	183	68	130	*	97	*	227	*
11:15	90	14	107	31	197	45	113	*	118	*	231	*
11:30	122	21	115	25	237	46	118	*	130	*	248	*
11:45	132	19	119	22	251	41	144	*	117	*	261	*
Totals	3214	4395	1994	4886	5208	9281	3326	135	2097	147	5423	282
Day Totals		7609		6880		14489		3461		2244		5705
% Total	22.1%	30.3%	13.7%	33.7%			58.3%	2.3%	36.7%	2.5%		
Peaks	07:15	05:00	11:00	05:00	07:15	05:00	07:15	12:00	11:00	12:00	11:00	12:00
Volume	657	523	419	739	908	1262	636	135	462	147	967	282
P.H.F.	.84	.83	.88	.85	.88	.95	.92	.25	.88	.25	.92	.25

1 WP = 843

NODE: 75123
DEWEY AVE.
LATTA RD. S.OF
CHAN 1=SB,CHAN 2=NB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000075123
Start Date: 10/04/2004
File I.D. : 75123
Page : 3

Begin	Fri.	1		2		Combined		Sat.	1		2		Combined	
Time	10/08	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/09	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		29	230	26	111	55	341		*	*	*	*	*	*
12:15		18	*	10	*	28	*		*	*	*	*	*	*
12:30		21	*	12	*	33	*		*	*	*	*	*	*
12:45		18	*	19	*	37	*		*	*	*	*	*	*
01:00		18	*	8	*	26	*		*	*	*	*	*	*
01:15		15	*	6	*	21	*		*	*	*	*	*	*
01:30		9	*	10	*	19	*		*	*	*	*	*	*
01:45		7	*	2	*	9	*		*	*	*	*	*	*
02:00		12	*	6	*	18	*		*	*	*	*	*	*
02:15		9	*	10	*	19	*		*	*	*	*	*	*
02:30		8	*	3	*	11	*		*	*	*	*	*	*
02:45		7	*	10	*	17	*		*	*	*	*	*	*
03:00		15	*	6	*	21	*		*	*	*	*	*	*
03:15		4	*	4	*	8	*		*	*	*	*	*	*
03:30		13	*	1	*	14	*		*	*	*	*	*	*
03:45		9	*	2	*	11	*		*	*	*	*	*	*
04:00		7	*	2	*	9	*		*	*	*	*	*	*
04:15		13	*	7	*	20	*		*	*	*	*	*	*
04:30		17	*	5	*	22	*		*	*	*	*	*	*
04:45		22	*	9	*	31	*		*	*	*	*	*	*
05:00		26	*	4	*	30	*		*	*	*	*	*	*
05:15		24	*	7	*	31	*		*	*	*	*	*	*
05:30		33	*	10	*	43	*		*	*	*	*	*	*
05:45		47	*	15	*	62	*		*	*	*	*	*	*
06:00		48	*	26	*	74	*		*	*	*	*	*	*
06:15		73	*	21	*	94	*		*	*	*	*	*	*
06:30		75	*	28	*	103	*		*	*	*	*	*	*
06:45		92	*	48	*	140	*		*	*	*	*	*	*
07:00		87	*	56	*	143	*		*	*	*	*	*	*
07:15		115	*	45	*	160	*		*	*	*	*	*	*
07:30		135	*	37	*	172	*		*	*	*	*	*	*
07:45		133	*	71	*	204	*		*	*	*	*	*	*
08:00		102	*	43	*	145	*		*	*	*	*	*	*
08:15		120	*	52	*	172	*		*	*	*	*	*	*
08:30		106	*	34	*	140	*		*	*	*	*	*	*
08:45		117	*	58	*	175	*		*	*	*	*	*	*
09:00		125	*	59	*	184	*		*	*	*	*	*	*
09:15		142	*	59	*	201	*		*	*	*	*	*	*
09:30		137	*	54	*	191	*		*	*	*	*	*	*
09:45		135	*	55	*	190	*		*	*	*	*	*	*
10:00		131	*	64	*	195	*		*	*	*	*	*	*
10:15		163	*	78	*	241	*		*	*	*	*	*	*
10:30		162	*	60	*	222	*		*	*	*	*	*	*
10:45		132	*	61	*	193	*		*	*	*	*	*	*
11:00		162	*	94	*	256	*		*	*	*	*	*	*
11:15		190	*	83	*	273	*		*	*	*	*	*	*
11:30		170	*	90	*	260	*		*	*	*	*	*	*
11:45		203	*	94	*	297	*		*	*	*	*	*	*
Totals		3456	230	1564	111	5020	341		0	0	0	0	0	0
Day Totals		3686		1675		5361			0		0		0	
% Total		64.4%	4.2%	29.1%	2.0%				*	*	*	*		
Peaks		11:00	12:00	11:00	12:00	11:00	12:00							
Volume		725	230	361	111	1086	341							
P.H.F.		.89	.25	.96	.25	.91	.25							

NODE: 75123
DEWEY AVE.
LATTA RD. S.OF
CHAN 1=SB,CHAN 2=NB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000075123
Start Date: 10/04/2004
File I.D. : 75123
Page : 2

Begin	Wed.	1		2		Combined		Thur.	1		2		Combined	
Time	10/06	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	10/07	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		22	114	17	126	39	240		18	190	21	86	39	276
12:15		8	97	12	130	20	227		23	172	18	81	41	253
12:30		7	141	12	126	19	267		20	167	15	92	35	259
12:45		7	118	12	128	19	246		14	185	9	67	23	252
01:00		9	125	6	108	15	233		6	178	7	88	13	266
01:15		2	98	5	123	7	221		8	153	7	92	15	245
01:30		5	113	10	102	15	215		5	148	2	84	7	232
01:45		2	113	6	117	8	230		10	152	12	91	22	243
02:00		4	121	6	132	10	253		2	214	1	92	3	306
02:15		2	159	7	111	9	270		7	192	5	81	12	273
02:30		5	122	9	154	14	276		6	201	5	96	11	297
02:45		7	120	6	142	13	262		9	212	10	102	19	314
03:00		6	119	4	156	10	275		3	206	9	96	12	302
03:15		3	126	5	169	8	295		2	214	4	88	6	302
03:30		2	137	5	170	7	307		4	226	2	91	6	317
03:45		5	155	5	207	10	362		4	222	7	109	11	331
04:00		5	153	6	184	11	337		7	211	9	111	16	322
04:15		7	139	10	187	17	326		17	208	4	100	21	308
04:30		13	147	4	153	17	300		12	240	12	123	24	363
04:45		10	141	5	165	15	306		10	216	7	120	17	336
05:00		23	116	6	171	29	287		12	229	8	115	20	344
05:15		22	159	10	204	32	363		31	244	16	108	47	352
05:30		45	145	10	200	55	345		41	246	11	116	52	362
05:45		50	134	18	198	68	332		49	261	26	125	75	386
06:00		36	154	24	196	60	350		51	277	32	151	83	428
06:15		59	163	43	194	102	357		72	274	47	108	119	382
06:30		72	140	51	186	123	326		81	266	46	121	127	387
06:45		95	158	78	152	173	310		85	251	74	106	159	357
07:00		83	145	96	132	179	277		110	256	97	110	207	366
07:15		119	125	66	136	185	261		126	241	62	105	188	346
07:30		143	115	62	138	205	253		139	221	62	102	201	323
07:45		113	94	79	130	192	224		116	171	80	86	196	257
08:00		127	124	60	108	187	232		133	206	93	111	226	317
08:15		113	112	72	119	185	231		105	203	97	90	202	293
08:30		101	95	76	112	177	207		115	119	87	87	202	206
08:45		98	95	108	101	206	196		124	142	101	67	225	209
09:00		100	84	85	85	185	169		97	120	112	72	209	192
09:15		92	74	78	77	170	151		118	110	78	49	196	159
09:30		93	73	107	74	200	147		136	97	57	52	193	149
09:45		114	53	92	55	206	108		158	118	84	48	242	166
10:00		113	39	93	46	206	85		122	74	56	45	178	119
10:15		88	37	97	22	185	59		127	80	86	42	213	122
10:30		92	40	99	29	191	69		132	57	57	25	189	82
10:45		95	28	107	34	202	62		137	53	66	34	203	87
11:00		92	30	98	31	190	61		148	55	68	26	216	81
11:15		96	17	107	25	203	42		158	44	82	33	240	77
11:30		117	33	122	24	239	57		185	45	92	21	277	66
11:45		111	18	140	26	251	44		170	38	85	17	255	55
Totals		2633	5158	2236	5895	4869	11053		3265	8405	2028	4062	5293	12467
Day Totals		7791		8131		15922			11670		6090		17760	
% Total		16.5%	32.4%	14.0%	37.0%				18.3%	47.3%	11.4%	22.8%		
Peaks		07:15	06:00	11:00	05:15	11:00	05:15		11:00	05:45	08:15	05:45	11:00	05:45
Volume		502	615	467	798	883	1390		661	1078	397	505	988	1583
P.H.F.		.87	.94	.83	.97	.87	.95		.89	.97	.88	.83	.89	.92

NODE: 81634
STONE RD. GREECE
DEWBY AVE.W. OF
CHAN 1=WB,CHAN 2=EB

T, W, TH ok

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY
Direction 1

Site Code : 000000081634
Start Date: 10/04/2004
File I.D. : 81634
Page : 1

Begin Time	Mon. 10/04 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.	Tues. 10/05 1 A.M.	1 P.M.	2 A.M.	2 P.M.	Combined A.M.	Combined P.M.
12:00	*	76	*	74	*	150	12	76	16	88	28	164
12:15	*	71	*	67	*	138	5	75	11	95	16	170
12:30	*	87	*	65	*	152	3	78	9	77	12	155
12:45	*	80	*	85	*	165	2	84	9	72	11	156
01:00	*	80	*	74	*	154	1	76	8	83	9	159
01:15	*	81	*	68	*	149	6	82	7	67	13	149
01:30	*	81	*	64	*	145	1	74	3	81	4	155
01:45	*	81	*	80	*	161	5	94	4	65	9	159
02:00	*	84	*	69	*	153	3	82	2	77	5	159
02:15	*	81	*	81	*	162	3	80	4	94	7	174
02:30	*	90	*	92	*	182	2	91	3	90	5	181
02:45	*	82	*	83	*	165	1	88	5	116	6	204
03:00	*	99	*	97	*	196	3	104	8	93	11	197
03:15	*	91	*	112	*	203	6	94	3	118	9	212
03:30	*	90	*	98	*	188	9	94	1	148	10	242
03:45	*	84	*	113	*	197	4	86	0	127	4	213
04:00	*	74	*	106	*	180	5	101	3	97	8	198
04:15	*	101	*	114	*	215	6	97	2	138	8	235
04:30	*	71	*	125	*	196	16	101	1	126	17	227
04:45	*	87	*	121	*	208	12	106	3	141	15	247
05:00	*	98	*	114	*	212	20	101	6	131	26	232
05:15	*	97	*	134	*	231	33	112	7	143	40	255
05:30	*	91	*	117	*	208	44	91	7	135	51	226
05:45	*	89	*	128	*	217	40	115	13	124	53	239
06:00	*	74	*	97	*	171	39	91	15	115	54	206
06:15	*	76	*	109	*	185	72	88	15	112	87	200
06:30	*	81	*	91	*	172	114	112	32	94	146	206
06:45	*	72	*	81	*	153	92	85	43	91	135	176
07:00	*	64	*	88	*	152	107	79	43	93	150	172
07:15	*	53	*	85	*	138	139	69	39	99	178	168
07:30	*	61	*	52	*	113	128	75	47	64	175	139
07:45	*	57	*	67	*	124	136	48	59	70	195	118
08:00	*	59	*	57	*	116	96	64	46	72	142	136
08:15	*	48	*	59	*	107	81	60	45	67	126	127
08:30	*	33	*	58	*	91	97	45	46	67	143	112
08:45	*	25	*	47	*	72	66	42	55	65	121	107
09:00	*	40	*	49	*	89	71	40	44	57	115	97
09:15	*	34	*	40	*	74	75	35	57	39	132	74
09:30	*	25	*	49	*	74	51	27	52	42	103	69
09:45	72	22	62	25	134	47	68	28	65	34	133	62
10:00	74	23	57	35	131	58	89	20	60	31	149	51
10:15	62	25	56	31	118	56	58	23	48	24	106	47
10:30	64	19	57	24	121	43	66	16	61	25	127	41
10:45	60	12	70	31	130	43	72	18	65	24	137	42
11:00	59	13	81	25	140	38	76	24	77	32	153	56
11:15	76	13	74	22	150	35	70	18	74	24	144	42
11:30	85	16	60	27	145	43	83	14	69	27	152	41
11:45	60	13	65	19	125	32	79	14	78	22	157	36
Totals	612	3004	582	3549	1194	6553	2267	3317	1370	3916	3637	7233
Day Totals	3616		4131		7747		5584		5286		10870	
% Total	7.9%	38.7%	7.5%	45.8%			20.8%	30.5%	12.6%	36.0%		
Peaks	10:45	05:00	10:45	04:30	10:45	05:00	07:00	04:30	11:00	04:45	07:00	04:30
Volume	280	375	285	494	565	868	510	420	298	550	698	961
P.H.F.	.82	.95	.87	.92	.94	.93	.91	.93	.95	.96	.89	.94

Grace

T ok

Node: 81633
Dewey Ave.
Stone Rd.S of
CHAN 1=EB,CHAN 2=WB

Monroe County
Dept. of Transportation
Traffic Engineering

Site Code : 000000301101
Start Date: 11/08/2005
File I.D. : 81633
Page : 1

Tuesday

Time 11/08	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	15	124	21	132	36	256
12:15	16	125	14	133	30	258
12:30	14	124	8	132	22	256
12:45	18 63	125 498	9 52	133 530	27 115	258 1028
01:00	8	181	7	118	15	299
01:15	7	181	5	119	12	300
01:30	7	116	10	103	17	219
01:45	6 28	112 590	3 25	103 443	9 53	215 1033
02:00	6	126	2	97	8	223
02:15	9	111	3	91	12	202
02:30	1	146	3	104	4	250
02:45	6 22	152 535	0 8	97 389	6 30	249 924
03:00	2	167	5	114	7	281
03:15	3	132	5	116	8	248
03:30	4	159	9	125	13	284
03:45	4 13	168 626	3 22	122 477	7 35	290 1103
04:00	3	153	9	115	12	268
04:15	6	181	8	112	14	293
04:30	5	170	21	138	26	308
04:45	4 18	202 706	27 65	106 471	31 83	308 1177
05:00	13	173	35	126	48	299
05:15	26	190	41	138	67	328
05:30	25	163	69	116	94	279
05:45	28 92	172 698	68 213	111 491	96 305	283 1189
06:00	26	125	82	111	108	236
06:15	48	125	90	91	138	216
06:30	54	106	130	109	184	215
06:45	74 202	105 461	131 433	92 403	205 635	197 864
07:00	81	91	141	61	222	152
07:15	61	83	140	76	201	159
07:30	72	67	175	72	247	139
07:45	73 287	67 308	160 616	62 271	233 903	129 579
08:00	61	69	137	57	198	126
08:15	85	60	126	50	211	110
08:30	78	62	119	59	197	121
08:45	102 326	63 254	111 493	65 231	213 819	128 485
09:00	85	60	109	44	194	104
09:15	88	62	110	59	198	121
09:30	76	41	98	39	174	80
09:45	77 326	34 197	93 410	41 183	170 736	75 380
10:00	82	25	88	35	170	60
10:15	84	30	91	38	175	68
10:30	99	25	110	25	209	50
10:45	116 381	34 114	93 382	31 129	209 763	65 243
11:00	95	37	85	35	180	72
11:15	123	28	123	22	246	50
11:30	124	23	124	23	248	46
11:45	123 465	23 111	123 455	14 94	246 920	37 205
Totals	2223	5098	3174	4112	5397	9210
Day Totals	7321		7286		14607	
Split %	41.1%	55.3%	58.8%	44.6%		
Peak Hour	11:00	04:30	07:00	12:00	11:00	04:30
Volume	465	735	616	530	920	1243
P.H.F.	.93	.90	.88	.99	.92	.94

NODE: 81634
STONE RD. GREECE
DEWEY AVE.W. OF
CHAN 1=WB,CHAN 2=EB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY

Site Code : 000000081634
Start Date: 10/04/2004
File I.D. : 81634
Page : 3

Direction 1

Begin Time	Fri. 10/08 1 AM	1 PM	2 AM	2 PM	Combined AM	Combined PM	Sat. 10/09 1 AM	1 PM	2 AM	2 PM	Combined AM	Combined PM
12:00	30	189	0	4	30	193	*	*	*	*	*	*
12:15	25	186	0	10	25	196	*	*	*	*	*	*
12:30	22	165	0	11	22	176	*	*	*	*	*	*
12:45	20	187	0	4	20	191	*	*	*	*	*	*
01:00	15	178	1	1	16	179	*	*	*	*	*	*
01:15	12	159	0	6	12	165	*	*	*	*	*	*
01:30	15	173	0	2	15	175	*	*	*	*	*	*
01:45	7	193	0	4	7	197	*	*	*	*	*	*
02:00	12	*	0	*	12	*	*	*	*	*	*	*
02:15	7	*	0	*	7	*	*	*	*	*	*	*
02:30	7	*	0	*	7	*	*	*	*	*	*	*
02:45	11	*	0	*	11	*	*	*	*	*	*	*
03:00	11	*	2	*	13	*	*	*	*	*	*	*
03:15	6	*	0	*	6	*	*	*	*	*	*	*
03:30	13	*	0	*	13	*	*	*	*	*	*	*
03:45	9	*	0	*	9	*	*	*	*	*	*	*
04:00	9	*	0	*	9	*	*	*	*	*	*	*
04:15	3	*	0	*	3	*	*	*	*	*	*	*
04:30	21	*	1	*	22	*	*	*	*	*	*	*
04:45	20	*	0	*	20	*	*	*	*	*	*	*
05:00	24	*	0	*	24	*	*	*	*	*	*	*
05:15	33	*	1	*	34	*	*	*	*	*	*	*
05:30	40	*	1	*	41	*	*	*	*	*	*	*
05:45	55	*	3	*	58	*	*	*	*	*	*	*
06:00	62	*	2	*	64	*	*	*	*	*	*	*
06:15	94	*	1	*	95	*	*	*	*	*	*	*
06:30	110	*	0	*	110	*	*	*	*	*	*	*
06:45	111	*	8	*	119	*	*	*	*	*	*	*
07:00	143	*	9	*	152	*	*	*	*	*	*	*
07:15	162	*	4	*	166	*	*	*	*	*	*	*
07:30	153	*	1	*	154	*	*	*	*	*	*	*
07:45	167	*	9	*	176	*	*	*	*	*	*	*
08:00	127	*	6	*	133	*	*	*	*	*	*	*
08:15	135	*	4	*	139	*	*	*	*	*	*	*
08:30	121	*	6	*	127	*	*	*	*	*	*	*
08:45	141	*	8	*	149	*	*	*	*	*	*	*
09:00	103	*	3	*	106	*	*	*	*	*	*	*
09:15	155	*	0	*	155	*	*	*	*	*	*	*
09:30	142	*	3	*	145	*	*	*	*	*	*	*
09:45	146	*	2	*	148	*	*	*	*	*	*	*
10:00	130	*	4	*	134	*	*	*	*	*	*	*
10:15	128	*	7	*	135	*	*	*	*	*	*	*
10:30	139	*	3	*	142	*	*	*	*	*	*	*
10:45	151	*	2	*	153	*	*	*	*	*	*	*
11:00	161	*	1	*	162	*	*	*	*	*	*	*
11:15	170	*	3	*	173	*	*	*	*	*	*	*
11:30	188	*	2	*	190	*	*	*	*	*	*	*
11:45	175	*	12	*	187	*	*	*	*	*	*	*
Totals	3741	1430	109	42	3850	1472	0	0	0	0	0	0
Day Totals	5171		151		5322		0		0		0	
% Total	70.2%	26.8%	2.0%	.7%			*	*	*	*		
Peaks	11:00	12:00	07:45	12:00	11:00	12:00						
Volume	694	727	25	29	712	756						
P.H.F.	.92	.96	.69	.65	.93	.96						

NODE: 81634
STONE RD. GREECE
DEWEY AVE.W. OF
CHAN 1=WB,CHAN 2=EB

LOCHNER ENGINEERING
181 GENESEE ST
UTICA, N.Y 13501
MONROE COUNTY

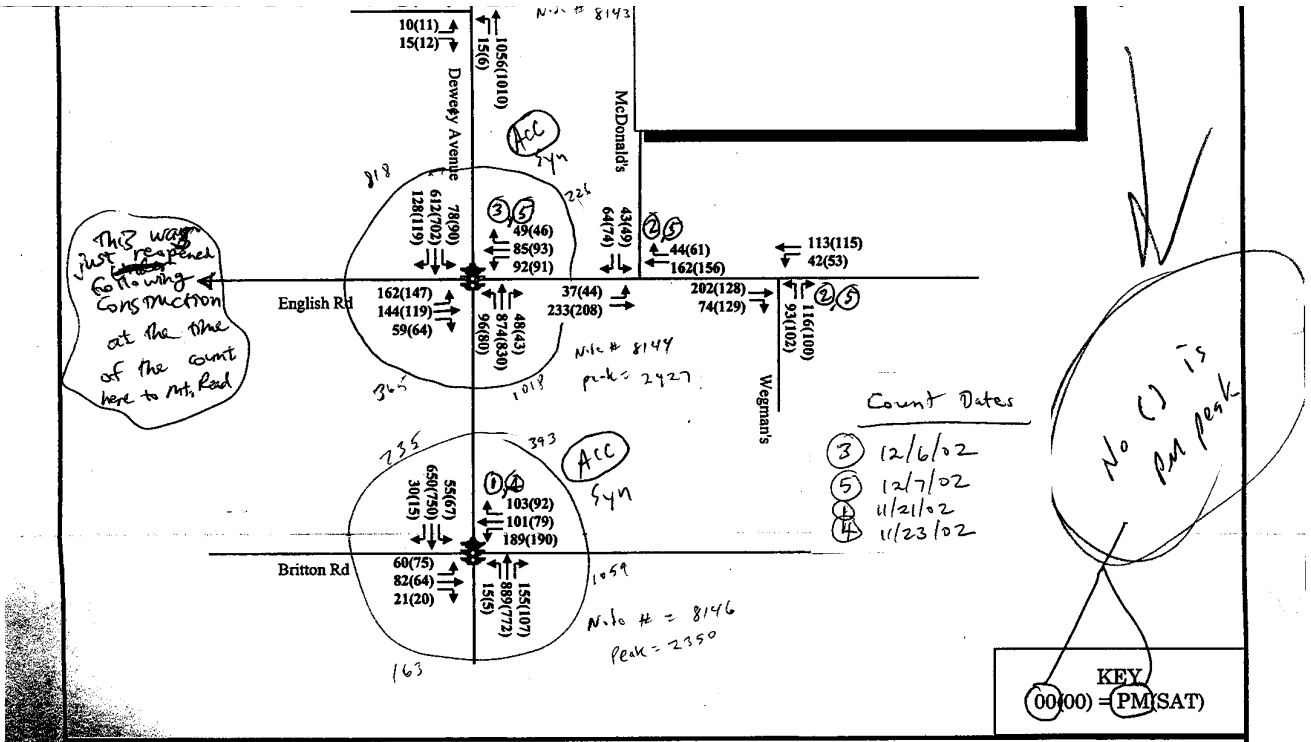
Site Code : 000000081634
Start Date: 10/04/2004
File I.D. : 81634
Page : 2

Direction 1

Begin Time	Wed. 10/06 1 AM	1 PM	2 AM	2 PM	Combined AM	Combined PM	Thur. 10/07 1 AM	1 PM	2 AM	2 PM	Combined AM	Combined PM
12:00	8	68	20	85	28	153	7	80	19	79	26	159
12:15	7	86	12	89	19	175	4	85	13	75	17	160
12:30	5	85	7	83	12	168	12	76	7	80	19	156
12:45	9	80	5	67	14	147	11	81	9	74	20	155
01:00	3	60	5	67	8	127	6	83	7	77	13	160
01:15	2	94	5	70	7	164	2	70	9	71	11	141
01:30	4	100	6	84	10	184	6	78	9	78	15	156
01:45	3	70	6	67	9	137	6	85	3	76	9	161
02:00	4	84	7	88	11	172	2	93	4	89	6	182
02:15	2	99	11	81	13	180	4	93	8	81	12	174
02:30	4	94	5	94	9	188	2	91	3	92	5	183
02:45	2	91	4	99	6	190	0	94	3	108	3	202
03:00	2	99	5	89	7	188	2	91	4	103	6	194
03:15	1	78	4	138	5	216	3	91	6	121	9	212
03:30	11	105	0	105	11	210	10	108	3	104	13	212
03:45	4	90	6	133	10	223	6	95	1	127	7	222
04:00	8	108	3	109	11	217	5	87	7	118	12	205
04:15	5	84	3	130	8	214	7	87	0	126	7	213
04:30	12	107	3	133	15	240	11	80	1	121	12	201
04:45	18	85	5	132	23	217	12	98	2	124	14	222
05:00	19	106	6	128	25	234	20	103	6	128	26	231
05:15	23	99	5	129	28	228	24	90	7	152	31	242
05:30	41	100	8	112	49	212	44	105	8	144	52	249
05:45	41	103	10	122	51	225	48	100	20	121	68	221
06:00	53	73	17	138	70	211	41	77	17	101	58	178
06:15	65	107	16	90	81	197	68	89	16	94	84	183
06:30	103	93	28	99	131	192	106	104	33	99	139	203
06:45	99	95	36	84	135	179	101	107	33	87	134	194
07:00	115	77	35	90	150	167	105	63	31	86	136	149
07:15	133	72	34	84	167	156	137	143	45	46	182	189
07:30	122	78	41	91	163	169	116	154	45	5	161	159
07:45	139	56	42	68	181	124	112	123	42	3	154	126
08:00	100	55	53	61	153	116	92	138	56	2	148	140
08:15	96	46	49	69	145	115	103	133	53	1	156	134
08:30	95	55	61	48	156	103	77	103	42	3	119	106
08:45	87	43	51	73	138	116	71	113	38	3	109	116
09:00	65	50	57	61	122	111	61	122	51	1	112	123
09:15	73	39	56	41	129	80	60	96	58	0	118	96
09:30	65	28	56	47	121	75	61	74	55	1	116	75
09:45	63	40	66	33	129	73	64	71	56	0	120	71
10:00	83	25	44	38	127	63	77	68	65	0	142	68
10:15	79	22	66	30	145	52	79	41	65	0	144	41
10:30	65	28	67	23	132	51	73	64	68	0	141	64
10:45	71	17	75	29	146	46	67	65	75	2	142	67
11:00	63	22	84	25	147	47	62	68	87	3	149	71
11:15	68	18	88	31	156	49	88	58	64	2	152	60
11:30	94	15	75	29	169	44	82	49	85	0	167	49
11:45	82	11	57	18	139	29	82	43	86	0	168	43
Totals	2316	3340	1405	3834	3721	7174	2239	4310	1425	3008	3664	7318
Day Totals	5656		5239		10895		6549		4433		10982	
% Total	21.2%	30.6%	12.9%	35.1%			20.3%	39.2%	12.9%	27.3%		
Peaks	07:00	05:00	10:45	04:15	07:15	04:30	07:00	07:15	11:00	04:45	07:15	04:45
Volume	509	408	322	523	664	919	470	558	322	548	645	944
P.H.F.	.91	.96	.91	.98	.91	.95	.85	.90	.92	.90	.88	.94

EXISTING
NORTHGATE
PLAZA
Northgate Manor
Denise Rd
Dobson Rd.
Northgate
Access
Northgate
North Access
Northgate
South Access
Count Dates:
1 11/21/02 (PM) - Thurs
2 11/22/02 (PM) - Fri.
3 12/06/02 (PM) - Fri.
4 11/23/02 (Sat)
5 12/07/02 (Sat)
Circled locations to be added to synchro volume spreadsheet.

Wal*Mart Supercenter
Northgate Plaza
Poughkeepsie, New York
Peak Hour Volumes
Existing Conditions
NORTH
Figure 2
EXISTING
NORTHGATE
PLAZA
Northgate Access
McDonald's
Dewey Avenue
Sutorius Drive
Northgate
South Access
Northgate
North Access
Wegman's
English Rd
Britton Rd
KEY
(00:00) = (PM/SAT)



Wal★Mart Supercenter
Northgate Plaza

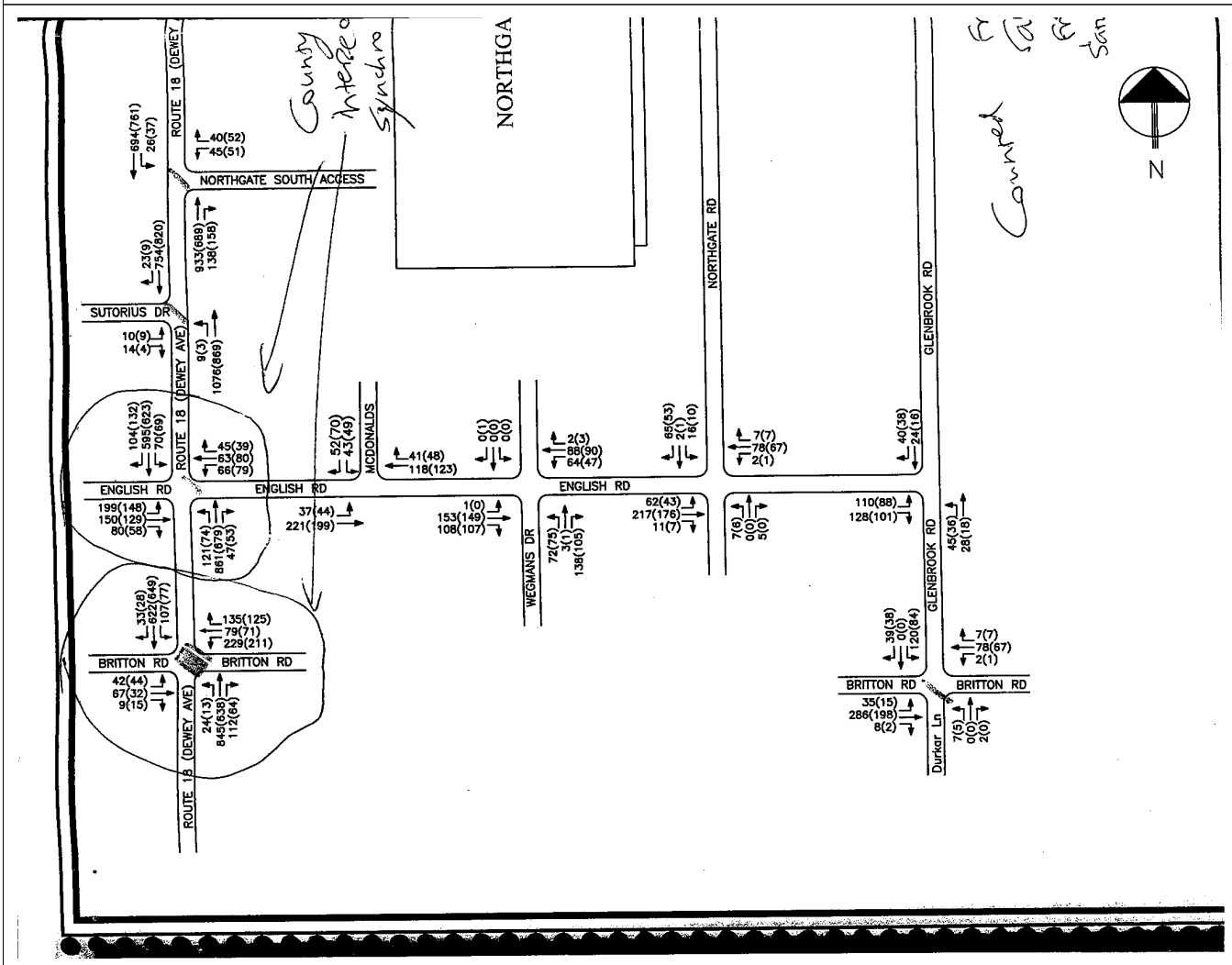
Town of Greece, New York

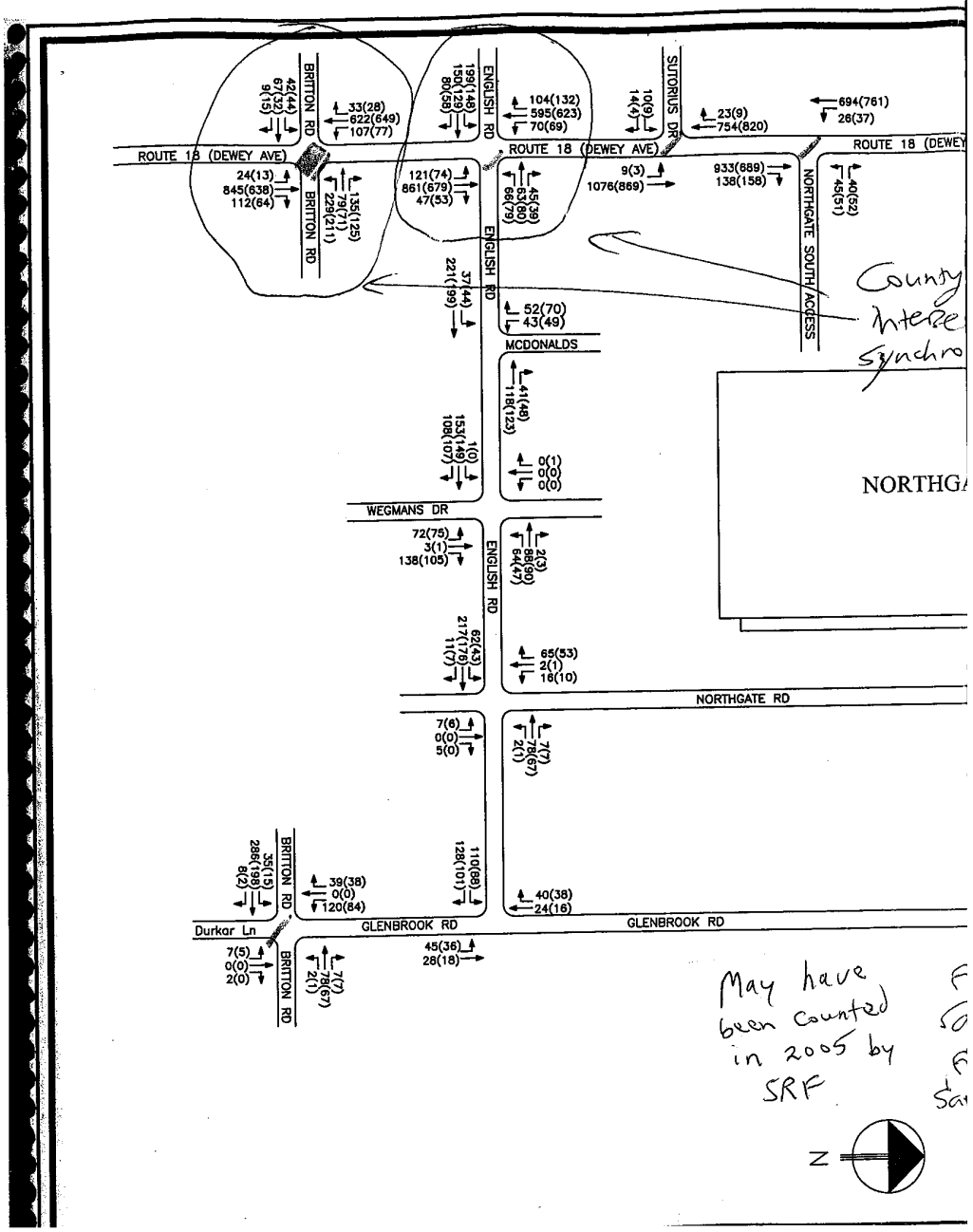
SRF & Associates
Rochester, New York

NORTH

Peak Hour Volumes
Existing Conditions

Figure 2





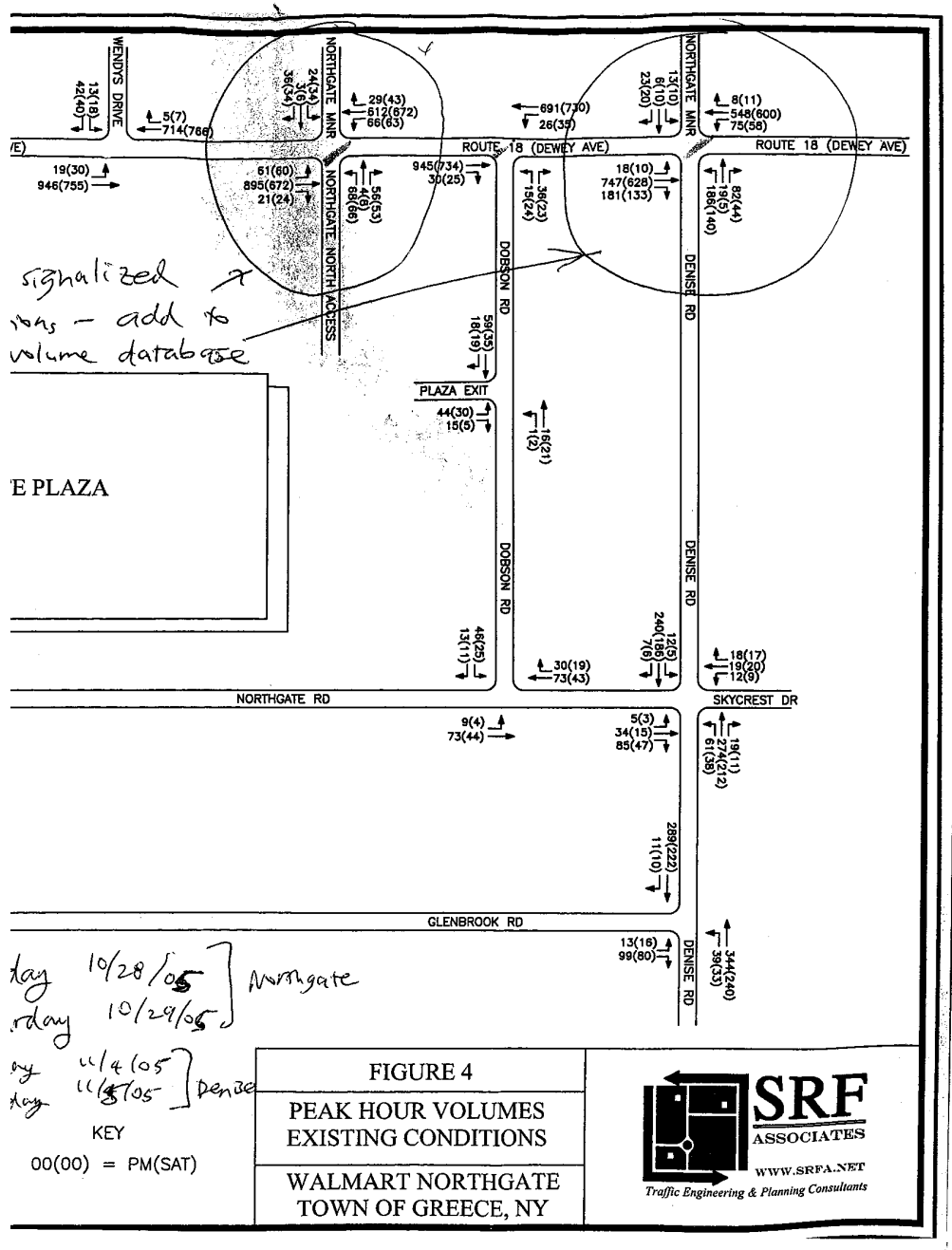


FIGURE 4

PEAK HOUR VOLUMES
EXISTING CONDITIONS

WALMART NORTHGATE
TOWN OF GREECE, NY

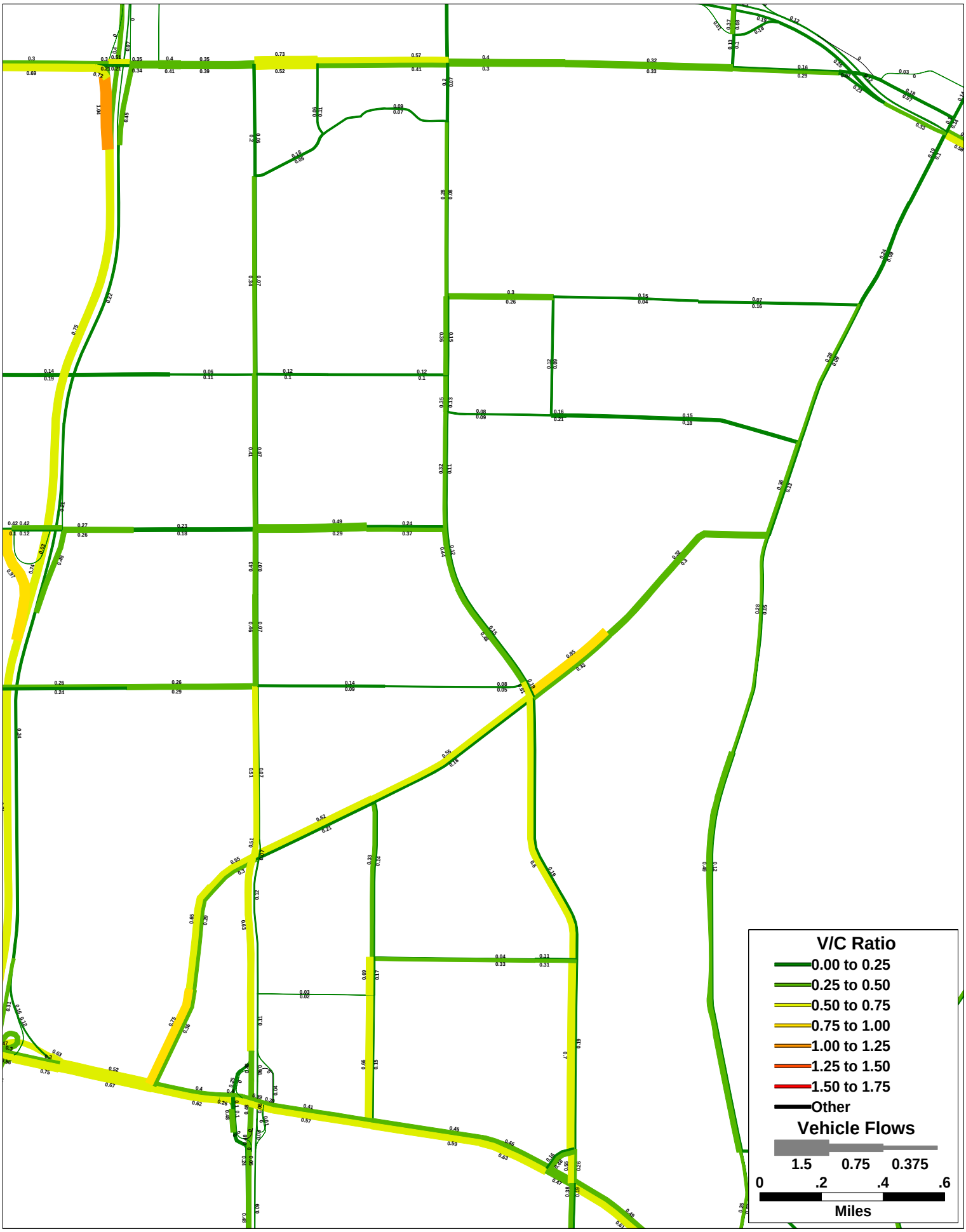
SRF ASSOCIATES
WWW.SRFA.NET
Traffic Engineering & Planning Consultants

Dewey Avenue- 2019 No Build- AM Peak Hour Traffic Volumes

GTC, February 2009

Dewey Avenue- 2019 No Build- AM Peak Hour Volume/Capacity Ratios

GTC, February 2009

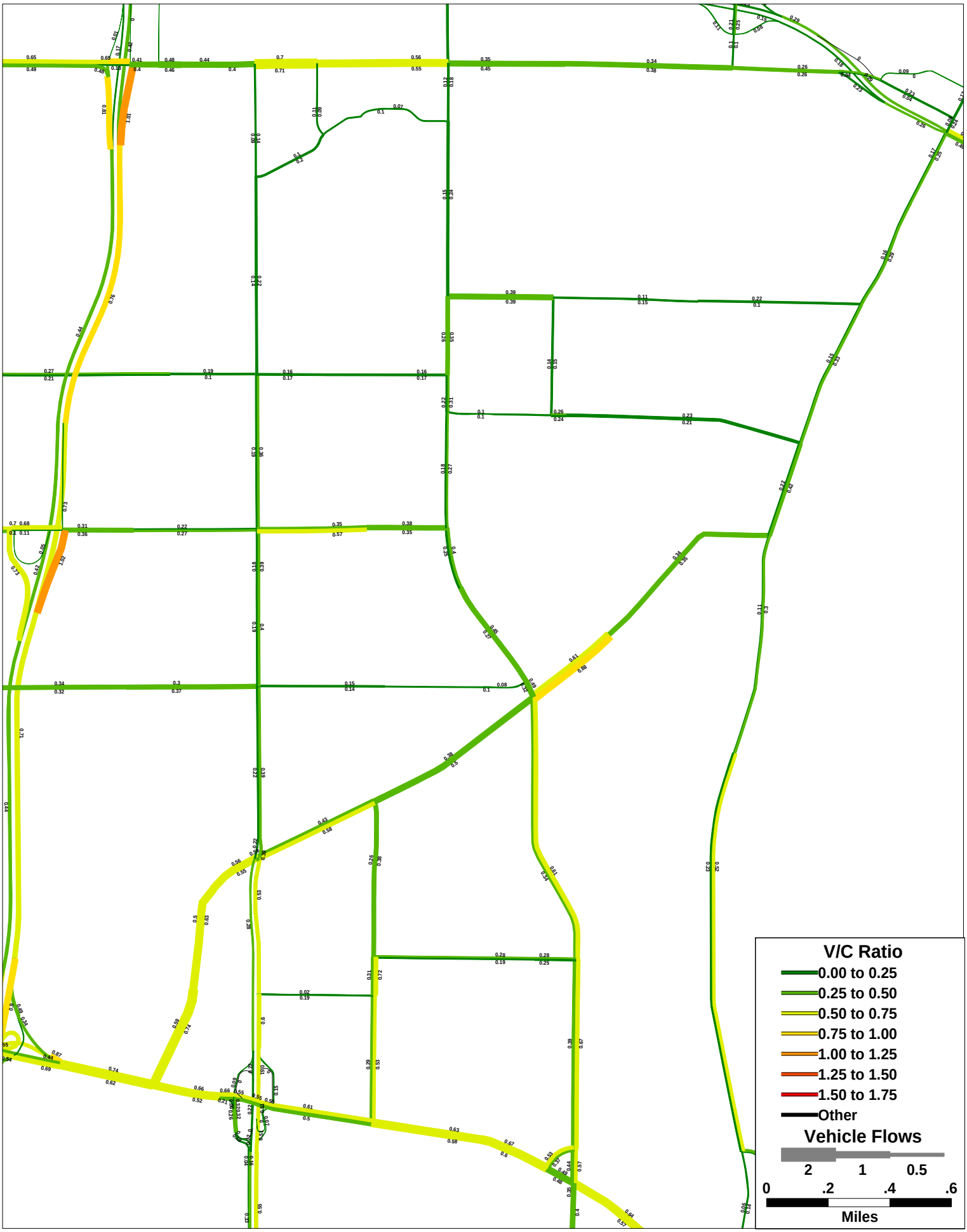


Dewey Avenue- 2019 No Build- PM Peak Hour Volumes

GTC, February 2009

Dewey Avenue- 2019 No Build- PM Peak Hour Volume/Capacity Ratios

GTC, February 2009



Dewey Avenue- 2019 No Build- AM Peak Hour Traffic Volumes

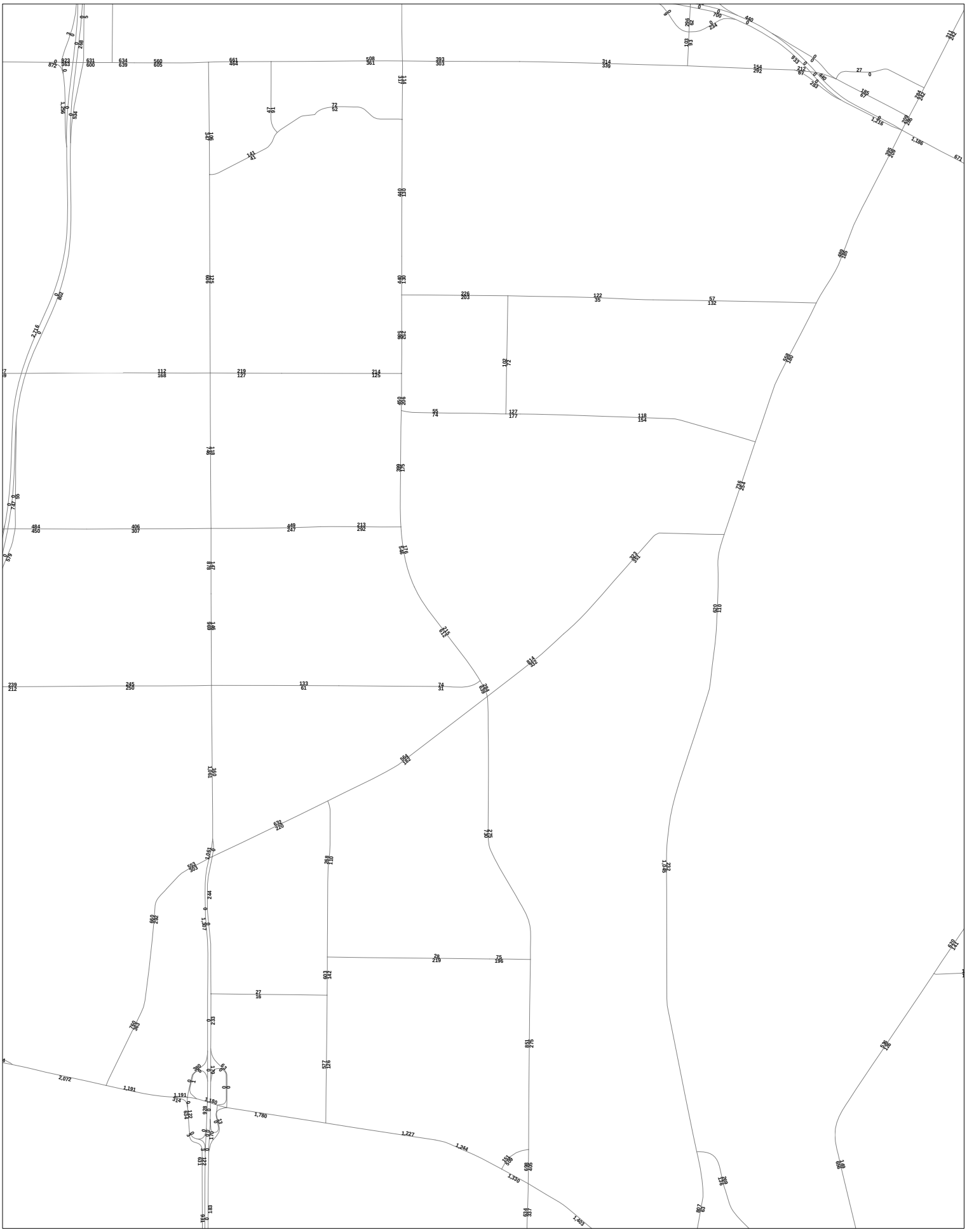
GTC, February 2009

Dewey Avenue- 2019 No Build- PM Peak Hour Volumes

GTC, February 2009

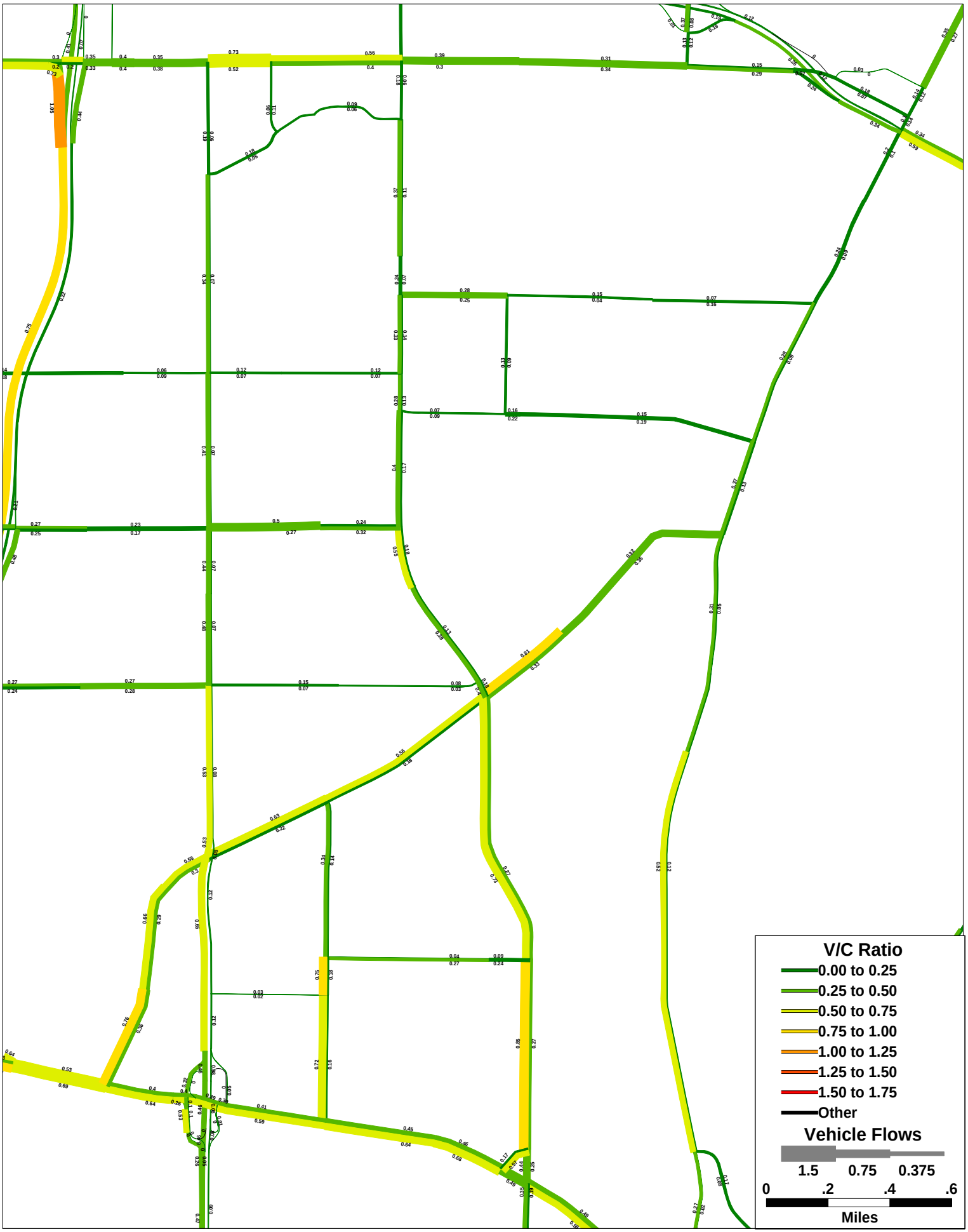
Dewey Avenue- 2019 w/ Lane Reduction- AM Peak Hour Volumes

GTC, February 2009



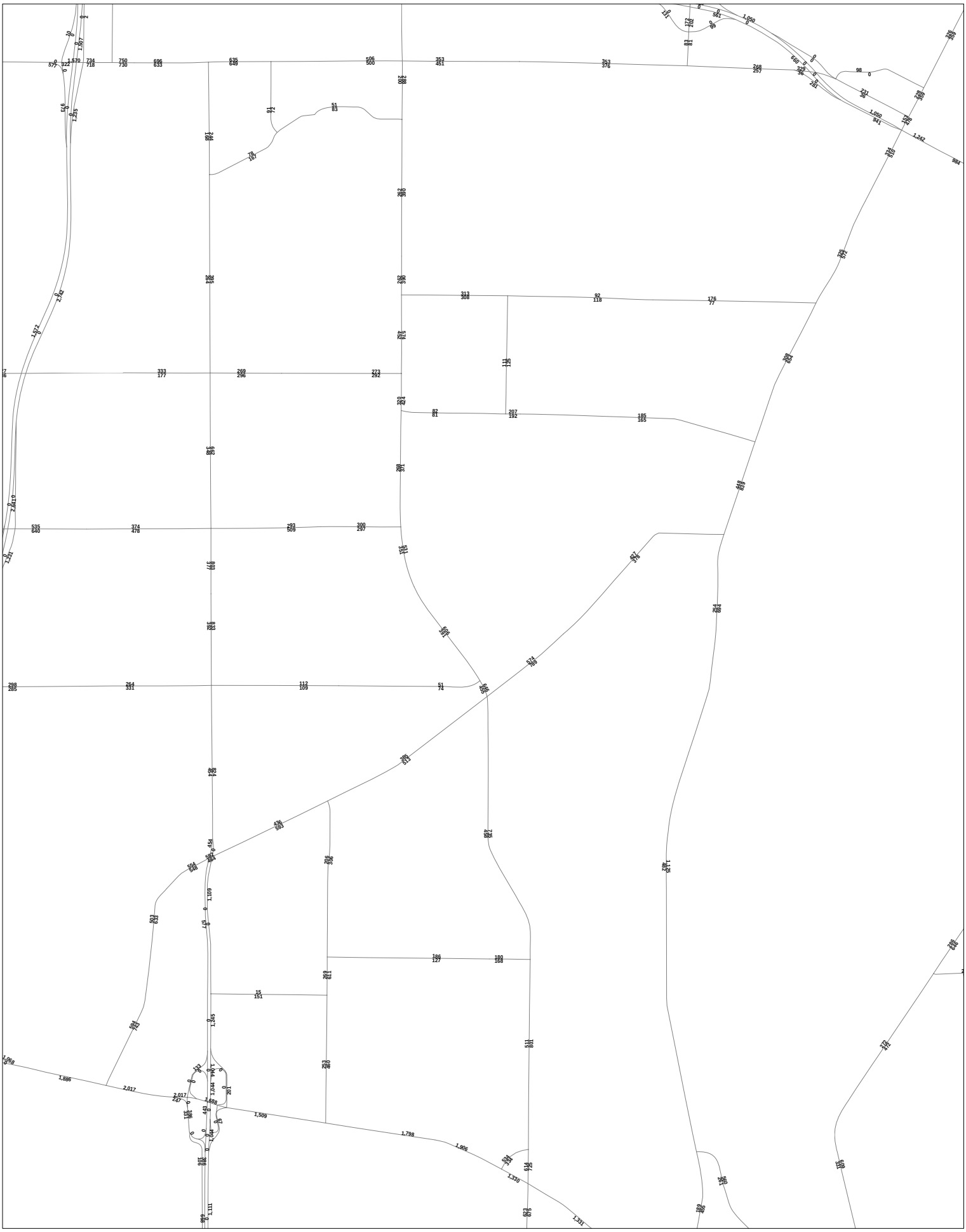
Dewey Avenue- 2019 w/ Lane Reduction- AM Peak Hour Volume/Capacity Ratios

GTC, February 2009



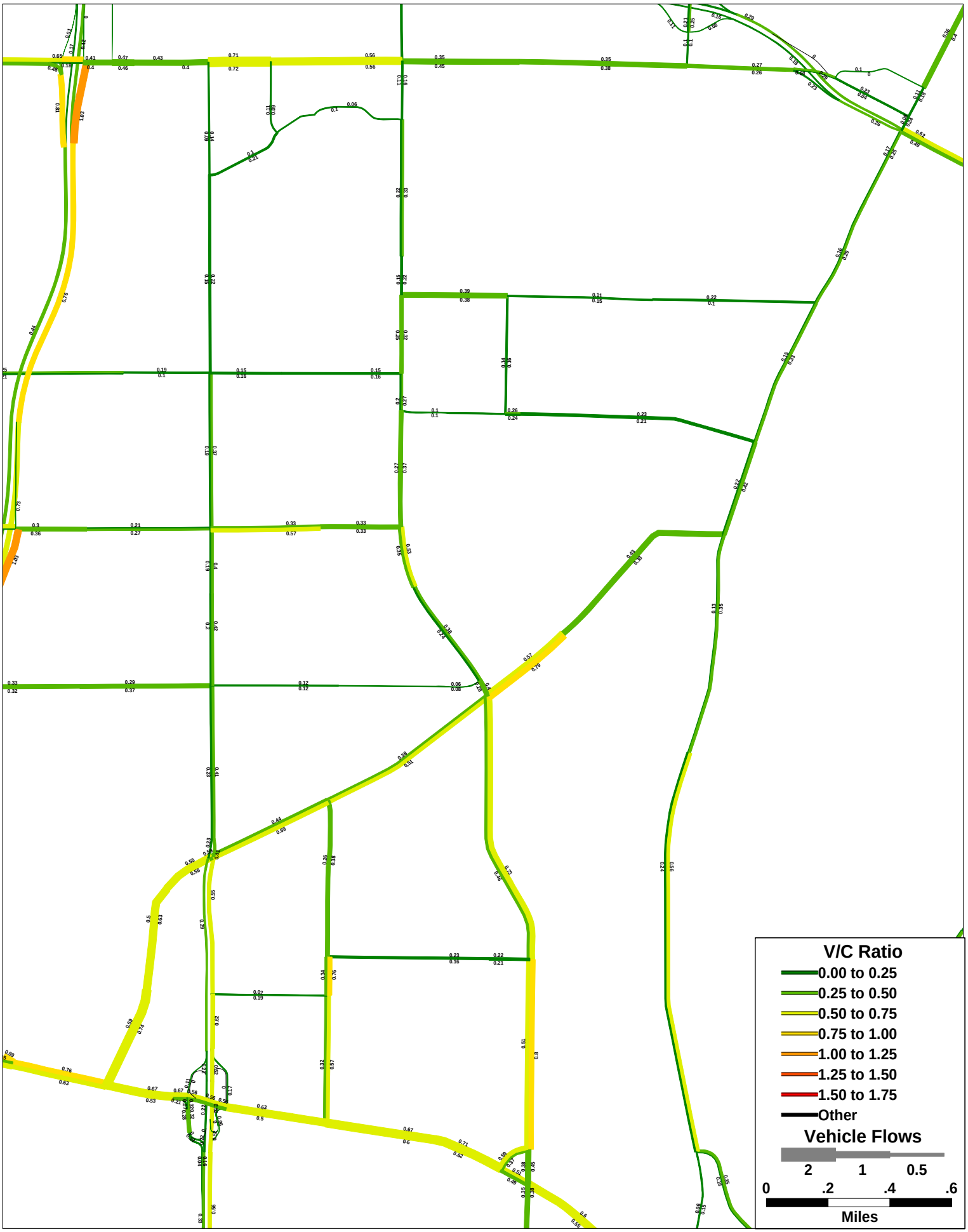
Dewey Avenue- 2019 w/ Lane Reduction- PM Peak Hour Volumes

GTC, February 2009



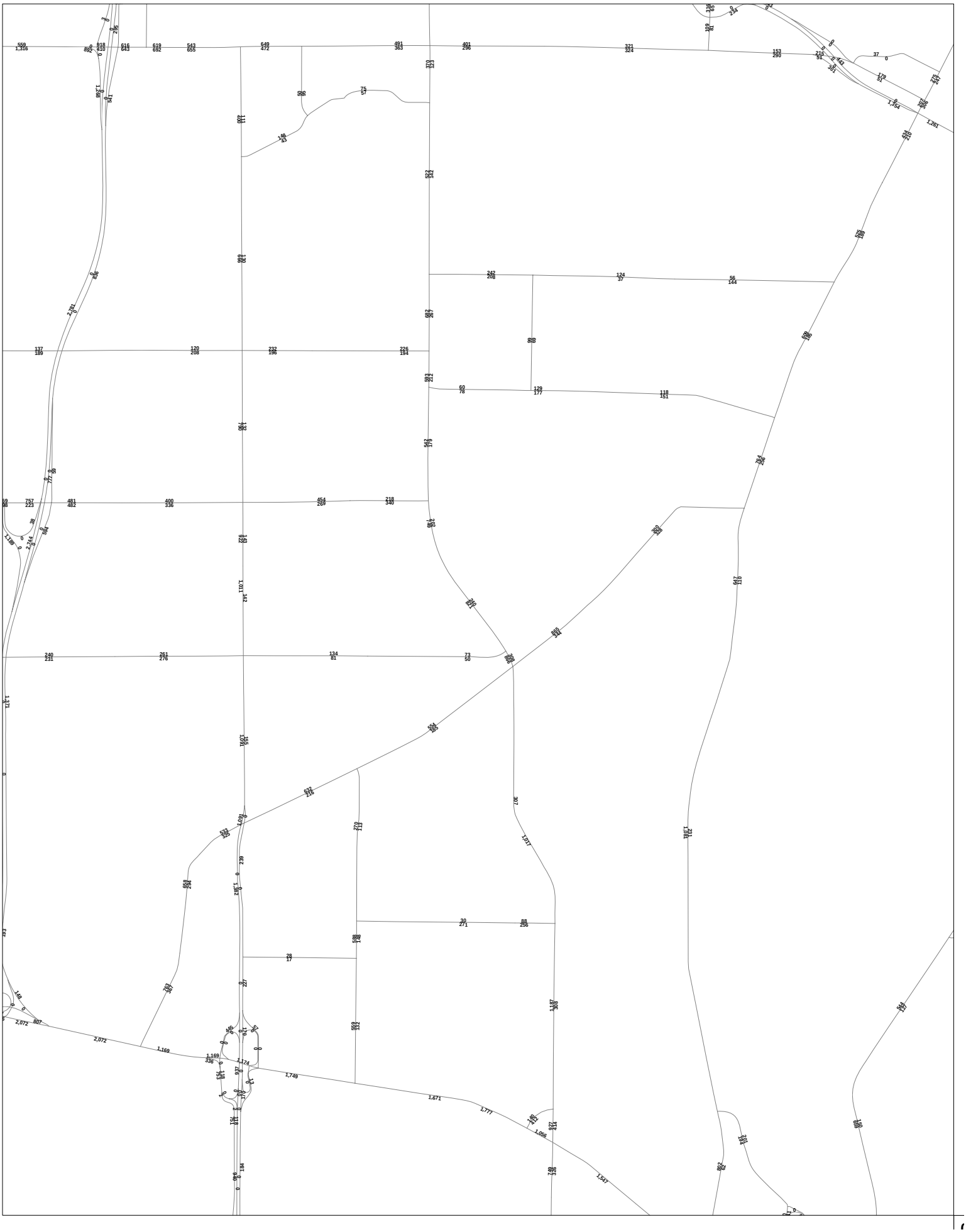
Dewey Avenue- 2019 w/ Lane Reduction- PM Peak Hour Volume/Capacity Ratios

GTC, February 2009



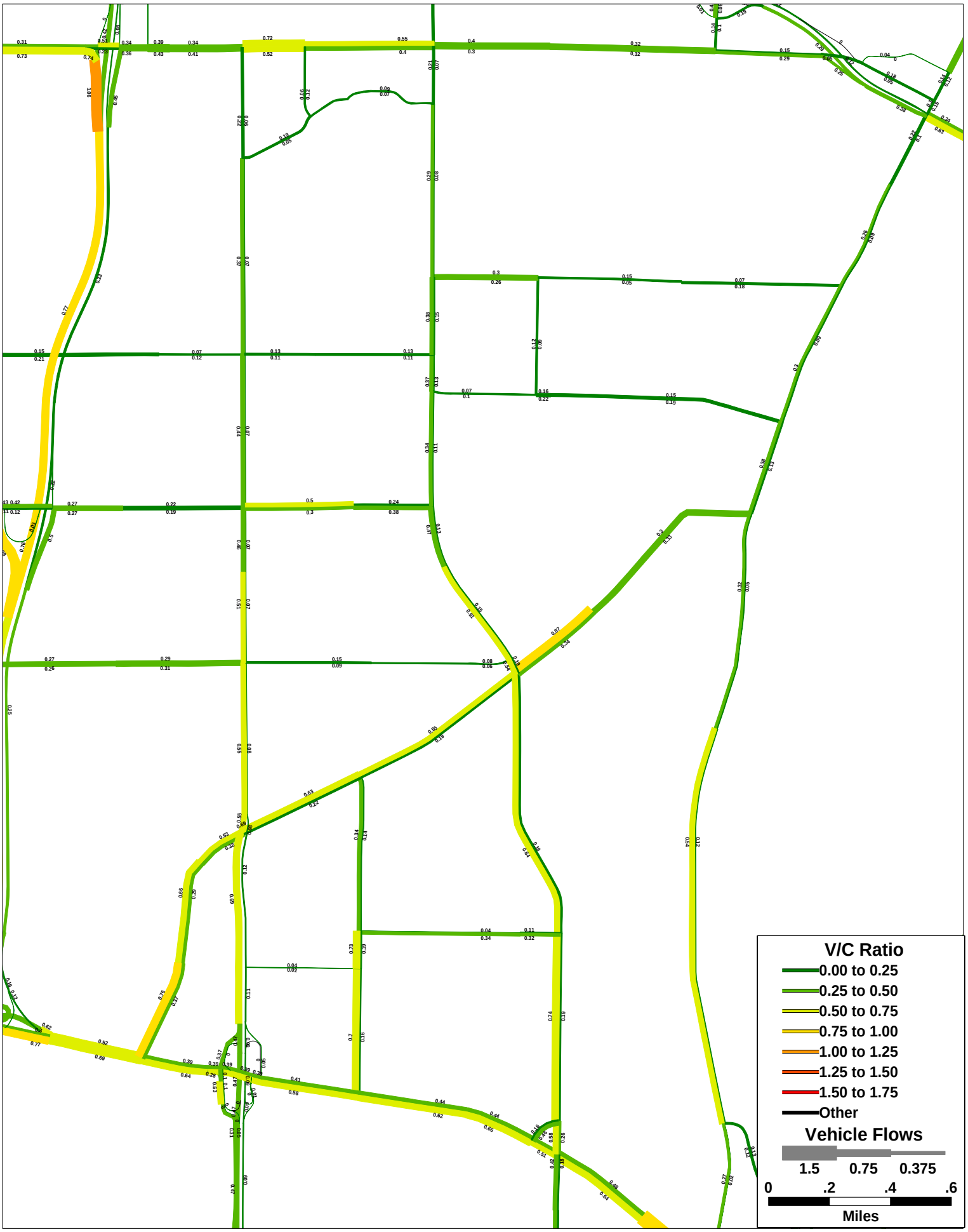
Dewey Avenue- 2031 No Build- AM Peak Hour Volumes

GTC, February 2009



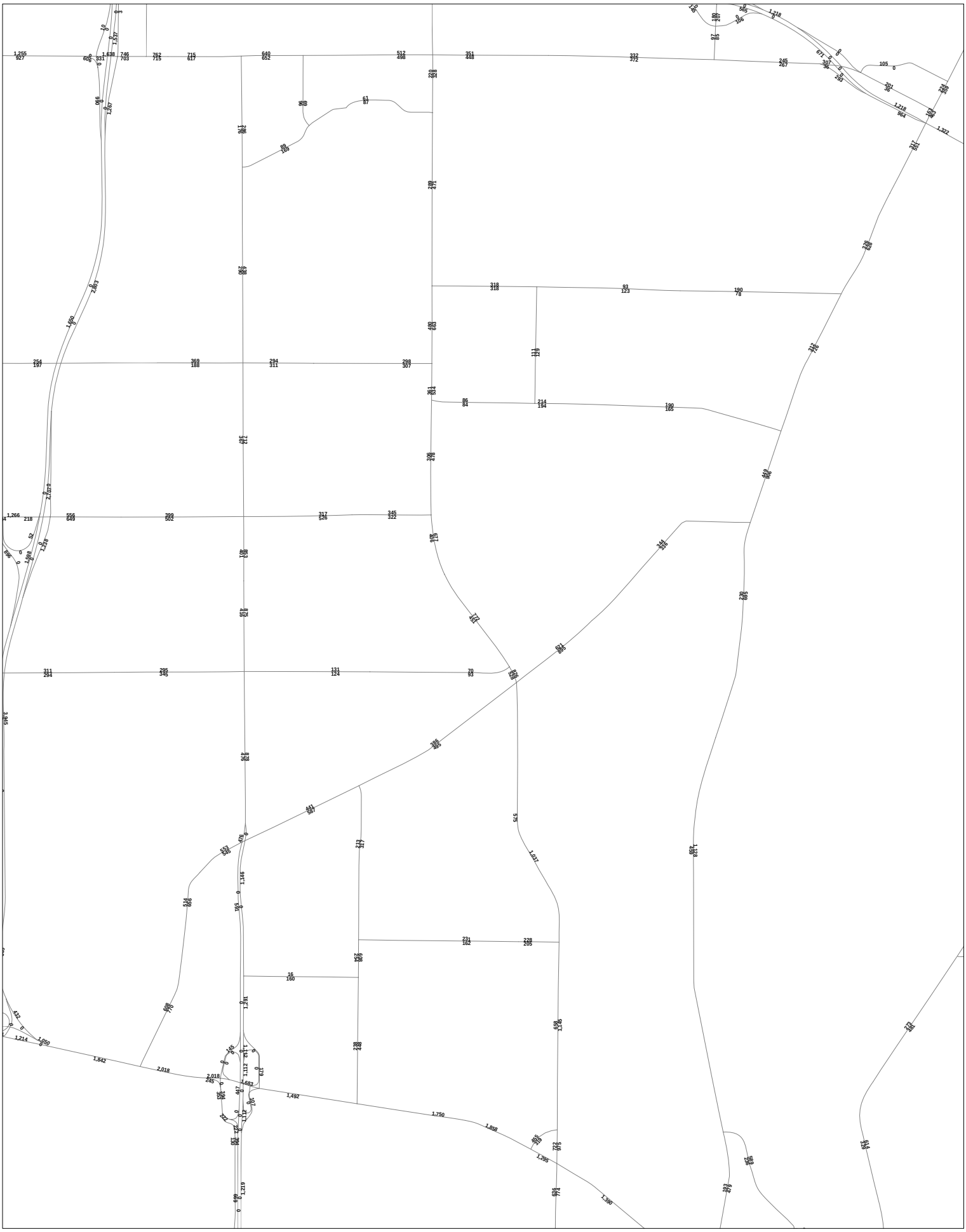
Dewey Avenue- 2031 No Build- AM Peak Hour Volume/Capacity Ratios

GTC, February 2009



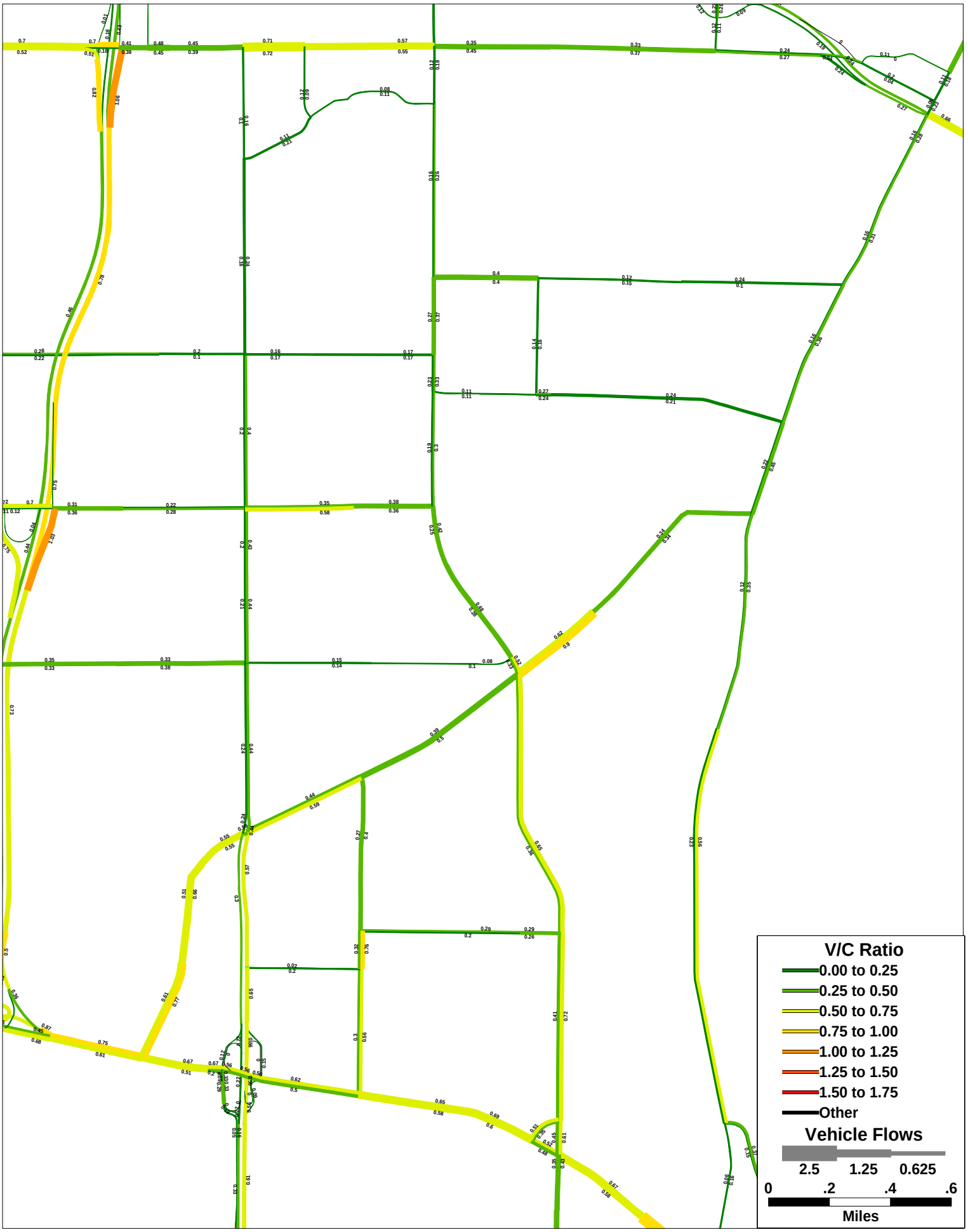
Dewey Avenue- 2031 No Build- PM Peak Hour Volumes

GTC, February 2009



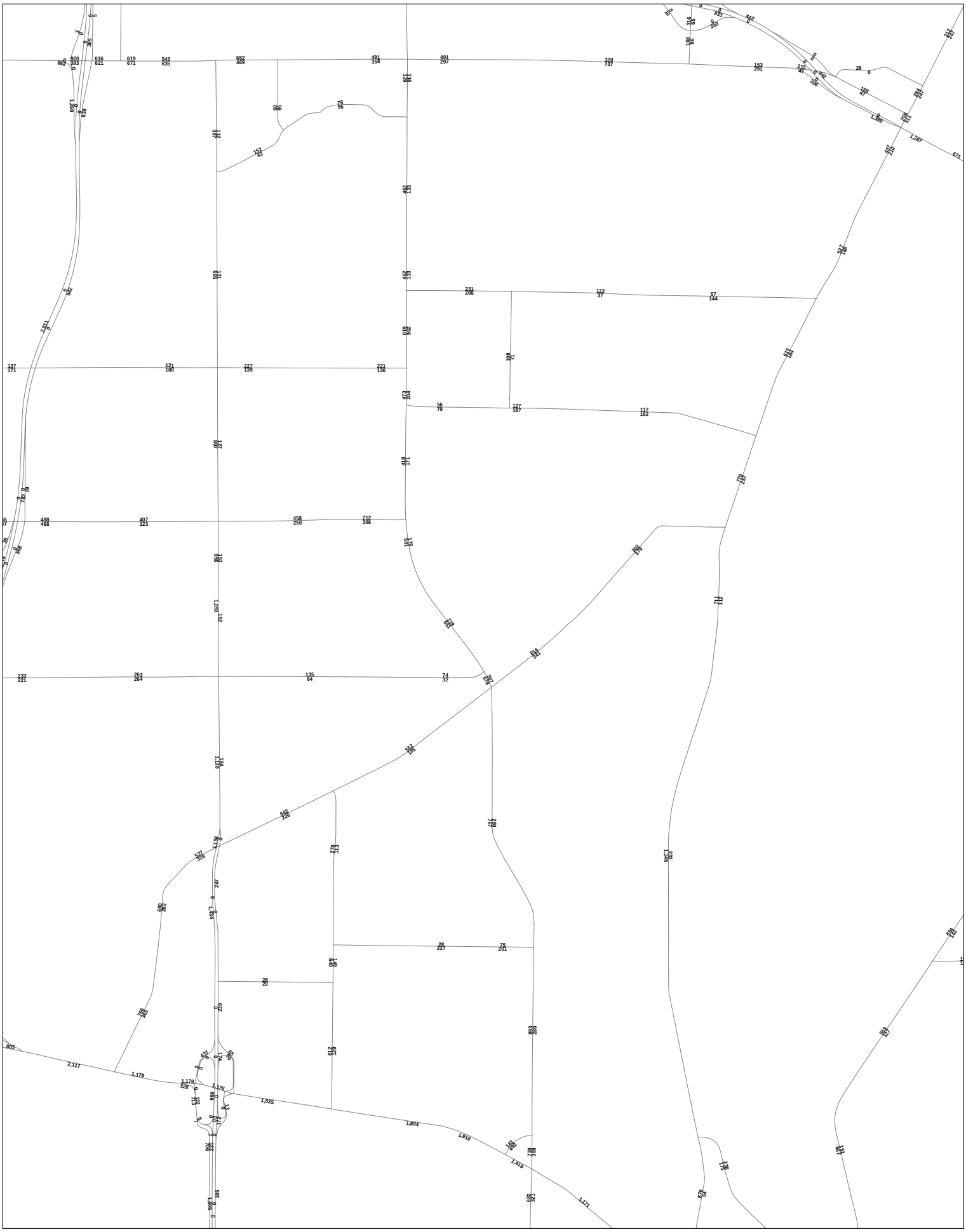
Dewey Avenue- 2031 No Build- PM Peak Hour Volume/Capacity Ratios

GTC, February 2009



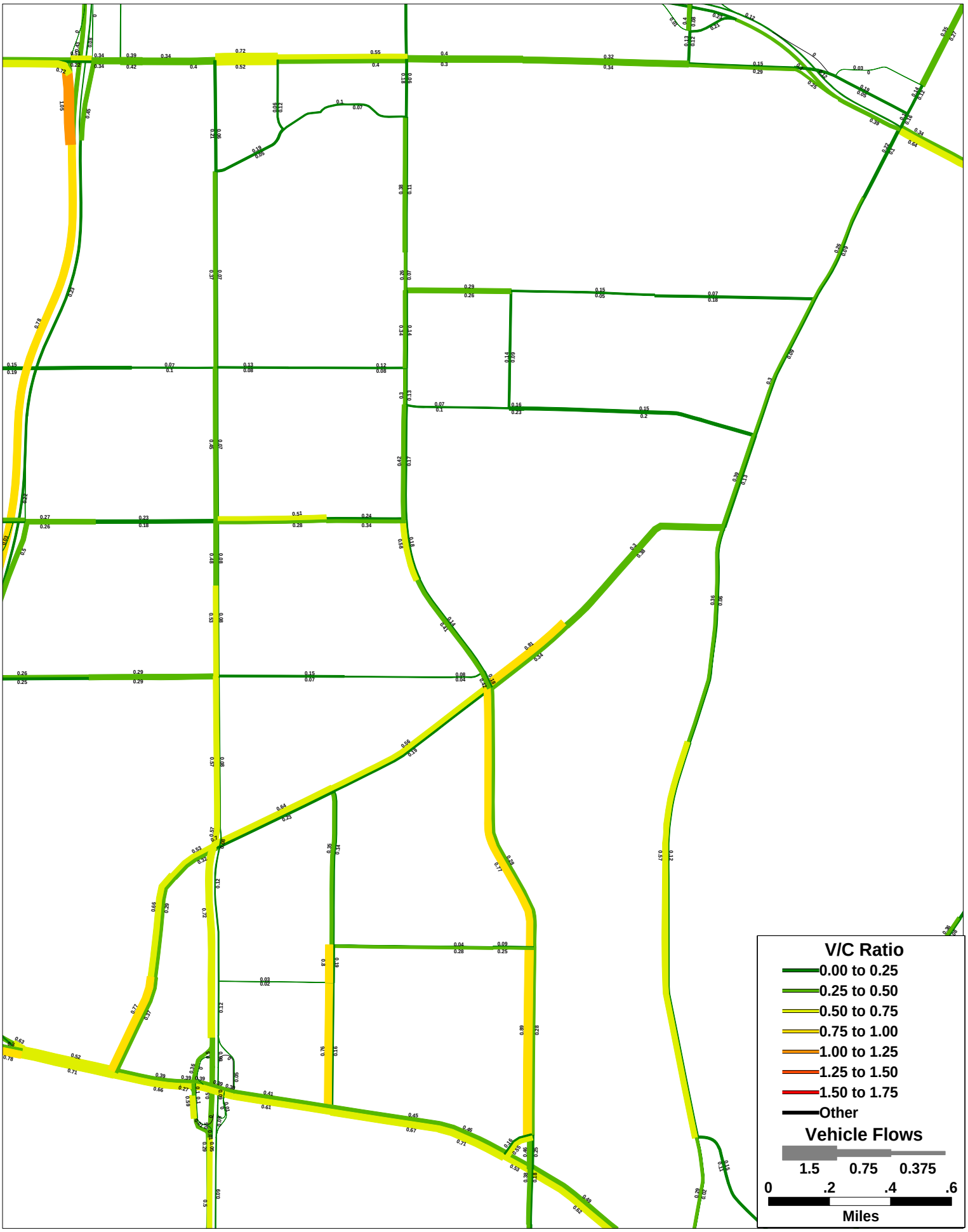
Dewey Avenue- 2031 w/ Lane Reduction- AM Peak Hour Volumes

GTC, February 2009



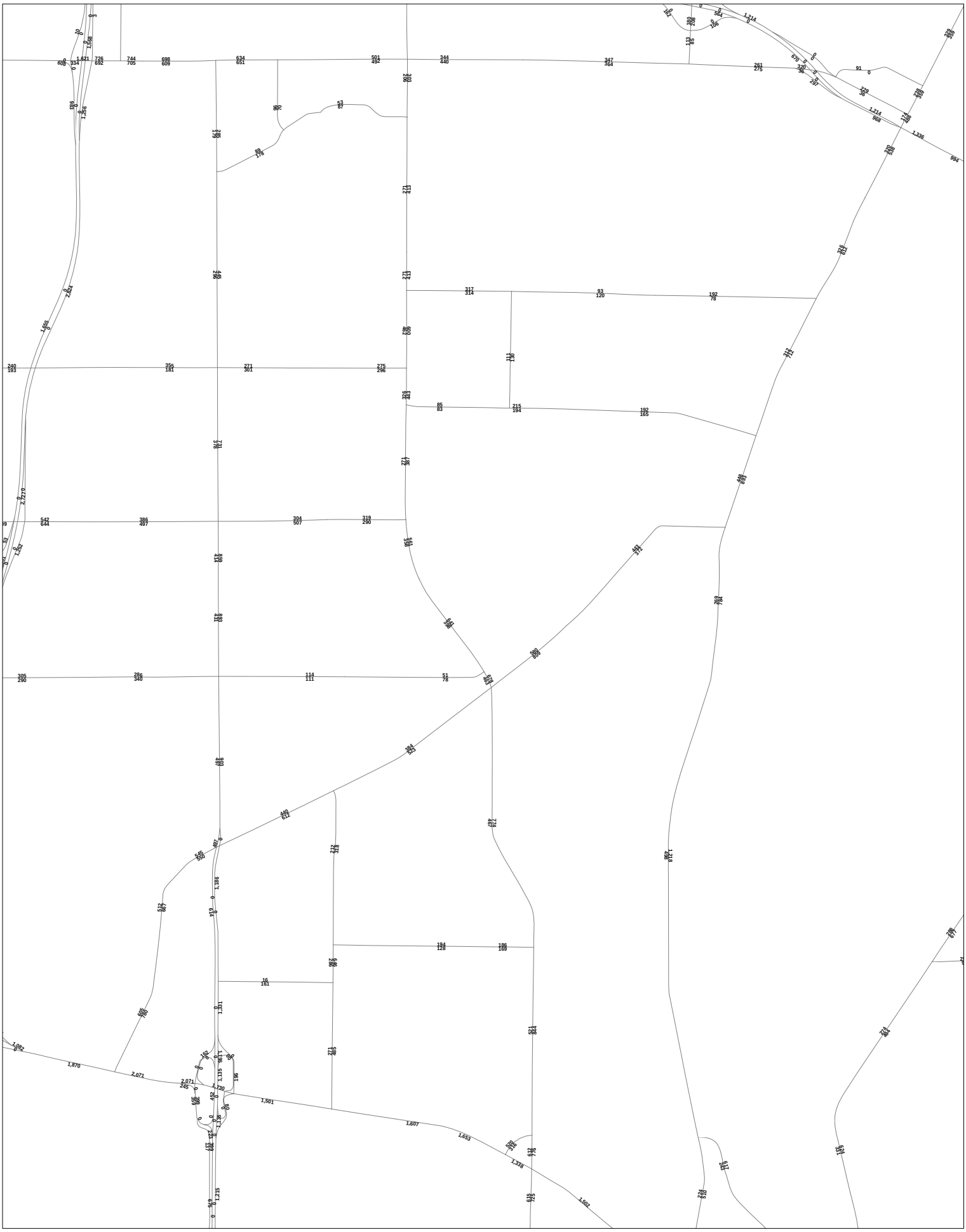
Dewey Avenue- 2031 w/ Lane Reduction- AM Peak Hour Volume/Capacity Ratios

GTC, February 2009



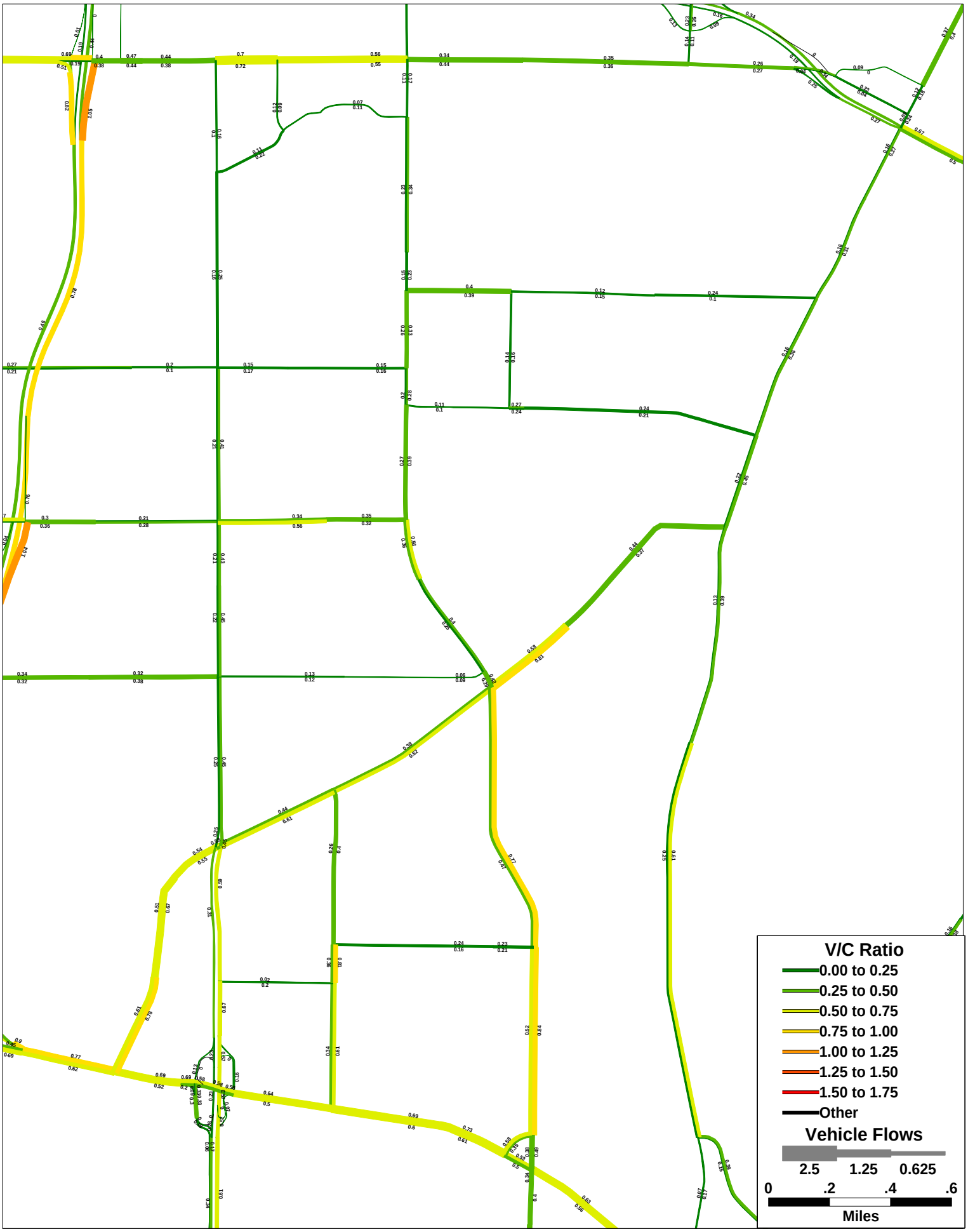
Dewey Avenue- 2031 w/ Lane Reduction- PM Peak Hour Volumes

GTC, February 2009



Dewey Avenue- 2031 w/ Lane Reduction- PM Peak Hour Volume/Capacity Ratios

GTC, February 2009



Pedestrian Level of Service Calculations

(East) Ridge-Eastman

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Poor Quality	1	5	5
Obstruction (Per km)	1 to 4	3	3	9
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Good	3	3	9
	TOTAL SCORE		66	
	PED LOS		D	

(East) Eastman-Velox

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Good	3	3	9
	TOTAL SCORE		78	
	PED LOS		C	

(East) Velox-Winchester

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Good	3	3	9
	TOTAL SCORE		83	
	PED LOS		C	

(East) Winchester-Bennington

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	No Path	0	3	0
Surface Quality	Unsealed, Bumps	0	5	0
Obstruction (Per km)	1 to 4	3	3	9
Crossing Opportunities	Poorly located	1	4	4
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Pleasant, over 3 m from road	4	4	16
Potential for Conflict	Reasonable, 1 to 10 per km	3	5	15
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		73	
	PED LOS		C	

(East) Bennington-Barnard

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		81	
	PED LOS		C	

(East) Barnard-Shady Way

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Poorly located	1	4	4
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		73	
	PED LOS		C	

(East) Shady Way-Maiden

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Adequate	3	4	12
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Poor, less than 1 m of Road	1	4	4
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		81	
	PED LOS		C	

(East) Maiden-Clark

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		91	
	PED LOS		C	

(East) Clark-Dorsey

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Pleasant, over 3 m from road	4	4	16
Potential for Conflict	Reasonable, 1 to 10 per km	3	5	15
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		109	
	PED LOS		B	

(East) Dorsey-Ronald

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Poorly located	1	4	4
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Reasonable, 1 to 10 per km	3	5	15
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		92	
	PED LOS		C	

(East) Ronald-Britton

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Excellent Quality	4	5	20
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Adequate	3	4	12
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Reasonable, 1 to 10 per km	3	5	15
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		105	
	PED LOS		B	

(East) Britton-Dobson

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Excellent Quality	4	5	20
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Adequate	3	4	12
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Moderate, 10 to 15 per km	2	5	10
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		105	
	PED LOS		B	

(East) Dobson-Lawson

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		81	
	PED LOS		C	

(East) Lawson-Rumson

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		82	
	PED LOS		C	

(East) Rumson-Latta

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Opportunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Moderate, 10 to 15 per km	2	5	10
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		87	
	PED LOS		C	

NB Path Average
86

(West) Latta to Rumson

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		73	
	PED LOS		C	

(West) Rumson-McGuire

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Poorly located	1	4	4
Support Facilities	Nonexistent	0	4	0
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		70	
	PED LOS		C	

(West) McGuire-Denise

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		73	
	PED LOS		C	

(West) Denise-Dobson

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		73	
	PED LOS		C	

(West) Dobson-English

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		68	
	PED LOS		D	

(West) English-Leonard

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		68	
	PED LOS		D	

(West) Leonard-Mosley

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		68	
	PED LOS		D	

(West) Mosley-Hager

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Poorly located	1	4	4
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		74	
	PED LOS		C	

(West) Hager-Dorsey

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		77	
	PED LOS		C	

(West) Dorsey-Brookridge

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		78	
	PED LOS		C	

(West) Brookridge-Briarcliff

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Adequate	3	4	12
Support Facilities	Few and far between	1	4	4
Connectivity	Reasonable	2	3	6
Path Environment	Pleasant, over 3 m from road	4	4	16
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		90	
	PED LOS		C	

(West) Briarcliff-Maiden

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Poor, less than 1 m of Road	1	4	4
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		87	
	PED LOS		C	

(West) Maiden-Beaumont

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Adequate	3	4	12
Connectivity	Reasonable	2	3	6
Path Environment	Poor, less than 1 m of Road	1	4	4
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		90	
	PED LOS		C	

(West) Beaumont-Dalston

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.6 - 2.0 m	3	3	9
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Unpleasant, close to vehicles	0	4	0
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		77	
	PED LOS		C	

(West) Dalston-Eastland

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		82	
	PED LOS		C	

(West) Eastland-Bennington

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Poor, 16 to 25 per km	1	5	5
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		87	
	PED LOS		C	

(West) Bennington-Lenriet

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Acceptable, within 1 or 2 m of road	2	4	8
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		82	
	PED LOS		C	

(West) Lenriet-Velox

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Moderate Quality	2	5	10
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Some, but not enough	2	4	8
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Reasonable, within 2 or 3 m of road	3	4	12
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		81	
	PED LOS		C	

(West) Velox-Ridge

	Please Select From the Drop Down	Points	Weight	Scores
Path Width	1.1 - 1.5 m	2	3	6
Surface Quality	Acceptable Quality	3	5	15
Obstruction (Per km)	None	4	3	12
Crossing Oppurtunities	Poorly located	1	4	4
Support Facilities	Few and well located	2	4	8
Connectivity	Reasonable	2	3	6
Path Environment	Poor, less than 1 m of Road	1	4	4
Potential for Conflict	Severe, over 25 per km	0	5	0
Pedestrian Volume	Less than 80 per day	4	1	4
Mix of Users	Under 20% non pedestrians	3	1	3
Personal Security	Excellent	4	3	12
	TOTAL SCORE		74	
	PED LOS		C	

SB Path Average
77.47368421

LEVEL OF SERVICE: CRITERIA/DEFINITIONS

Level of Service Criteria

Highway Capacity Manual 2000

SIGNALIZED INTERSECTIONS

Level of Service is a qualitative measure describing operational conditions within a traffic stream, based on service measures such as speed and travel time, freedom to maneuver, traffic interruptions, comfort, and convenience. Level of Service for signalized intersections is defined in terms of delay specifically, average total delay per vehicle for a 15 minute analysis period. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 20
C	20 – 35
D	35 – 55
E	55 – 80
F	>80

UNSIGNALIZED INTERSECTIONS

Level of Service for unsignalized intersections is also defined in terms of delay. However, the delay criteria are different from a signalized intersection. The primary reason for this is driver expectation that a signalized intersection is designed to carry higher volumes than an unsignalized intersection. The total delay threshold for any given Level of Service is less for an unsignalized intersection than for a signalized intersection. The ranges are as follows:

Level of Service	Control Delay per vehicle (seconds)
A	< 10
B	10 – 15
C	15 – 25
D	25 – 35
E	35 - 50
F	>50

LEVEL OF SERVICE: CALCULATIONS

LOS CALCULATIONS: EXISTING CONDITIONS

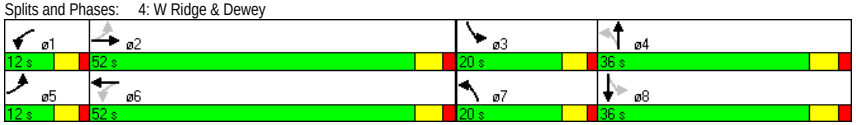
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	1569	149	46	1071	88	87	148	37	434	355	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.987			0.989			0.970			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	4685	0	1652	4694	0	1652	3319	0	1652	3404	0
Flt Permitted	0.141			0.065			0.374			0.433		
Satd. Flow (perm)	245	4685	0	113	4694	0	650	3319	0	753	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			13			25			3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	1743	166	51	1190	98	97	164	41	482	394	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	1909	0	51	1288	0	97	205	0	482	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	19		40	19		25	30		25	40	
Trailing Detector (ft)	-10	19		-10	19		-10	25		-10	35	
Detector 1 Position(ft)	-10	19		-10	19		-10	25		-10	35	
Detector 1 Size(ft)	40	0		50	0		35	5		35	5	
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	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	73.6	65.7		70.8	62.6		31.0	19.1		38.7	24.1	
Actuated g/C Ratio	0.61	0.55		0.59	0.52		0.26	0.16		0.32	0.20	
v/c Ratio	0.33	0.74		0.30	0.52		0.36	0.37		1.30	0.59	
Control Delay	13.0	21.5		22.7	16.8		32.0	40.5		187.5	47.8	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.0	21.6		22.7	16.8		32.0	40.5		187.5	47.8	
LOS	B	C		C	B		C	D		F	D	
Approach Delay		21.2			17.0			37.8			123.5	
Approach LOS		C			B			D			F	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 41.2 — Intersection LOS: D
Intersection Capacity Utilization 84.3% — ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: W Ridge & Dewey



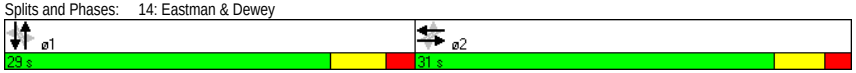
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	53	0	15	0	239	280	166	603	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt					0.850			0.919				
Flt Protected				0.950						0.950		
Satd. Flow (prot)	1739	1739	0	1652	1478	0	1739	3036	0	1652	3303	0
Flt Permitted				0.757						0.429		
Satd. Flow (perm)	1739	1739	0	1316	1478	0	1739	3036	0	746	3303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					496			311				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	59	0	17	0	266	311	184	670	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	59	17	0	0	577	0	184	670	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		2	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	15	15		45	45		19	19		19	19	
Trailing Detector (ft)	0	0		-10	-10		19	19		19	19	
Detector 1 Position(ft)	0	0		-10	-10		19	19		19	19	
Detector 1 Size(ft)	15	15		6	6		0	0		0	0	
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)				39	39							
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	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)				14.4	14.4			45.9		45.9	45.9	
Actuated g/C Ratio				0.24	0.24			0.76		0.76	0.76	
v/c Ratio				0.19	0.02			0.24		0.32	0.27	
Control Delay				16.9	0.1			1.6		9.0	5.4	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				16.9	0.1			1.6		9.0	5.4	
LOS				B	A			A		A	A	
Approach Delay					13.2			1.6			6.2	
Approach LOS					B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 33 (55%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 4.8 — Intersection LOS: A
Intersection Capacity Utilization 53.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Eastman & Dewey



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	32	18	38	11	37	8	209	36	219	713	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.956			0.942			0.978			0.999	
Flt Protected		0.995			0.978		0.950			0.950		
Satd. Flow (prot)	0	1772	0	0	1831	0	1652	3231	0	1652	3300	0
Flt Permitted		0.975			0.870		0.339			0.584		
Satd. Flow (perm)	0	1736	0	0	1628	0	589	3231	0	1015	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			41			40			1	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			2230	
Travel Time (s)		8.4			60.7			23.2			43.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	36	20	42	12	41	9	232	40	243	792	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	95	0	9	272	0	243	796	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
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	0.92	0.92	0.92	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	10	10		10	10		19	19		50	19	
Trailing Detector (ft)	-10	-10		-10	-10		19	19		50	19	
Detector 1 Position(ft)	-10	-10		-10	-10		19	19		50	19	
Detector 1 Size(ft)	20	20		20	20		0	0		0	0	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		13.0	13.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.0			11.0		63.0	63.0		62.5	63.0	
Actuated g/C Ratio		0.14			0.14		0.79	0.79		0.78	0.79	
v/c Ratio		0.24			0.37		0.02	0.11		0.31	0.31	
Control Delay		24.3			23.0		2.5	2.0		5.5	3.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		24.3			23.0		2.5	2.0		5.5	3.9	
LOS		C			C		A	A		A	A	
Approach Delay		24.3			23.0			2.0			4.3	
Approach LOS		C			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.37
Intersection Signal Delay: 5.9 — Intersection LOS: A
Intersection Capacity Utilization 52.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 15: Christian & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	6	98	1	2	1	13	227	3	6	689	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	9	9	9	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.896			0.966			0.998			0.995	
Flt Protected		0.991			0.988		0.950			0.950		
Satd. Flow (prot)	0	1709	0	0	1600	0	1652	3297	0	1652	3287	0
Flt Permitted		0.948			0.943		0.322			0.574		
Satd. Flow (perm)	0	1635	0	0	1527	0	560	3297	0	998	3287	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		111			2			3			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			2230			1450	
Travel Time (s)		9.4			8.4			43.4			28.2	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.79	0.79	0.79	0.86	0.86	0.86
Adj. Flow (vph)	26	7	111	2	4	2	16	287	4	7	801	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	8	0	16	291	0	7	827	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.14	1.14	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	15	15		15	15		50	19		19	19	
Trailing Detector (ft)	-5	-5		-5	-5		50	19		19	19	
Detector 1 Position(ft)	-5	-5		-5	-5		50	19		19	19	
Detector 1 Size(ft)	20	20		20	20		0	0		0	0	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	14.0	14.0		14.0	14.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		13.6			13.6		59.9	60.4		60.4	60.4	
Actuated g/C Ratio		0.17			0.17		0.75	0.76		0.76	0.76	
v/c Ratio		0.39			0.03		0.04	0.12		0.01	0.33	
Control Delay		11.5			21.2		4.1	3.1		4.3	4.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.5			21.2		4.1	3.1		4.3	4.3	
LOS		B			C		A	A		A	A	
Approach Delay		11.5			21.3			3.1			4.3	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 5.0 — Intersection LOS: A
Intersection Capacity Utilization 35.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: McCall & Dewey

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	98	1415	933	73	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.989		0.884	
Flt Protected	0.950				0.993	
Satd. Flow (prot)	1770	4746	4694	0	1635	0
Flt Permitted	0.225				0.993	
Satd. Flow (perm)	419	4746	4694	0	1635	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			16		12	
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	109	1572	1037	81	2	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	109	1572	1118	0	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	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	1.09	1.09	1.09	1.00	1.00
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	1	1		1	
Detector Template						
Leading Detector (ft)	50	19	19		15	
Trailing Detector (ft)	0	19	19		-5	
Detector 1 Position(ft)	0	19	19		-5	
Detector 1 Size(ft)	50	0	0		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	20.0	87.0	67.0	0.0	33.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	16.7%	72.5%	55.8%	0.0%	27.5%	0.0%
Maximum Green (s)	14.0		61.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	108.3	113.1	92.3		10.3	
Actuated g/C Ratio	0.90	0.94	0.77		0.09	
v/c Ratio	0.19	0.35	0.31		0.09	
Control Delay	0.8	0.4	5.1		27.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	0.8	0.4	5.1		27.4	
LOS	A	A	A		C	
Approach Delay		0.4	5.1		27.4	
Approach LOS		A	A		C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 80 (67%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 2.4 — Intersection LOS: A
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: W Ridge & Woodside

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	2	1	1	3	221	53	11	676	10	94	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.966			0.971			0.998		0.989		
Flt Protected		0.964						0.999		0.956		
Satd. Flow (prot)	0	1735	0	0	3437	0	0	3529	0	1761	0	0
Flt Permitted		0.964			0.950			0.950		0.956		
Satd. Flow (perm)	0	1735	0	0	3265	0	0	3356	0	1761	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			59			3		8		
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		257			1450			325		339		
Travel Time (s)		5.8			28.2			6.3		7.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2	1	1	3	246	59	12	751	11	104	1	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	308	0	0	774	0	113	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			4			0		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	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1		1	1		1		
Detector Template												
Leading Detector (ft)	50	50		19	19		19	19		50		
Trailing Detector (ft)	0	0		19	19		19	19		0		
Detector 1 Position(ft)	0	0		19	19		19	19		0		
Detector 1 Size(ft)	50	50		0	0		0	0		50		
Detector 1 Type	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		
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		
Turn Type	Perm			Perm			Perm					
Protected Phases		2			1			1				
Permitted Phases	2			1			1			2		
Detector Phase	2	2		1	1		1	1		2		
Switch Phase												
Minimum Initial (s)	4.0	4.0		16.0	16.0		16.0	16.0		4.0		
Minimum Split (s)	27.0	27.0		24.0	24.0		24.0	24.0		27.0		
Total Split (s)	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0	27.0	0.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%	45.0%	0.0%	0.0%
Maximum Green (s)	21.0	21.0		27.5	27.5		27.5	27.5		21.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.0		2.5		

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-1.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max		C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		10.0	10.0		10.0	10.0		12.0		
Pedestrian Calls (#/hr)	1	1		0	0		0	0		1		
Act Effct Green (s)		13.3			43.6			43.6		13.3		
Actuated g/C Ratio		0.22			0.73			0.73		0.22		
v/c Ratio		0.01			0.13			0.32		0.29		
Control Delay		13.5			3.6			2.4		18.2		
Queue Delay		0.0			0.0			0.1		0.0		
Total Delay		13.5			3.6			2.5		18.2		
LOS		B			A			A		B		
Approach Delay		13.5			3.6			2.5		18.2		
Approach LOS		B			A			A		B		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 4.3 — Intersection LOS: A
Intersection Capacity Utilization 45.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 416: Banker & Bennington

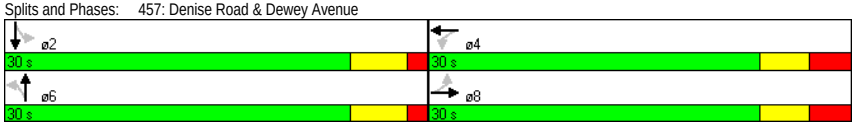
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	5	20	87	0	41	1	193	43	50	464	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.917			0.957			0.973			0.998	
Flt Protected		0.989			0.967		0.950			0.950		
Satd. Flow (prot)	0	1689	0	0	1724	0	1770	3444	0	1770	3532	0
Flt Permitted		0.935			0.774		0.457			0.590		
Satd. Flow (perm)	0	1597	0	0	1380	0	851	3444	0	1099	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			46			48			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			510			501	
Travel Time (s)		11.4			11.4			9.9			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	8	6	22	97	0	46	1	214	48	56	516	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	143	0	1	262	0	56	523	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	23.5	23.5		23.5	23.5		24.5	24.5		24.5	24.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.6			12.6		44.5	44.5		44.5	44.5	
Actuated g/C Ratio		0.21			0.21		0.74	0.74		0.74	0.74	
v/c Ratio		0.10			0.44		0.00	0.10		0.07	0.20	
Control Delay		11.0			18.0		3.0	2.3		4.2	3.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.0			18.0		3.0	2.3		4.2	3.8	
LOS		B			B		A	A		A	A	
Approach Delay		11.0			18.0			2.3			3.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 5.7 — Intersection LOS: A
Intersection Capacity Utilization 49.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 457: Denise Road & Dewey Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	315	0	0	796	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95	
Frt							
Flt Protected							
Satd. Flow (prot)	0	0	3539	0	0	3539	
Flt Permitted							
Satd. Flow (perm)	0	0	3539	0	0	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)							
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		1048			1991	
Travel Time (s)	8.2		20.4			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	0	350	0	0	884	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	350	0	0	884	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		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	
Turning Speed (mph)	15	9		9	15		
Number of Detectors			1			1	
Detector Template							
Leading Detector (ft)			50			50	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			50			50	
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	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.10			0.25	
Control Delay			0.1			0.2	
Queue Delay			0.0			0.0	
Total Delay			0.1			0.2	
LOS			A			A	
Approach Delay			0.1			0.2	
Approach LOS			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 0.1 — Intersection LOS: A
Intersection Capacity Utilization 25.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 459: Clark Pk & Dewey Avenue

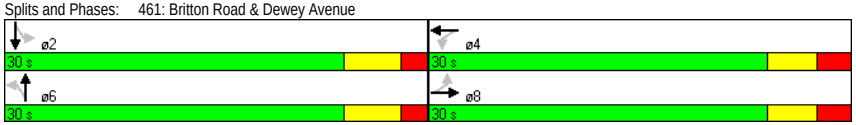
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	27	31	177	35	60	5	246	26	74	641	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.920			0.905			0.986			0.999	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1714	0	1770	1686	0	1770	3490	0	1770	3536	0
Flt Permitted	0.689			0.715			0.343			0.568		
Satd. Flow (perm)	1283	1714	0	1332	1686	0	639	3490	0	1058	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			67			24			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			1974			650	
Travel Time (s)		11.4			11.4			38.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	16	30	34	197	39	67	6	273	29	82	712	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	64	0	197	106	0	6	302	0	82	718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	18.1	18.1		18.1	18.1		35.9	35.9		35.9	35.9	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.60	0.60		0.60	0.60	
v/c Ratio	0.04	0.12		0.49	0.19		0.02	0.14		0.13	0.34	
Control Delay	12.4	7.9		20.3	7.0		7.2	6.0		3.8	4.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	7.9		20.3	7.0		7.2	6.0		3.8	4.0	
LOS	B	A		C	A		A	A		A	A	
Approach Delay		8.8			15.7			6.1			4.0	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 7.0 — Intersection LOS: A
Intersection Capacity Utilization 56.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 461: Britton Road & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	9	0	0	0	22	268	0	0	675	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.896									0.999	
Flt Protected		0.989						0.996				
Satd. Flow (prot)	0	1651	0	0	1863	0	0	3525	0	0	3536	0
Flt Permitted		0.920						0.882				
Satd. Flow (perm)	0	1535	0	0	1863	0	0	3122	0	0	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10									2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			2400			654	
Travel Time (s)		7.9			6.6			46.8			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	0	10	0	0	0	24	298	0	0	750	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	0	0	0	322	0	0	756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	73.0	73.0	0.0	73.0	73.0	0.0
Total Split (%)	27.0%	27.0%	0.0%	27.0%	27.0%	0.0%	73.0%	73.0%	0.0%	73.0%	73.0%	0.0%
Maximum Green (s)	21.5	21.5		21.5	21.5		67.5	67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.5						96.6			96.6	
Actuated g/C Ratio		0.10						0.97			0.97	
v/c Ratio		0.08						0.11			0.22	
Control Delay		25.5						0.5			0.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		25.5						0.5			0.3	
LOS		C						A			A	
Approach Delay		25.5						0.5			0.3	
Approach LOS		C						A			A	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 75 (75%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.22
Intersection Signal Delay: 0.6 Intersection LOS: A
Intersection Capacity Utilization 35.9% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue

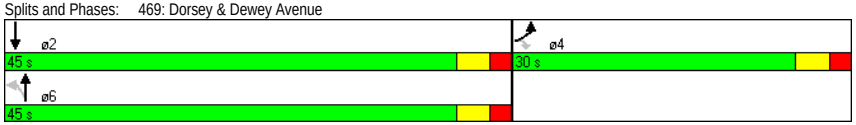
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	74	182	68	221	660	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.964	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3412	0
Flt Permitted	0.950		0.275			
Satd. Flow (perm)	1770	1583	512	3539	3412	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		201			92	
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1974	
Travel Time (s)	63.2			38.8	38.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	82	202	76	246	733	230
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	202	76	246	963	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	
Detector Template						
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	50	50	50	50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		Perm	Perm			
Protected Phases	4			6	2	
Permitted Phases		4	6			
Detector Phase	4	4	6	6	2	
Switch Phase						
Minimum Initial (s)	6.0	6.0	20.0	20.0	20.0	
Minimum Split (s)	28.5	28.5	28.5	28.5	28.5	
Total Split (s)	30.0	30.0	45.0	45.0	45.0	0.0
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%	0.0%

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Maximum Green (s)	25.0	25.0	40.0	40.0	40.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-1.0
Total Lost Time (s)	2.5	2.5	2.5	2.5	2.5	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	2.0	2.0	2.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0	10.0	10.0	10.0	
Flash Dont Walk (s)	16.0	16.0	13.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	12.3	12.3	57.7	57.7	57.7	
Actuated g/C Ratio	0.16	0.16	0.77	0.77	0.77	
v/c Ratio	0.28	0.47	0.19	0.09	0.36	
Control Delay	29.2	8.4	4.2	2.5	3.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	29.2	8.4	4.2	2.5	3.1	
LOS	C	A	A	A	A	
Approach Delay	14.4			2.9	3.1	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 5.1 — Intersection LOS: A
Intersection Capacity Utilization 56.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 469: Dorsey & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	50	14	2	50	4	4	239	0	1	692	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.970			0.991							
Flt Protected		0.999			0.998			0.999				
Satd. Flow (prot)	0	1805	0	0	1842	0	0	3536	0	0	3539	0
Flt Permitted		0.996			0.991			0.948			0.955	
Satd. Flow (perm)	0	1800	0	0	1829	0	0	3355	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			4						1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			325			2220	
Travel Time (s)		6.7			4.0			6.3			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1	56	16	2	56	4	4	266	0	1	769	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	62	0	0	270	0	0	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		19	19		19	19	
Trailing Detector (ft)	0	0		0	0		19	19		19	19	
Detector 1 Position(ft)	0	0		0	0		19	19		19	19	
Detector 1 Size(ft)	50	50		50	50		0	0		0	0	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		11.9			11.9			45.0			45.0	
Actuated g/C Ratio		0.20			0.20			0.75			0.75	
v/c Ratio		0.20			0.17			0.11			0.30	
Control Delay		16.0			18.0			2.1			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.0			18.0			2.1			4.4	
LOS		B			B			A			A	
Approach Delay		16.0			18.0			2.1			4.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 5.3 — Intersection LOS: A
Intersection Capacity Utilization 31.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 550: Ellington & Dewey

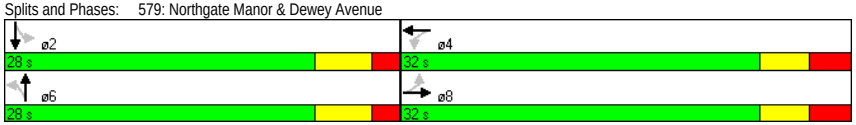
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	20	10	0	8	20	257	45	20	731	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	75		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.850			0.939			0.978			0.992	
Flt Protected	0.950				0.973		0.950			0.950		
Satd. Flow (prot)	1770	1583	0	0	1702	0	1770	3461	0	1770	3511	0
Flt Permitted	0.744				0.817		0.322			0.549		
Satd. Flow (perm)	1386	1583	0	0	1429	0	600	3461	0	1023	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		82			9			40			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			840			510	
Travel Time (s)		11.4			11.4			16.4			9.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	0	22	11	0	9	22	286	50	22	812	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	22	0	0	20	0	22	336	0	22	856	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	25.5	25.5		25.5	25.5		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	10.7	10.7			10.6		53.0	53.0		53.0	53.0	
Actuated g/C Ratio	0.18	0.18			0.18		0.88	0.88		0.88	0.88	
v/c Ratio	0.04	0.06			0.08		0.04	0.11		0.02	0.28	
Control Delay	20.5	0.3			16.1		2.1	1.3		1.9	1.7	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	0.3			16.1		2.1	1.3		1.9	1.7	
LOS	C	A			B		A	A		A	A	
Approach Delay		7.1			16.1			1.4			1.7	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 2.0 — Intersection LOS: A
Intersection Capacity Utilization 35.9% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 579: Northgate Manor & Dewey Avenue



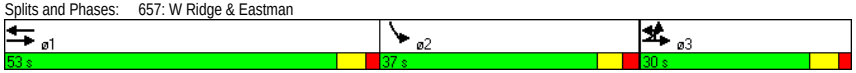
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	50	250	1500	800	10	10	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	1.00
Frt				0.998		0.877	
Flt Protected		0.950				0.996	
Satd. Flow (prot)	0	1770	5085	5075	0	1790	0
Flt Permitted		0.950				0.996	
Satd. Flow (perm)	0	1770	5085	5075	0	1790	0
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				2			
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	56	278	1667	889	11	11	111
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	334	1667	900	0	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right
Median Width(ft)			12	12		20	
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	0.88	0.88
Turning Speed (mph)	9	15			9	15	9
Number of Detectors	1	1	1	1		1	
Detector Template							
Leading Detector (ft)	50	50	50	50		50	
Trailing Detector (ft)	0	0	0	0		0	
Detector 1 Position(ft)	0	0	0	0		0	
Detector 1 Size(ft)	50	50	50	50		50	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	30.0	30.0	83.0	53.0	0.0	37.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	25.0%	25.0%	69.2%	44.2%	0.0%	30.8%	0.0%
Maximum Green (s)	24.0	24.0		47.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		40.7	97.5	53.8		16.5	
Actuated g/C Ratio		0.34	0.81	0.45		0.14	
v/c Ratio		0.56	0.40	0.40		0.49	
Control Delay		36.4	3.7	13.8		54.0	
Queue Delay		0.0	0.0	0.0		0.0	
Total Delay		36.4	3.7	13.8		54.0	
LOS		D	A	B		D	
Approach Delay			9.2	13.8		54.0	
Approach LOS			A	B		D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93 (78%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 12.4 — Intersection LOS: B
Intersection Capacity Utilization 53.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 657: W Ridge & Eastman



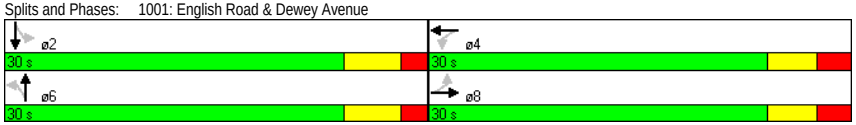
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	68	117	48	59	5	40	174	31	13	496	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.905			0.988			0.978			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1686	0	1770	1840	0	1770	3461	0	1770	3511	0
Flt Permitted	0.710			0.478			0.424			0.610		
Satd. Flow (perm)	1323	1686	0	890	1840	0	790	3461	0	1136	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		130			6			34			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			840	
Travel Time (s)		75.0			11.4			12.7			16.4	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	36	76	130	53	66	6	44	193	34	14	551	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	206	0	53	72	0	44	227	0	14	581	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	12.9	12.9		12.9	12.9		41.1	41.1		41.1	41.1	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.68	0.68		0.68	0.68	
v/c Ratio	0.13	0.44		0.28	0.18		0.08	0.10		0.02	0.24	
Control Delay	18.5	11.1		22.3	17.8		3.9	2.8		6.5	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.5	11.1		22.3	17.8		3.9	2.8		6.5	6.6	
LOS	B	B		C	B		A	A		A	A	
Approach Delay		12.2			19.7			3.0			6.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.44
Intersection Signal Delay: 8.2 — Intersection LOS: A
Intersection Capacity Utilization 56.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1001: English Road & Dewey Avenue



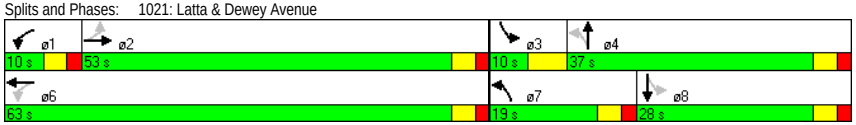
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	180	142	74	246	13	136	53	48	28	171	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.934			0.993			0.929			0.979	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1740	0	1770	1850	0	1770	3288	0	1770	3465	0
Flt Permitted	0.586			0.437			0.403			0.673		
Satd. Flow (perm)	1092	1740	0	814	1850	0	751	3288	0	1254	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			4			59			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81	0.90	0.90	0.90
Adj. Flow (vph)	40	198	156	81	270	14	168	65	59	31	190	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	354	0	81	284	0	168	124	0	31	221	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			pm+pt			pm+pt			pm+pt		
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		8.0	25.0	
Total Split (s)	53.0	53.0	0.0	10.0	63.0	0.0	19.0	37.0	0.0	10.0	28.0	0.0
Total Split (%)	48.2%	48.2%	0.0%	9.1%	57.3%	0.0%	17.3%	33.6%	0.0%	9.1%	25.5%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	48.0	48.0		5.0	58.0		14.0	32.0		5.0	23.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		5.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0			5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0			0			0			0	
Act Effct Green (s)	61.8	61.8		72.0	72.0		32.0	26.0		20.9	13.9	
Actuated g/C Ratio	0.56	0.56		0.65	0.65		0.29	0.24		0.19	0.13	
v/c Ratio	0.07	0.35		0.13	0.23		0.47	0.15		0.11	0.49	
Control Delay	14.2	14.1		8.2	8.8		34.3	18.9		28.1	45.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.2	14.1		8.2	8.8		34.3	18.9		28.1	45.0	
LOS	B	B		A	A		C	B		C	D	
Approach Delay		14.1			8.7			27.8			42.9	
Approach LOS		B			A			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.49
Intersection Signal Delay: 21.2 — Intersection LOS: C
Intersection Capacity Utilization 48.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	166	0	0	0	143	233	0	0	569	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.990	
Flt Protected		0.954					0.950					
Satd. Flow (prot)	0	1777	1583	0	1863	0	1770	3539	0	1863	3504	0
Flt Permitted		0.734					0.208					
Satd. Flow (perm)	0	1367	1583	0	1863	0	387	3539	0	1863	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189								7	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			1048	
Travel Time (s)		90.1			4.8			3.7			20.4	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.73	0.73	0.73	0.80	0.80	0.80
Adj. Flow (vph)	26	1	189	0	0	0	196	319	0	0	711	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	189	0	0	0	196	319	0	0	763	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	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	
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	20.0	20.0	12.0	20.0	20.0	0.0	49.0	68.0	0.0	12.0	31.0	0.0
Total Split (%)	20.0%	20.0%	12.0%	20.0%	20.0%	0.0%	49.0%	68.0%	0.0%	12.0%	31.0%	0.0%

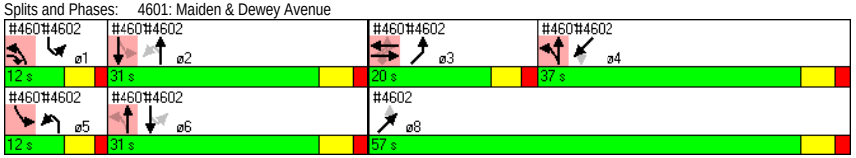
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	37.0	31.0	57.0
Total Split (%)	37%	31%	57%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	14.5	14.5	7.0	14.5	14.5					7.0	25.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		8.9	16.5				85.4	76.1			39.1	
Actuated g/C Ratio		0.09	0.16				0.85	0.76			0.39	
v/c Ratio		0.22	0.45				0.21	0.12			0.56	
Control Delay		45.9	6.2				6.5	1.3			28.2	
Queue Delay		0.0	0.0				2.1	0.1			0.0	
Total Delay		45.9	6.2				8.6	1.4			28.2	
LOS		D	A				A	A			C	
Approach Delay		11.2						4.1			28.2	
Approach LOS		B						A			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4601: Maiden & Dewey Avenue



Lane Group	ø4	ø6	ø8
Maximum Green (s)	31.0	25.0	51.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

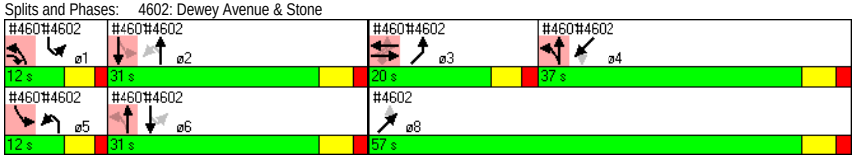
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	234	19	91	557	110	38	104	18	47	298	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.975			0.978			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3500	0	1770	3451	0	1770	1822	0	1770	1786	0
Flt Permitted	0.255			0.526			0.180			0.666		
Satd. Flow (perm)	475	3500	0	980	3451	0	335	1822	0	1241	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			23			13			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.85	0.85	0.85	0.90	0.90	0.90
Adj. Flow (vph)	60	249	20	100	612	121	45	122	21	52	331	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	269	0	100	733	0	45	143	0	52	457	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	31.0	0.0	12.0	31.0	0.0	20.0	57.0	0.0	37.0	37.0	0.0
Total Split (%)	12.0%	31.0%	0.0%	12.0%	31.0%	0.0%	20.0%	57.0%	0.0%	37.0%	37.0%	0.0%

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	7.0	25.0		7.0	25.0		14.5	51.0		31.0	31.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	47.2	39.1		49.3	41.8		43.0	43.0		33.1	33.1	
Actuated g/C Ratio	0.47	0.39		0.49	0.42		0.43	0.43		0.33	0.33	
v/c Ratio	0.18	0.20		0.18	0.50		0.17	0.18		0.13	0.76	
Control Delay	17.3	22.6		7.0	8.4		14.3	14.2		21.8	36.3	
Queue Delay	0.0	0.0		0.2	0.2		0.0	0.0		0.0	0.0	
Total Delay	17.3	22.6		7.2	8.6		14.3	14.2		21.8	36.3	
LOS	B	C		A	A		B	B		C	D	
Approach Delay		21.6			8.4			14.2			34.8	
Approach LOS		C			A			B			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 18.6 — Intersection LOS: B
Intersection Capacity Utilization 61.5% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 4602: Dewey Avenue & Stone



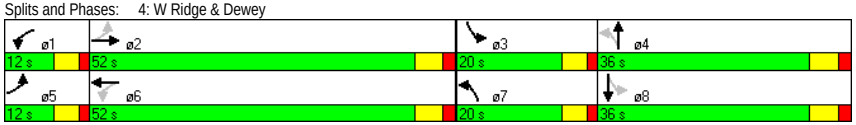
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	887	153	34	1214	225	194	338	47	242	225	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.978			0.977			0.982			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	4642	0	1652	4637	0	1652	3360	0	1652	3120	0
Flt Permitted	0.069			0.181			0.160			0.283		
Satd. Flow (perm)	120	4642	0	315	4637	0	278	3360	0	492	3120	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			38			12			174	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	94	986	170	38	1349	250	216	376	52	269	250	359
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	1156	0	38	1599	0	216	428	0	269	609	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.04	1.04	1.09	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	30	19		40	19		25	30		25	40	
Trailing Detector (ft)	-10	19		-10	19		-10	25		-10	35	
Detector 1 Position(ft)	-10	19		-10	19		-10	25		-10	35	
Detector 1 Size(ft)	40	0		50	0		35	5		35	5	
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	
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	67.4	61.4		64.0	56.1		42.0	26.0		43.5	26.8	
Actuated g/C Ratio	0.56	0.51		0.53	0.47		0.35	0.22		0.36	0.22	
v/c Ratio	0.51	0.48		0.15	0.73		0.77	0.58		0.79	0.73	
Control Delay	32.6	14.4		8.7	20.0		46.3	43.4		42.7	30.1	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.6	14.4		8.7	20.0		46.3	43.4		42.7	30.1	
LOS	C	B		A	B		D	D		D	C	
Approach Delay		15.8			19.7			44.4			33.9	
Approach LOS		B			B			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay: 25.0 — Intersection LOS: C
Intersection Capacity Utilization 73.9% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 4: W Ridge & Dewey



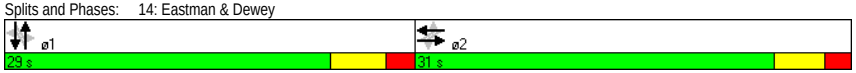
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	60	5	270	175	148	5	572	64	6	351	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.988			0.931			0.985			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1652	1718	0	1652	1619	0	1652	3254	0	1652	3174	0
Flt Permitted	0.401			0.709			0.421			0.326		
Satd. Flow (perm)	697	1718	0	1233	1619	0	732	3254	0	567	3174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			95			25			106	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	67	6	284	194	164	6	636	71	7	390	139
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	73	0	284	358	0	6	707	0	7	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		10			10			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		2	2		1	1		1	1	
Detector Template												
Leading Detector (ft)	15	15		45	45		19	19		19	19	
Trailing Detector (ft)	0	0		-10	-10		19	19		19	19	
Detector 1 Position(ft)	0	0		-10	-10		19	19		19	19	
Detector 1 Size(ft)	15	15		6	6		0	0		0	0	
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)				39	39							
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	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)	23.1	23.1		23.1	23.1		30.9	30.9		30.9	30.9	
Actuated g/C Ratio	0.38	0.38		0.38	0.38		0.52	0.52		0.52	0.52	
v/c Ratio	0.49	0.11		0.60	0.52		0.02	0.42		0.02	0.31	
Control Delay	10.3	2.7		19.4	12.2		6.0	5.5		15.8	15.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	2.7		19.4	12.2		6.0	5.5		15.8	15.8	
LOS	B	A		B	B		A	A		B	B	
Approach Delay		7.6			15.4			5.5			15.8	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.60
Intersection Signal Delay: 11.4 — Intersection LOS: B
Intersection Capacity Utilization 54.1% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 14: Eastman & Dewey



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	20	7	22	35	203	12	661	41	66	331	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.978			0.894			0.991			0.996	
Flt Protected		0.981			0.996		0.950			0.950		
Satd. Flow (prot)	0	1787	0	0	1769	0	1652	3274	0	1652	3290	0
Flt Permitted		0.667			0.971		0.528			0.288		
Satd. Flow (perm)	0	1215	0	0	1725	0	918	3274	0	501	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			226			11			6	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			2230	
Travel Time (s)		8.4			60.7			23.2			43.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	19	22	8	24	39	226	13	734	46	73	368	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	0	0	289	0	13	780	0	73	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
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	0.92	0.92	0.92	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	10	10		10	10		19	19		50	19	
Trailing Detector (ft)	-10	-10		-10	-10		19	19		50	19	
Detector 1 Position(ft)	-10	-10		-10	-10		19	19		50	19	
Detector 1 Size(ft)	20	20		20	20		0	0		0	0	
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	
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		2			2			1		3	1 3	
Permitted Phases	2			2			1			1 3		
Detector Phase	2	2		2	2		1	1		3	1 3	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		5.0		
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		10.0		
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	21.0	21.0	0.0	10.0	31.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	35.0%	35.0%	0.0%	16.7%	51.7%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		15.5	15.5		5.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		1.5		
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead				
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0		
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		11.6			11.6		30.5	30.5		39.4	42.4	
Actuated g/C Ratio		0.19			0.19		0.51	0.51		0.66	0.71	
v/c Ratio		0.20			0.56		0.03	0.47		0.15	0.16	
Control Delay		18.4			10.1		6.6	8.4		1.5	1.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		18.4			10.1		6.6	8.4		1.5	1.4	
LOS		B			B		A	A		A	A	
Approach Delay		18.4			10.1			8.3			1.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.56
Intersection Signal Delay: 7.0 — Intersection LOS: A
Intersection Capacity Utilization 49.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 15: Christian & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	8	58	5	8	16	85	693	7	6	401	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	9	9	9	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.936			0.924			0.999			0.984	
Flt Protected		0.977			0.992		0.950			0.950		
Satd. Flow (prot)	0	1760	0	0	1537	0	1652	3300	0	1652	3250	0
Flt Permitted		0.846			0.947		0.423			0.295		
Satd. Flow (perm)	0	1524	0	0	1467	0	735	3300	0	513	3250	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		78			18			2			22	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			2230			1450	
Travel Time (s)		9.4			8.4			43.4			28.2	
Peak Hour Factor	0.74	0.74	0.74	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Adj. Flow (vph)	76	11	78	5	9	18	99	806	8	7	441	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	32	0	99	814	0	7	495	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			10			10	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.96	0.96	0.96	1.14	1.14	1.14	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	15	15		15	15		50	19		19	19	
Trailing Detector (ft)	-5	-5		-5	-5		50	19		19	19	
Detector 1 Position(ft)	-5	-5		-5	-5		50	19		19	19	
Detector 1 Size(ft)	20	20		20	20		0	0		0	0	
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	
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		2			2		3	1 3			1	
Permitted Phases	2			2			1 3			1		
Detector Phase	2	2		2	2		3	1 3		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0			4.0	4.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		10.0			21.0	21.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	10.0	31.0	0.0	21.0	21.0	0.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	16.7%	51.7%	0.0%	35.0%	35.0%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		5.0			15.5	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5			2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	14.0	14.0		14.0	14.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		14.5			14.5		39.0	42.6		27.7	27.7	
Actuated g/C Ratio		0.24			0.24		0.65	0.71		0.46	0.46	
v/c Ratio		0.39			0.09		0.15	0.35		0.03	0.33	
Control Delay		12.0			9.7		1.9	2.3		11.0	11.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.0			9.7		1.9	2.3		11.0	11.4	
LOS		B			A		A	A		B	B	
Approach Delay		12.0			9.7			2.3			11.3	
Approach LOS		B			A			A			B	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 55 (92%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 6.2 — Intersection LOS: A
Intersection Capacity Utilization 46.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: McCall & Dewey

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	1168	1393	7	84	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999		0.935	
Flt Protected	0.950				0.975	
Satd. Flow (prot)	1770	4746	4742	0	1698	0
Flt Permitted	0.125				0.975	
Satd. Flow (perm)	233	4746	4742	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		37	
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	1298	1548	8	93	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1298	1556	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	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	1.09	1.09	1.09	1.00	1.00
Turning Speed (mph)	16			9	16	9
Number of Detectors	1	1	1		1	
Detector Template						
Leading Detector (ft)	50	19	19		15	
Trailing Detector (ft)	0	19	19		-5	
Detector 1 Position(ft)	0	19	19		-5	
Detector 1 Size(ft)	50	0	0		20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	13.0	87.0	74.0	0.0	33.0	0.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	10.8%	72.5%	61.7%	0.0%	27.5%	0.0%
Maximum Green (s)	7.0		68.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	91.3	94.3	81.3		19.7	
Actuated g/C Ratio	0.76	0.79	0.68		0.16	
v/c Ratio	0.02	0.35	0.48		0.58	
Control Delay	3.5	3.7	10.4		43.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	3.5	3.7	10.4		43.4	
LOS	A	A	B		D	
Approach Delay		3.7	10.4		43.4	
Approach LOS		A	B		D	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 53 (44%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.5 — Intersection LOS: A
Intersection Capacity Utilization 43.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 17: W Ridge & Woodside

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	4	50	7	1	732	167	16	344	3	63	50	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00
Frt		0.984			0.972			0.999		0.933		
Flt Protected		0.958						0.998		0.975		
Satd. Flow (prot)	0	1756	0	0	3440	0	0	3529	0	1694	0	0
Flt Permitted		0.958			0.955			0.906		0.975		
Satd. Flow (perm)	0	1756	0	0	3285	0	0	3203	0	1694	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			66			2		10		
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		257			1450			325		339		
Travel Time (s)		5.8			28.2			6.3		7.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	4	56	8	1	813	186	18	382	3	70	56	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	68	0	0	1000	0	0	403	0	139	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width(ft)		12			4			0		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	15	9	15		9	15		9	15	9	9
Number of Detectors	1	1		1	1		1	1		1		
Detector Template												
Leading Detector (ft)	50	50		19	19		19	19		50		
Trailing Detector (ft)	0	0		19	19		19	19		0		
Detector 1 Position(ft)	0	0		19	19		19	19		0		
Detector 1 Size(ft)	50	50		0	0		0	0		50		
Detector 1 Type	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		
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		
Turn Type	Perm			Perm			Perm					
Protected Phases		2			1			1				
Permitted Phases	2			1			1			2		
Detector Phase	2	2		1	1		1	1		2		
Switch Phase												
Minimum Initial (s)	4.0	4.0		16.0	16.0		16.0	16.0		4.0		
Minimum Split (s)	27.0	27.0		24.0	24.0		24.0	24.0		27.0		
Total Split (s)	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0	27.0	0.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%	45.0%	0.0%	0.0%
Maximum Green (s)	21.0	21.0		27.5	27.5		27.5	27.5		21.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.0		2.5		

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-1.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max		C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		10.0	10.0		10.0	10.0		12.0		
Pedestrian Calls (#/hr)	1	1		0	0		0	0		1		
Act Effct Green (s)		13.9			43.1			43.1		13.9		
Actuated g/C Ratio		0.23			0.72			0.72		0.23		
v/c Ratio		0.16			0.42			0.18		0.35		
Control Delay		15.6			4.2			2.4		18.8		
Queue Delay		0.0			0.0			0.0		0.0		
Total Delay		15.6			4.2			2.4		18.8		
LOS		B			A			A		B		
Approach Delay		15.6			4.2			2.4		18.8		
Approach LOS		B			A			A		B		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 5.5 Intersection LOS: A
Intersection Capacity Utilization 47.0% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 416: Banker & Bennington

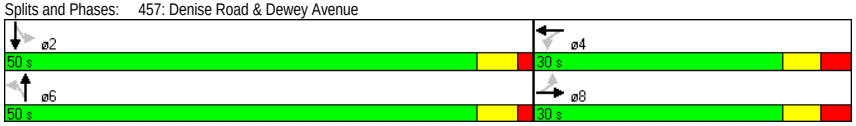
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	6	23	186	19	82	18	747	181	75	548	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.925			0.961			0.971			0.998	
Flt Protected		0.985			0.969		0.950			0.950		
Satd. Flow (prot)	0	1697	0	0	1735	0	1770	3437	0	1770	3532	0
Flt Permitted		0.897			0.800		0.390			0.226		
Satd. Flow (perm)	0	1546	0	0	1432	0	726	3437	0	421	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			27			64			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			510			501	
Travel Time (s)		11.4			11.4			9.9			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	14	7	26	207	21	91	20	830	201	83	609	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	319	0	20	1031	0	83	618	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	23.5	23.5		23.5	23.5		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.1			23.1		50.9	50.9		50.9	50.9	
Actuated g/C Ratio		0.29			0.29		0.64	0.64		0.64	0.64	
v/c Ratio		0.10			0.74		0.04	0.47		0.31	0.27	
Control Delay		11.4			33.8		1.9	2.5		12.0	7.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.4			33.8		1.9	2.5		12.0	7.4	
LOS		B			C		A	A		B	A	
Approach Delay		11.4			33.8			2.5			7.9	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 9.2 — Intersection LOS: A
Intersection Capacity Utilization 71.9% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 457: Denise Road & Dewey Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	1100	0	0	700	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95	
Frt							
Flt Protected							
Satd. Flow (prot)	0	0	3539	0	0	3539	
Flt Permitted							
Satd. Flow (perm)	0	0	3539	0	0	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)							
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		1048			1991	
Travel Time (s)	8.2		20.4			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	0	0	1222	0	0	778	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1222	0	0	778	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(ft)	0		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	
Turning Speed (mph)	15	9		9	15		
Number of Detectors			1			1	
Detector Template							
Leading Detector (ft)			50			50	
Trailing Detector (ft)			0			0	
Detector 1 Position(ft)			0			0	
Detector 1 Size(ft)			50			50	
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	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.35			0.22	
Control Delay			0.3			0.1	
Queue Delay			0.0			0.0	
Total Delay			0.3			0.1	
LOS			A			A	
Approach Delay			0.3			0.1	
Approach LOS			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 0.2 — Intersection LOS: A
Intersection Capacity Utilization 33.7% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 459: Clark Pk & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	67	9	229	79	135	24	845	112	107	622	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.982			0.905			0.983			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1686	0	1770	3479	0	1770	3511	0
Flt Permitted	0.464			0.702			0.343			0.152		
Satd. Flow (perm)	864	1829	0	1308	1686	0	639	3479	0	283	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			116			21			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			1974			650	
Travel Time (s)		11.4			11.4			38.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	47	74	10	254	88	150	27	939	124	119	691	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	84	0	254	238	0	27	1063	0	119	728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	23.4	23.4		23.4	23.4		46.5	40.8		50.5	46.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.58	0.51		0.63	0.58	
v/c Ratio	0.19	0.16		0.66	0.41		0.06	0.60		0.35	0.36	
Control Delay	21.5	18.1		33.3	13.0		6.2	18.0		14.6	6.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	18.1		33.3	13.0		6.2	18.0		14.6	6.7	
LOS	C	B		C	B		A	B		B	A	
Approach Delay		19.4			23.5			17.7			7.8	
Approach LOS		B			C			B			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.6 — Intersection LOS: B
Intersection Capacity Utilization 63.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 461: Britton Road & Dewey Avenue

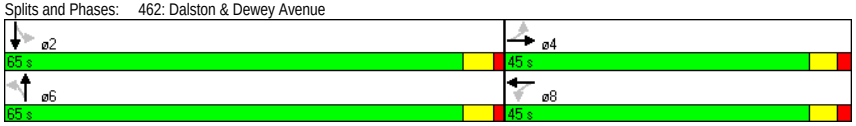
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	24	0	0	0	25	730	0	0	482	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.904									0.998	
Flt Protected		0.986						0.998				
Satd. Flow (prot)	0	1660	0	0	1863	0	0	3532	0	0	3532	0
Flt Permitted		0.906						0.924				
Satd. Flow (perm)	0	1526	0	0	1863	0	0	3270	0	0	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27									2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			2220			654	
Travel Time (s)		7.9			6.6			43.2			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	0	27	0	0	0	28	811	0	0	536	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	38	0	0	0	0	0	839	0	0	542	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Split (%)	40.9%	40.9%	0.0%	40.9%	40.9%	0.0%	59.1%	59.1%	0.0%	59.1%	59.1%	0.0%
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.3						99.7			99.7	
Actuated g/C Ratio		0.09						0.91			0.91	
v/c Ratio		0.23						0.28			0.17	
Control Delay		25.3						1.5			0.3	
Queue Delay		0.0						0.0			0.0	
Total Delay		25.3						1.5			0.3	
LOS		C						A			A	
Approach Delay		25.3						1.5			0.3	
Approach LOS		C						A			A	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 92 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.28
Intersection Signal Delay: 1.7 — Intersection LOS: A
Intersection Capacity Utilization 50.0% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	304	114	207	818	501	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.965	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3415	0
Flt Permitted	0.950		0.269			
Satd. Flow (perm)	1770	1583	501	3539	3415	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		127			59	
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1974	
Travel Time (s)	63.2			38.8	38.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	338	127	230	909	557	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	338	127	230	909	725	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	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
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1	1	1	1	
Detector Template						
Leading Detector (ft)	50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	50	50	50	50	50	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Turn Type		custom	pm+pt			
Protected Phases	4		1	6	2	
Permitted Phases		1 4	6			
Detector Phase	4	1 4	1	6	2	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	28.5		11.0	28.5	28.5	
Total Split (s)	29.0	45.0	16.0	51.0	35.0	0.0
Total Split (%)	36.3%	56.3%	20.0%	63.8%	43.8%	0.0%

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Maximum Green (s)	23.5		11.5	45.5	29.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		1.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?					Yes	
Vehicle Extension (s)	4.0		2.0	2.0	2.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	7.0			10.0	10.0	
Flash Dont Walk (s)	16.0			13.0	13.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	22.7	36.0	51.3	51.3	38.0	
Actuated g/C Ratio	0.28	0.45	0.64	0.64	0.48	
v/c Ratio	0.67	0.16	0.47	0.40	0.44	
Control Delay	32.2	2.5	10.0	8.1	14.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	32.2	2.5	10.0	8.1	14.8	
LOS	C	A	A	A	B	
Approach Delay	24.1			8.4	14.8	
Approach LOS	C			A	B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 13.5 — Intersection LOS: B
Intersection Capacity Utilization 57.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 469: Dorsey & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	50	11	2	50	1	13	868	6	2	436	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.978			0.998			0.999			0.998	
Flt Protected		0.996			0.998			0.999				
Satd. Flow (prot)	0	1814	0	0	1855	0	0	3532	0	0	3532	0
Flt Permitted		0.976			0.991			0.948			0.953	
Satd. Flow (perm)	0	1778	0	0	1842	0	0	3352	0	0	3366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			1			2			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			325			2220	
Travel Time (s)		6.7			4.0			6.3			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	6	56	12	2	56	1	14	964	7	2	484	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	59	0	0	985	0	0	493	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
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	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		19	19		19	19	
Trailing Detector (ft)	0	0		0	0		19	19		19	19	
Detector 1 Position(ft)	0	0		0	0		19	19		19	19	
Detector 1 Size(ft)	50	50		50	50		0	0		0	0	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		12.0			12.0			44.9			44.9	
Actuated g/C Ratio		0.20			0.20			0.75			0.75	
v/c Ratio		0.20			0.16			0.39			0.20	
Control Delay		16.9			18.5			1.8			4.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			18.5			1.8			4.0	
LOS		B			B			A			A	
Approach Delay		16.9			18.5			1.8			4.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 3.8 — Intersection LOS: A
Intersection Capacity Utilization 45.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 550: Ellington & Dewey

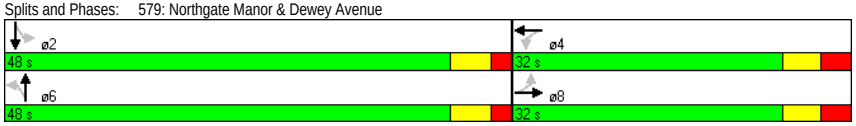
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	3	36	68	4	56	61	895	21	66	612	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	75		0	100		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.860			0.941			0.997			0.993	
Flt Protected	0.950				0.974		0.950			0.950		
Satd. Flow (prot)	1770	1602	0	0	1707	0	1770	3529	0	1770	3514	0
Flt Permitted	0.630				0.815		0.365			0.254		
Satd. Flow (perm)	1174	1602	0	0	1429	0	680	3529	0	473	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			55			5			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			840			510	
Travel Time (s)		11.4			11.4			16.4			9.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	27	3	40	76	4	62	68	994	23	73	680	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	43	0	0	142	0	68	1017	0	73	712	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	25.5	25.5		25.5	25.5		42.0	42.0		42.0	42.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	14.9	14.9			14.9		59.1	59.1		59.1	59.1	
Actuated g/C Ratio	0.19	0.19			0.19		0.74	0.74		0.74	0.74	
v/c Ratio	0.12	0.13			0.46		0.14	0.39		0.21	0.27	
Control Delay	26.4	10.0			22.0		1.0	1.7		4.4	2.9	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	26.4	10.0			22.0		1.0	1.7		4.4	2.9	
LOS	C	B			C		A	A		A	A	
Approach Delay		16.3			22.0			1.6			3.0	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 4.0 — Intersection LOS: A
Intersection Capacity Utilization 62.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 579: Northgate Manor & Dewey Avenue



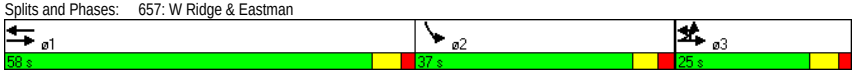
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	80	172	1100	1450	50	50	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Lane Util. Factor	0.91	1.00	0.91	0.91	0.91	1.00	1.00
Frt				0.995		0.883	
Flt Protected		0.950				0.993	
Satd. Flow (prot)	0	1770	5085	5060	0	1797	0
Flt Permitted		0.950				0.993	
Satd. Flow (perm)	0	1770	5085	5060	0	1797	0
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				6			
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	84	181	1222	1611	56	56	370
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	265	1222	1667	0	426	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Left	Right	Left	Right
Median Width(ft)			12	12		20	
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	0.88	0.88
Turning Speed (mph)	9	15			9	15	9
Number of Detectors	1	1	1	1		1	
Detector Template							
Leading Detector (ft)	50	50	50	50		50	
Trailing Detector (ft)	0	0	0	0		0	
Detector 1 Position(ft)	0	0	0	0		0	
Detector 1 Size(ft)	50	50	50	50		50	
Detector 1 Type	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	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0		0.0	
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	25.0	25.0	83.0	58.0	0.0	37.0	0.0

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	20.8%	20.8%	69.2%	48.3%	0.0%	30.8%	0.0%
Maximum Green (s)	19.0	19.0		52.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		22.7	81.3	55.6		32.7	
Actuated g/C Ratio		0.19	0.68	0.46		0.27	
v/c Ratio		0.79	0.35	0.71		0.87	
Control Delay		64.7	8.7	17.1		58.1	
Queue Delay		0.0	0.0	0.5		0.0	
Total Delay		64.7	8.7	17.6		58.1	
LOS		E	A	B		E	
Approach Delay			18.7	17.6		58.1	
Approach LOS			B	B		E	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 74 (62%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 22.9 — Intersection LOS: C
Intersection Capacity Utilization 76.4% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 657: W Ridge & Eastman



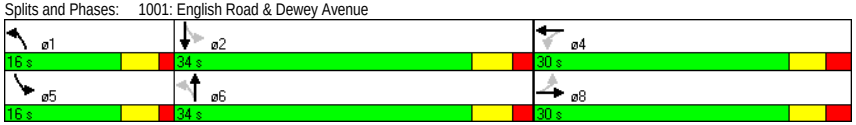
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	67	9	229	79	135	24	845	112	107	622	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.982			0.905			0.983			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1829	0	1770	1686	0	1770	3479	0	1770	3511	0
Flt Permitted	0.464			0.702			0.343			0.152		
Satd. Flow (perm)	864	1829	0	1308	1686	0	639	3479	0	283	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			116			21			8	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			840	
Travel Time (s)		75.0			11.4			12.7			16.4	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	74	10	254	88	150	27	939	124	119	691	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	84	0	254	238	0	27	1063	0	119	728	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	23.4	23.4		23.4	23.4		46.5	40.8		50.5	46.4	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.58	0.51		0.63	0.58	
v/c Ratio	0.17	0.16		0.66	0.41		0.06	0.60		0.35	0.36	
Control Delay	21.3	18.1		33.3	13.0		7.5	11.1		13.6	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.3	18.1		33.3	13.0		7.5	11.1		13.6	16.2	
LOS	C	B		C	B		A	B		B	B	
Approach Delay		19.2			23.5			11.0			15.9	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.4 — Intersection LOS: B
Intersection Capacity Utilization 63.9% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1001: English Road & Dewey Avenue



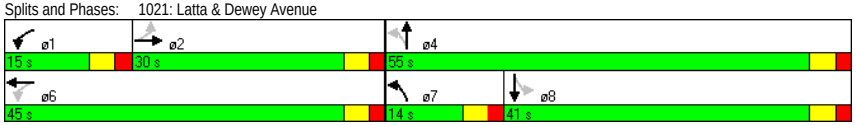
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	307	122	125	236	19	207	202	162	37	160	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.957			0.989			0.933			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1783	0	1770	1842	0	1770	3302	0	1770	3369	0
Flt Permitted	0.597			0.336			0.303			0.521		
Satd. Flow (perm)	1112	1783	0	626	1842	0	564	3302	0	970	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			5			174			90	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.93	0.93	0.93	0.84	0.84	0.84
Adj. Flow (vph)	107	349	139	129	243	20	223	217	174	44	190	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	488	0	129	263	0	223	391	0	44	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0	0.0	15.0	45.0	0.0	14.0	55.0	0.0	41.0	41.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	15.0%	45.0%	0.0%	14.0%	55.0%	0.0%	41.0%	41.0%	0.0%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	25.0	25.0		10.0	40.0		9.0	50.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0			0		0	0	
Act Effct Green (s)	53.4	53.4		66.8	66.8		27.2	27.2		13.2	13.2	
Actuated g/C Ratio	0.53	0.53		0.67	0.67		0.27	0.27		0.13	0.13	
v/c Ratio	0.18	0.51		0.24	0.21		0.78	0.38		0.34	0.54	
Control Delay	14.5	17.6		7.6	7.3		49.9	16.6		45.9	30.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.5	17.6		7.6	7.3		49.9	16.6		45.9	30.6	
LOS	B	B		A	A		D	B		D	C	
Approach Delay		17.0			7.4			28.7			32.7	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 21.4 — Intersection LOS: C
Intersection Capacity Utilization 62.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	91	0	246	0	0	0	244	565	0	0	455	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850								0.985	
Flt Protected		0.950					0.950					
Satd. Flow (prot)	0	1770	1583	0	1863	0	1770	3539	0	1863	3486	0
Flt Permitted		0.757					0.264					
Satd. Flow (perm)	0	1410	1583	0	1863	0	492	3539	0	1863	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			289								10	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			1048	
Travel Time (s)		90.1			4.8			3.7			20.4	
Peak Hour Factor	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	107	0	289	0	0	0	260	601	0	0	484	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	289	0	0	0	260	601	0	0	536	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		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)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50	50	50	50		50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	50	50	50	50	50		50	50		50	50	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	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	
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	25.0	25.0	12.0	25.0	25.0	0.0	51.0	73.0	0.0	12.0	34.0	0.0
Total Split (%)	22.7%	22.7%	10.9%	22.7%	22.7%	0.0%	46.4%	66.4%	0.0%	10.9%	30.9%	0.0%

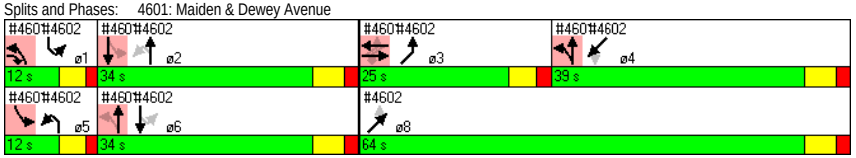
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	39.0	34.0	64.0
Total Split (%)	35%	31%	58%

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Maximum Green (s)	19.5	19.5	7.0	19.5	19.5					7.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		15.2	31.5				87.6	76.9			32.6	
Actuated g/C Ratio		0.14	0.29				0.80	0.70			0.30	
v/c Ratio		0.55	0.44				0.26	0.24			0.51	
Control Delay		53.9	4.1				12.1	2.1			34.1	
Queue Delay		0.0	0.1				5.0	0.3			0.1	
Total Delay		53.9	4.2				17.1	2.4			34.1	
LOS		D	A				B	A			C	
Approach Delay		17.6						6.8			34.1	
Approach LOS		B						A			C	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 17.4 Intersection LOS: B
Intersection Capacity Utilization 42.7% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4601: Maiden & Dewey Avenue



Lane Group	ø4	ø6	ø8
Maximum Green (s)	33.0	28.0	58.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			

Intersection Summary

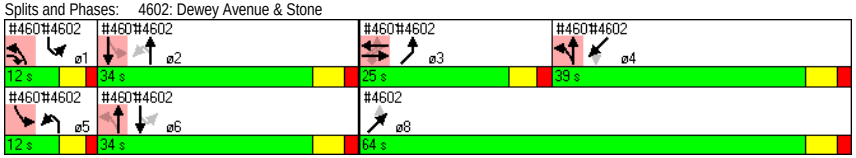
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	72	589	68	211	436	99	125	346	46	62	221	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.972			0.982			0.940	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3483	0	1770	3440	0	1770	1829	0	1770	1751	0
Flt Permitted	0.359			0.151			0.184			0.505		
Satd. Flow (perm)	669	3483	0	281	3440	0	343	1829	0	941	1751	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			25			10			32	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.88	0.88	0.88	0.87	0.87	0.87
Adj. Flow (vph)	79	647	75	251	519	118	142	393	52	71	254	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	722	0	251	637	0	142	445	0	71	423	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template												
Leading Detector (ft)	50	50		50	50		50	50		50	50	
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)	50	50		50	50		50	50		50	50	
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	
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	34.0	0.0	12.0	34.0	0.0	25.0	64.0	0.0	39.0	39.0	0.0
Total Split (%)	10.9%	30.9%	0.0%	10.9%	30.9%	0.0%	22.7%	58.2%	0.0%	35.5%	35.5%	0.0%

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Maximum Green (s)	7.0	28.0		7.0	28.0		19.5	58.0		33.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	41.1	32.6		50.7	42.4		52.1	52.1		33.9	33.9	
Actuated g/C Ratio	0.37	0.30		0.46	0.39		0.47	0.47		0.31	0.31	
v/c Ratio	0.24	0.69		0.72	0.47		0.39	0.51		0.24	0.75	
Control Delay	19.9	37.1		50.1	14.3		18.1	20.8		29.2	40.2	
Queue Delay	0.0	0.0		8.9	0.3		0.2	0.0		0.0	0.1	
Total Delay	19.9	37.1		59.0	14.7		18.3	20.8		29.2	40.3	
LOS	B	D		E	B		B	C		C	D	
Approach Delay		35.4			27.2			20.2			38.7	
Approach LOS		D			C			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 30.1 — Intersection LOS: C
Intersection Capacity Utilization 71.0% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 4602: Dewey Avenue & Stone



LOS CALCULATIONS:
FUTURE 20 YEAR CONDITIONS

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	1569	149	46	1071	88	87	148	37	434	355	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1652	4685	0	1652	4694	0	1652	3319	0	1652	3404	0
Flt Permitted	0.111			0.067			0.321			0.420		
Satd. Flow (perm)	193	4685	0	116	4694	0	558	3319	0	730	3404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			13			25			3	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	2100	0	56	1417	0	106	226	0	530	450	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.3	64.1		69.3	60.9		32.9	20.5		40.0	25.1	
Actuated g/C Ratio	0.60	0.53		0.58	0.51		0.27	0.17		0.33	0.21	
v/c Ratio	0.41	0.84		0.32	0.59		0.40	0.39		1.42	0.63	
Control Delay	18.1	25.7		25.1	19.1		31.6	40.0		233.7	47.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.1	25.7		25.1	19.1		31.6	40.0		233.7	47.0	
LOS	B	C		C	B		C	D		F	D	
Approach Delay		25.4			19.3			37.3			148.0	
Approach LOS		C			B			D			F	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	23	489		15	265		59	73		~560	153	
Queue Length 95th (ft)	52	#735		52	386		91	103		#600	212	
Internal Link Dist (ft)		417			587			1086			500	
Turn Bay Length (ft)	160			280			150			80		
Base Capacity (vph)	239	2508		187	2388		329	931		374	938	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.84		0.30	0.59		0.32	0.24		1.42	0.48	

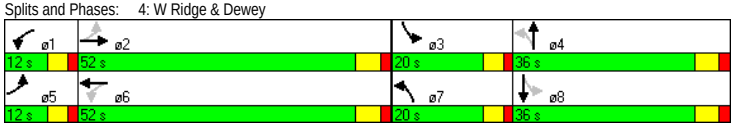
Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 48.5 — Intersection LOS: D
Intersection Capacity Utilization 90.1% — ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: W Ridge & Dewey



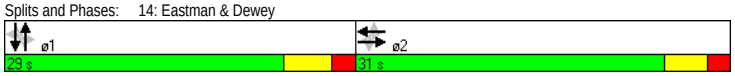
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	53	0	15	0	239	280	166	603	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1739	1739	0	1652	1478	0	1739	3036	0	1652	3303	0
Flt Permitted				0.757						0.401		
Satd. Flow (perm)	1739	1739	0	1316	1478	0	1739	3036	0	697	3303	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					458			342				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	65	18	0	0	634	0	203	737	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)				14.6	14.6			45.8		45.8	45.8	
Actuated g/C Ratio				0.24	0.24			0.76		0.76	0.76	
v/c Ratio				0.20	0.03			0.26		0.38	0.29	
Control Delay				17.1	0.1			1.7		11.3	5.6	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				17.1	0.1			1.7		11.3	5.6	
LOS				B	A			A		B	A	
Approach Delay					13.4			1.7			6.9	
Approach LOS					B			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)				20	0			10		24	41	
Queue Length 95th (ft)				31	0			40		#150	138	
Internal Link Dist (ft)		503			606			500			940	
Turn Bay Length (ft)				50						240		
Base Capacity (vph)				614	934			2398		532	2521	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.11	0.02			0.26		0.38	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 33 (55%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 5.2 Intersection LOS: A
Intersection Capacity Utilization 53.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Eastman & Dewey



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	32	18	38	11	37	8	209	36	219	713	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1774	0	0	1831	0	1652	3231	0	1652	3300	0
Flt Permitted		0.977			0.860		0.309			0.569		
Satd. Flow (perm)	0	1740	0	0	1610	0	537	3231	0	989	3300	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			45			42			1	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			2230	
Travel Time (s)		8.4			60.7			23.2			43.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	104	0	10	299	0	268	876	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		13.0	13.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.4			11.4		62.6	62.6		62.1	62.6	
Actuated g/C Ratio		0.14			0.14		0.78	0.78		0.78	0.78	
v/c Ratio		0.25			0.39		0.02	0.12		0.35	0.34	
Control Delay		23.8			22.8		2.7	2.1		6.3	4.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		23.8			22.8		2.7	2.1		6.3	4.4	
LOS		C			C		A	A		A	A	
Approach Delay		23.8			22.8			2.1			4.8	
Approach LOS		C			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		20			27		1	11		28	45	
Queue Length 95th (ft)		52			68		5	25		134	161	
Internal Link Dist (ft)		290			2590			940			2150	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		602			573		420	2537		768	2582	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.18		0.02	0.12		0.35	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 6.3 — Intersection LOS: A
Intersection Capacity Utilization 54.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 15: Christian & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	6	98	1	2	1	13	227	3	6	689	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	9	9	9	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1709	0	0	1600	0	1652	3297	0	1652	3287	0
Flt Permitted		0.947			0.948		0.292			0.558		
Satd. Flow (perm)	0	1633	0	0	1535	0	508	3297	0	970	3287	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		122			2			3			7	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			2230			1450	
Travel Time (s)		9.4			8.4			43.4			28.2	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.79	0.79	0.79	0.86	0.86	0.86
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	8	0	18	320	0	8	909	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	14.0	14.0		14.0	14.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		13.9			13.9		59.6	60.1		60.1	60.1	
Actuated g/C Ratio		0.17			0.17		0.74	0.75		0.75	0.75	
v/c Ratio		0.41			0.03		0.05	0.13		0.01	0.37	
Control Delay		11.5			21.0		4.3	3.2		4.3	4.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.5			21.0		4.3	3.2		4.3	4.6	
LOS		B			C		A	A		A	A	
Approach Delay		11.5			21.0			3.3			4.6	
Approach LOS		B			C			A			A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)		16			3		2	14		1	54	
Queue Length 95th (ft)		53			6		8	35		6	137	
Internal Link Dist (ft)		335			290			2150			1370	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		632			519		378	2476		728	2469	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.02		0.05	0.13		0.01	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.41
Intersection Signal Delay: 5.2 — Intersection LOS: A
Intersection Capacity Utilization 38.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 16: McCall & Dewey

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	98	1415	933	73	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1770	4746	4694	0	1633	0
Flt Permitted	0.197				0.993	
Satd. Flow (perm)	367	4746	4694	0	1633	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			16		13	
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	1729	1229	0	15	0
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	20.0	87.0	67.0	0.0	33.0	0.0
Total Split (%)	16.7%	72.5%	55.8%	0.0%	27.5%	0.0%
Maximum Green (s)	14.0		61.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	108.3	113.1	91.5		10.4	
Actuated g/C Ratio	0.90	0.94	0.76		0.09	
v/c Ratio	0.23	0.39	0.34		0.10	
Control Delay	0.7	0.4	5.5		26.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	0.7	0.4	5.5		26.5	
LOS	A	A	A		C	
Approach Delay		0.4	5.5		26.5	
Approach LOS		A	A		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)	1	0	70		1	
Queue Length 95th (ft)	m5	m26	157		23	
Internal Link Dist (ft)		587	1085		202	
Turn Bay Length (ft)	75					
Base Capacity (vph)	531	4459	3584		418	
Starvation Cap Reductn	0	435	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.23	0.43	0.34		0.04	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 80 (67%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 2.5 — Intersection LOS: A
Intersection Capacity Utilization 46.0% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: W Ridge & Woodside

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	2	1	1	3	221	53	11	676	10	94	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1735	0	0	3433	0	0	3529	0	1761	0	0
Flt Permitted		0.964			0.948			0.949		0.956		
Satd. Flow (perm)	0	1735	0	0	3258	0	0	3352	0	1761	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			65			3		8		
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		257			1450			325		339		
Travel Time (s)		5.8			28.2			6.3		7.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	0	339	0	0	851	0	125	0	0
Turn Type	Perm			Perm			Perm					
Protected Phases		2			1			1				
Permitted Phases	2			1			1			2		
Detector Phase	2	2		1	1		1	1		2		
Switch Phase												
Minimum Initial (s)	4.0	4.0		16.0	16.0		16.0	16.0		4.0		
Minimum Split (s)	27.0	27.0		24.0	24.0		24.0	24.0		27.0		
Total Split (s)	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0	27.0	0.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%	45.0%	0.0%	0.0%
Maximum Green (s)	21.0	21.0		27.5	27.5		27.5	27.5		21.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.0		2.5		
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-1.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max		C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		10.0	10.0		10.0	10.0		12.0		
Pedestrian Calls (#/hr)	1	1		0	0		0	0		1		
Act Effct Green (s)		13.5			43.4			43.4		13.5		
Actuated g/C Ratio		0.22			0.72			0.72		0.22		
v/c Ratio		0.01			0.14			0.35		0.31		
Control Delay		13.5			3.7			2.5		18.6		
Queue Delay		0.0			0.0			0.0		0.0		
Total Delay		13.5			3.7			2.5		18.6		
LOS		B			A			A		B		
Approach Delay		13.5			3.7			2.5		18.6		
Approach LOS		B			A			A		B		
Queue Length 50th (ft)		1			13			25		36		
Queue Length 95th (ft)		6			42			32		59		
Internal Link Dist (ft)		177			1370			245		259		
Turn Bay Length (ft)												

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Base Capacity (vph)		695			2376			2427		709		
Starvation Cap Reductn		0			0			287		0		
Spillback Cap Reductn		0			0			0		0		
Storage Cap Reductn		0			0			0		0		
Reduced v/c Ratio		0.01			0.14			0.40		0.18		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.35
Intersection Signal Delay: 4.4 Intersection LOS: A
Intersection Capacity Utilization 49.1% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 416: Banker & Bennington

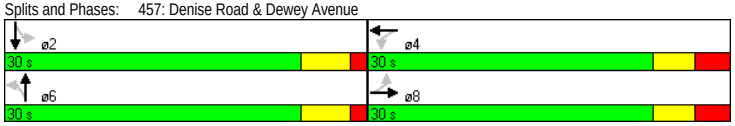
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	5	20	87	0	41	1	193	43	50	464	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	65		0	125		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1689	0	1770	1583	0	1770	3440	0	1770	3532	0
Flt Permitted		0.932		0.732			0.430			0.575		
Satd. Flow (perm)	0	1592	0	1364	1583	0	801	3440	0	1071	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			557			53			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			712			501	
Travel Time (s)		11.4			11.4			13.9			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	106	50	0	1	289	0	61	574	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		24.5	24.5		24.5	24.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.9		12.9	12.9		44.2	44.2		44.2	44.2	
Actuated g/C Ratio		0.22		0.22	0.22		0.74	0.74		0.74	0.74	
v/c Ratio		0.11		0.36	0.06		0.00	0.11		0.08	0.22	
Control Delay		10.9		22.8	0.2		3.0	2.3		4.3	3.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		10.9		22.8	0.2		3.0	2.3		4.3	3.9	
LOS		B		C	A		A	A		A	A	
Approach Delay		10.9			15.5			2.3			4.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		4		33	0		0	7		6	31	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		22		65	0		m1	16		20	63	
Internal Link Dist (ft)		420			420			632			421	
Turn Bay Length (ft)				175			65			125		
Base Capacity (vph)		730		614	1019		591	2550		790	2605	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.05		0.17	0.05		0.00	0.11		0.08	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 5.4 — Intersection LOS: A
Intersection Capacity Utilization 48.8% — ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 457: Denise Road & Dewey Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	315	0	0	796	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	0	0	3539	0	0	3539	
Flt Permitted							
Satd. Flow (perm)	0	0	3539	0	0	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)							
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		1048			1991	
Travel Time (s)	8.2		20.4			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	110%	110%	110%	110%	110%	110%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	385	0	0	973	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.11			0.27	
Control Delay			0.1			0.2	
Queue Delay			0.0			0.0	
Total Delay			0.1			0.2	
LOS			A			A	
Approach Delay			0.1			0.2	
Approach LOS			A			A	
Queue Length 50th (ft)			0			0	
Queue Length 95th (ft)			0			0	
Internal Link Dist (ft)	282		968			1911	
Turn Bay Length (ft)							
Base Capacity (vph)			3539			3539	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.11			0.27	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.27
Intersection Signal Delay: 0.2 — Intersection LOS: A
Intersection Capacity Utilization 27.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 459: Clark Pk & Dewey Avenue

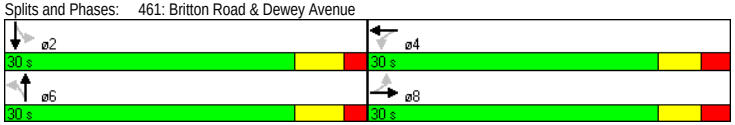
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	27	31	177	35	60	5	246	26	74	641	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1714	0	1770	1688	0	1770	3490	0	1770	3536	0
Flt Permitted	0.682			0.711			0.308			0.551		
Satd. Flow (perm)	1270	1714	0	1324	1688	0	574	3490	0	1026	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			73			24			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			1974			650	
Travel Time (s)		11.4			11.4			38.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	71	0	216	116	0	6	333	0	90	789	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	19.0	19.0		19.0	19.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.58	0.58		0.58	0.58	
v/c Ratio	0.04	0.12		0.52	0.20		0.02	0.16		0.15	0.38	
Control Delay	11.8	7.4		20.3	6.6		7.8	6.6		4.9	5.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.8	7.4		20.3	6.6		7.8	6.6		4.9	5.0	
LOS	B	A		C	A		A	A		A	A	
Approach Delay		8.3			15.5			6.6			5.0	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	4	8		63	11		1	23		11	53	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	13	26		98	34		6	53		23	66	
Internal Link Dist (ft)		420			420			1894			570	
Turn Bay Length (ft)	100			100			150			150		
Base Capacity (vph)	572	792		596	800		335	2048		599	2066	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.09		0.36	0.14		0.02	0.16		0.15	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 7.6 — Intersection LOS: A
Intersection Capacity Utilization 59.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 461: Britton Road & Dewey Avenue



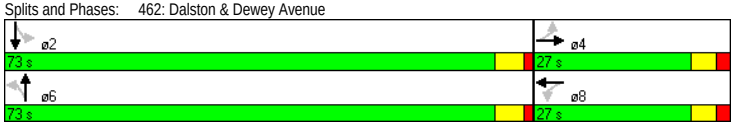
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	9	0	0	0	22	268	0	0	675	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1657	0	0	1863	0	0	3525	0	0	3536	0
Flt Permitted		0.909						0.869				
Satd. Flow (perm)	0	1526	0	0	1863	0	0	3076	0	0	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11									2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			2400			654	
Travel Time (s)		7.9			6.6			46.8			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	0	0	0	355	0	0	831	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	73.0	73.0	0.0	73.0	73.0	0.0
Total Split (%)	27.0%	27.0%	0.0%	27.0%	27.0%	0.0%	73.0%	73.0%	0.0%	73.0%	73.0%	0.0%
Maximum Green (s)	21.5	21.5		21.5	21.5		67.5	67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.6						93.4			93.4	
Actuated g/C Ratio		0.10						0.93			0.93	
v/c Ratio		0.10						0.12			0.25	
Control Delay		25.6						0.9			0.4	
Queue Delay		0.0						0.0			0.0	
Total Delay		25.6						0.9			0.4	
LOS		C						A			A	
Approach Delay		25.6						0.9			0.4	
Approach LOS		C						A			A	
Queue Length 50th (ft)		2						0			0	
Queue Length 95th (ft)		22						23			9	
Internal Link Dist (ft)		267			209			2320			574	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		375						2873			3303	
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.04						0.12			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 75 (75%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 0.9 Intersection LOS: A
Intersection Capacity Utilization 38.3% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	74	182	68	221	660	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Satd. Flow (prot)	1770	1583	1770	3539	3412	0
Flt Permitted	0.950		0.244			
Satd. Flow (perm)	1770	1583	455	3539	3412	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		168			92	
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1974	
Travel Time (s)	63.2			38.8	38.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	222	83	270	1060	0
Turn Type		Perm	Perm			
Protected Phases	4			6	2	
Permitted Phases		4	6			
Detector Phase	4	4	6	6	2	
Switch Phase						
Minimum Initial (s)	6.0	6.0	20.0	20.0	20.0	
Minimum Split (s)	28.5	28.5	28.5	28.5	28.5	
Total Split (s)	30.0	30.0	45.0	45.0	45.0	0.0
Total Split (%)	40.0%	40.0%	60.0%	60.0%	60.0%	0.0%
Maximum Green (s)	25.0	25.0	40.0	40.0	40.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-1.0
Total Lost Time (s)	2.5	2.5	2.5	2.5	2.5	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	2.0	2.0	2.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	
Walk Time (s)	7.0	7.0	10.0	10.0	10.0	
Flash Dont Walk (s)	16.0	16.0	13.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	13.0	13.0	57.0	57.0	57.0	
Actuated g/C Ratio	0.17	0.17	0.76	0.76	0.76	
v/c Ratio	0.29	0.54	0.24	0.10	0.41	
Control Delay	28.4	13.1	5.4	2.8	3.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.4	13.1	5.4	2.8	3.7	
LOS	C	B	A	A	A	
Approach Delay	17.5			3.4	3.7	
Approach LOS	B			A	A	
Queue Length 50th (ft)	37	22	8	12	57	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Queue Length 95th (ft)	70	75	31	28	115	
Internal Link Dist (ft)	3163			1911	1894	
Turn Bay Length (ft)	200		200			
Base Capacity (vph)	649	687	346	2691	2616	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.32	0.24	0.10	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 6.1 — Intersection LOS: A
Intersection Capacity Utilization 59.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 469: Dorsey & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	50	14	2	50	4	4	239	0	1	692	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1807	0	0	1842	0	0	3536	0	0	3539	0
Flt Permitted		0.997			0.992			0.945			0.955	
Satd. Flow (perm)	0	1803	0	0	1829	0	0	3345	0	0	3380	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5						1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			325			2238	
Travel Time (s)		6.7			4.0			6.3			43.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	68	0	0	297	0	0	849	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		12.0			12.0			44.9			44.9	
Actuated g/C Ratio		0.20			0.20			0.75			0.75	
v/c Ratio		0.21			0.18			0.12			0.34	
Control Delay		16.1			18.0			2.1			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.1			18.0			2.1			4.6	
LOS		B			B			A			A	
Approach Delay		16.1			18.0			2.1			4.6	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		20			20			7			41	
Queue Length 95th (ft)		39			37			16			127	
Internal Link Dist (ft)		215			98			245			2158	
Turn Bay Length (ft)												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		702			704			2503			2530	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.10			0.12			0.34	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.34
Intersection Signal Delay: 5.5 — Intersection LOS: A
Intersection Capacity Utilization 33.5% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 550: Ellington & Dewey

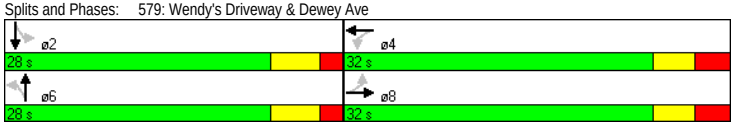
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	20	10	0	8	20	257	45	20	731	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		90	180		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1583	0	1770	1583	0	1770	3461	0	1770	3511	0
Flt Permitted	0.751			0.742			0.292			0.532		
Satd. Flow (perm)	1399	1583	0	1382	1583	0	544	3461	0	991	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			412			41			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			638			712	
Travel Time (s)		11.4			11.4			12.4			13.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	24	0	12	10	0	24	369	0	24	942	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	10.6	10.6		10.6	10.6		53.0	53.0		53.0	53.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.88	0.88		0.88	0.88	
v/c Ratio	0.05	0.07		0.05	0.02		0.05	0.12		0.03	0.30	
Control Delay	20.5	1.9		20.6	0.0		2.5	1.5		1.9	1.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	1.9		20.6	0.0		2.5	1.5		1.9	1.7	
LOS	C	A		C	A		A	A		A	A	
Approach Delay		8.1			11.3			1.6			1.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	4	0		4	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	15	4		15	0		8	29		6	61	
Internal Link Dist (ft)		420			420			558			632	
Turn Bay Length (ft)	50			200			180			240		
Base Capacity (vph)	676	797		668	978		481	3064		876	3105	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.03		0.02	0.01		0.05	0.12		0.03	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 2.0 — Intersection LOS: A
Intersection Capacity Utilization 37.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 579: Wendy's Driveway & Dewey Ave



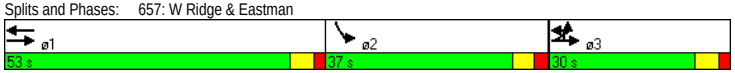
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	50	250	1500	800	10	10	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Satd. Flow (prot)	0	1770	5085	5075	0	1790	0
Flt Permitted		0.950				0.996	
Satd. Flow (perm)	0	1770	5085	5075	0	1790	0
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				2			
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	367	1833	990	0	134	0
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	30.0	30.0	83.0	53.0	0.0	37.0	0.0
Total Split (%)	25.0%	25.0%	69.2%	44.2%	0.0%	30.8%	0.0%
Maximum Green (s)	24.0	24.0		47.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		42.2	96.7	51.5		17.3	
Actuated g/C Ratio		0.35	0.81	0.43		0.14	
v/c Ratio		0.59	0.45	0.45		0.52	
Control Delay		37.0	4.2	13.9		54.0	
Queue Delay		0.0	0.1	0.0		0.0	
Total Delay		37.0	4.3	13.9		54.0	
LOS		D	A	B		D	
Approach Delay			9.8	13.9		54.0	
Approach LOS			A	B		D	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 50th (ft)		226	126	226		97	
Queue Length 95th (ft)		352	190	154		154	
Internal Link Dist (ft)			1175	417		503	
Turn Bay Length (ft)		262					
Base Capacity (vph)		622	4098	2180		507	
Starvation Cap Reductn		0	0	0		0	
Spillback Cap Reductn		0	703	0		0	
Storage Cap Reductn		0	0	0		0	
Reduced v/c Ratio		0.59	0.54	0.45		0.26	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93 (78%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.8 — Intersection LOS: B
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 657: W Ridge & Eastman



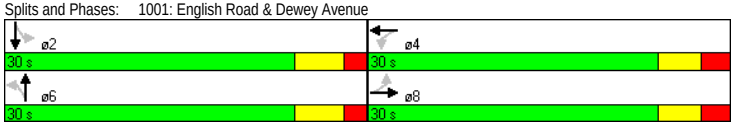
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	68	117	48	59	5	40	174	31	13	496	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1686	0	1770	1840	0	1770	3458	0	1770	3511	0
Flt Permitted	0.706			0.449			0.394			0.596		
Satd. Flow (perm)	1315	1686	0	836	1840	0	734	3458	0	1110	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		143			6			38			12	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			638	
Travel Time (s)		75.0			11.4			12.7			12.4	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	226	0	59	78	0	49	251	0	16	639	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	13.5	13.5		13.5	13.5		40.5	40.5		40.5	40.5	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.68	0.68		0.68	0.68	
v/c Ratio	0.14	0.46		0.32	0.19		0.10	0.11		0.02	0.27	
Control Delay	18.0	10.7		22.7	17.3		4.2	3.0		7.0	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.0	10.7		22.7	17.3		4.2	3.0		7.0	7.1	
LOS	B	B		C	B		A	A		A	A	
Approach Delay		11.8			19.6			3.2			7.1	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)	12	25		18	21		4	8		1	23	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	29	66		42	45		16	23		m9	137	
Internal Link Dist (ft)		3221			420			570			558	
Turn Bay Length (ft)	100						150			150		
Base Capacity (vph)	592	837		376	831		496	2349		750	2376	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.27		0.16	0.09		0.10	0.11		0.02	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.46
Intersection Signal Delay: 8.4 — Intersection LOS: A
Intersection Capacity Utilization 58.7% — ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: English Road & Dewey Avenue



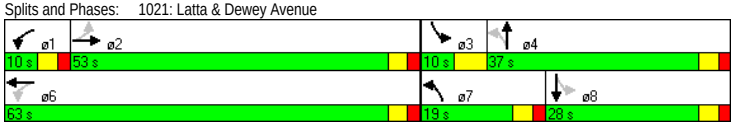
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	180	142	74	246	13	136	53	48	28	171	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1740	0	1770	1848	0	1770	3288	0	1770	3465	0
Flt Permitted	0.570			0.404			0.382			0.665		
Satd. Flow (perm)	1062	1740	0	753	1848	0	712	3288	0	1239	3465	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			4			65			15	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	390	0	89	313	0	185	137	0	34	243	0
Turn Type	Perm			pm+pt			pm+pt			pm+pt		
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		8.0	25.0	
Total Split (s)	53.0	53.0	0.0	10.0	63.0	0.0	19.0	37.0	0.0	10.0	28.0	0.0
Total Split (%)	48.2%	48.2%	0.0%	9.1%	57.3%	0.0%	17.3%	33.6%	0.0%	9.1%	25.5%	0.0%
Maximum Green (s)	48.0	48.0		5.0	58.0		14.0	32.0		5.0	23.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		5.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0			5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0			0			0			0	
Act Effct Green (s)	60.6	60.6		71.1	71.1		32.9	26.9		21.6	14.6	
Actuated g/C Ratio	0.55	0.55		0.65	0.65		0.30	0.24		0.20	0.13	
v/c Ratio	0.08	0.40		0.15	0.26		0.51	0.16		0.12	0.51	
Control Delay	14.9	15.4		8.7	9.4		34.8	18.4		27.7	45.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.9	15.4		8.7	9.4		34.8	18.4		27.7	45.1	
LOS	B	B		A	A		C	B		C	D	
Approach Delay		15.4			9.2			27.8			43.0	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	15	139		22	87		101	21		17	80	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	38	239		45	143		138	39		39	116	
Internal Link Dist (ft)		3263			484			535			280	
Turn Bay Length (ft)	200			200			200			125		
Base Capacity (vph)	585	980		576	1196		367	1061		277	799	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.40		0.15	0.26		0.50	0.13		0.12	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 21.8 — Intersection LOS: C
Intersection Capacity Utilization 52.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	166	0	0	0	143	233	0	0	569	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1777	1583	0	1863	0	1770	3539	0	1863	3504	0
Flt Permitted		0.733					0.153					
Satd. Flow (perm)	0	1365	1583	0	1863	0	285	3539	0	1863	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208								8	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			1048	
Travel Time (s)		90.1			4.8			3.7			20.4	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.73	0.73	0.73	0.80	0.80	0.80
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	208	0	0	0	215	351	0	0	840	0
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	20.0	20.0	12.0	20.0	20.0	0.0	49.0	68.0	0.0	12.0	31.0	0.0
Total Split (%)	20.0%	20.0%	12.0%	20.0%	20.0%	0.0%	49.0%	68.0%	0.0%	12.0%	31.0%	0.0%
Maximum Green (s)	14.5	14.5	7.0	14.5	14.5					7.0	25.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		9.1	16.5				85.0	75.9			36.5	
Actuated g/C Ratio		0.09	0.16				0.85	0.76			0.36	
v/c Ratio		0.24	0.48				0.23	0.13			0.65	
Control Delay		46.3	6.4				10.1	1.3			31.8	
Queue Delay		0.0	0.0				5.0	0.2			0.1	
Total Delay		46.3	6.4				15.1	1.4			31.9	
LOS		D	A				B	A			C	
Approach Delay		11.4						6.6			31.9	
Approach LOS		B						A			C	
Queue Length 50th (ft)		18	0				34	11			248	

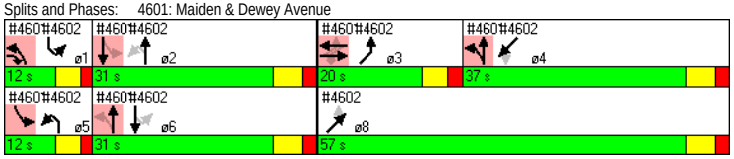
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Growth Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	37.0	31.0	57.0
Total Split (%)	37%	31%	57%
Maximum Green (s)	31.0	25.0	51.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		45	29				63	12			290	
Internal Link Dist (ft)		4546			133			112			968	
Turn Bay Length (ft)			200									
Base Capacity (vph)		232	441				945	2690			1285	
Starvation Cap Reductn		0	0				656	1477			0	
Spillback Cap Reductn		0	2				0	0			32	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.47				0.74	0.29			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.2 — Intersection LOS: C
Intersection Capacity Utilization 40.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4601: Maiden & Dewey Avenue



Lane Group	ø4	ø6	ø8
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

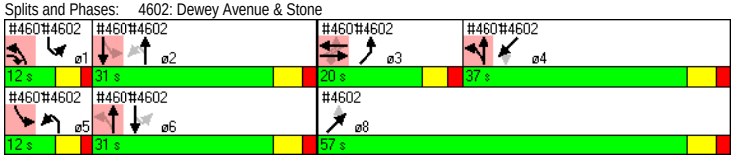
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	234	19	91	557	110	38	104	18	47	298	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	3500	0	1770	3451	0	1770	1822	0	1770	1786	0
Flt Permitted	0.198			0.496			0.166			0.657		
Satd. Flow (perm)	369	3500	0	924	3451	0	309	1822	0	1224	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			23			13			21	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.85	0.85	0.85	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	296	0	110	806	0	49	158	0	57	502	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	31.0	0.0	12.0	31.0	0.0	20.0	57.0	0.0	37.0	37.0	0.0
Total Split (%)	12.0%	31.0%	0.0%	12.0%	31.0%	0.0%	20.0%	57.0%	0.0%	37.0%	37.0%	0.0%
Maximum Green (s)	7.0	25.0		7.0	25.0		14.5	51.0		31.0	31.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	44.7	36.5		46.4	39.0		45.7	45.7		35.6	35.6	
Actuated g/C Ratio	0.45	0.36		0.46	0.39		0.46	0.46		0.36	0.36	
v/c Ratio	0.24	0.23		0.22	0.59		0.18	0.19		0.13	0.77	
Control Delay	18.8	23.9		8.2	10.6		13.5	13.4		20.8	35.7	
Queue Delay	0.0	0.0		0.2	0.3		0.0	0.0		0.0	0.0	
Total Delay	18.8	23.9		8.4	11.0		13.5	13.4		20.8	35.7	
LOS	B	C		A	B		B	B		C	D	
Approach Delay		23.0			10.6			13.4			34.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	24	71		11	44		16	49		24	262	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Queue Length 95th (ft)	53	113		m26	94		30	72		50	375	
Internal Link Dist (ft)		574			112			272			242	
Turn Bay Length (ft)	200						75			200		
Base Capacity (vph)	294	1283		507	1361		390	990		454	676	
Starvation Cap Reductn	0	0		107	151		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	2	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.23		0.28	0.67		0.13	0.16		0.13	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4602: Dewey Avenue & Stone



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1082	187	41	1481	275	237	412	57	295	275	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1652	4642	0	1652	4632	0	1652	3360	0	1652	3120	0
Flt Permitted	0.077			0.100			0.135			0.257		
Satd. Flow (perm)	134	4642	0	174	4632	0	235	3360	0	447	3120	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			38			12			151	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1410	0	46	1952	0	263	521	0	328	744	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	61.6	54.2		59.4	51.3		47.7	30.7		47.7	30.7	
Actuated g/C Ratio	0.51	0.45		0.50	0.43		0.40	0.26		0.40	0.26	
v/c Ratio	0.63	0.67		0.25	0.98		0.89	0.60		0.94	0.87dr	
Control Delay	37.4	22.2		13.4	41.7		62.2	41.2		61.8	35.6	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.4	22.3		13.4	41.7		62.2	41.2		61.8	35.6	
LOS	D	C		B	D		E	D		E	D	
Approach Delay		23.5			41.1			48.2			43.7	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	24	326		9	~581		147	178		166	200	

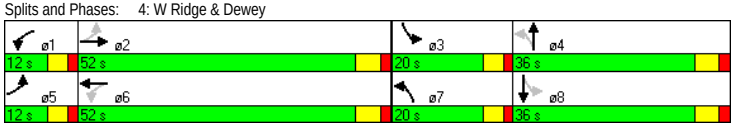
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m#107	389		m18	#679		#301	235		#324	256	
Internal Link Dist (ft)		417			587			1086			500	
Turn Bay Length (ft)	160			280			150			80		
Base Capacity (vph)	185	2115		198	2002		294	933		348	967	
Starvation Cap Reductn	0	105		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.70		0.23	0.98		0.89	0.56		0.94	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 37.6 — Intersection LOS: D
Intersection Capacity Utilization 87.3% — ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: W Ridge & Dewey



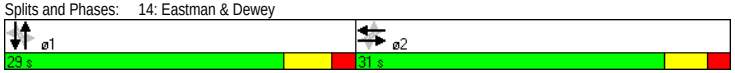
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	73	6	329	214	181	6	698	78	7	428	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1652	1718	0	1652	1619	0	1652	3254	0	1652	3174	0
Flt Permitted	0.340			0.700			0.347			0.244		
Satd. Flow (perm)	591	1718	0	1217	1619	0	603	3254	0	424	3174	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			95			25			106	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	88	0	346	439	0	7	863	0	8	646	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.48	0.48		0.48	0.48	
v/c Ratio	0.66	0.12		0.68	0.60		0.02	0.55		0.04	0.41	
Control Delay	21.7	2.7		21.2	13.6		8.2	8.1		15.7	17.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.7	2.7		21.2	13.6		8.2	8.1		15.7	17.8	
LOS	C	A		C	B		A	A		B	B	
Approach Delay		15.0			16.9			8.1			17.8	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	27	9		88	80		1	54		2	106	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	m71	m11		167	154		m2	m94		m13	152	
Internal Link Dist (ft)		503			606			500			940	
Turn Bay Length (ft)	100			50			50			240		
Base Capacity (vph)	276	805		568	806		291	1583		205	1587	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.11		0.61	0.54		0.02	0.55		0.04	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 14.0 Intersection LOS: B
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Eastman & Dewey



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	24	9	27	43	248	15	807	50	81	404	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1787	0	0	1771	0	1652	3274	0	1652	3290	0
Flt Permitted		0.598			0.969		0.483			0.205		
Satd. Flow (perm)	0	1089	0	0	1723	0	840	3274	0	356	3290	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			276			11			6	
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			2230	
Travel Time (s)		8.4			60.7			23.2			43.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	354	0	17	953	0	90	461	0
Turn Type	Perm			Perm			Perm			pm+pt		
Protected Phases		2			2			1		3	1 3	
Permitted Phases	2			2			1			1 3		
Detector Phase	2	2		2	2		1	1		3	1 3	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		5.0		
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		10.0		
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	21.0	21.0	0.0	10.0	31.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	35.0%	35.0%	0.0%	16.7%	51.7%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		15.5	15.5		5.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		1.5		
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead				
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0		
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		Min		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		12.3			12.3		28.8	28.8		38.7	41.7	
Actuated g/C Ratio		0.20			0.20		0.48	0.48		0.64	0.70	
v/c Ratio		0.26			0.62		0.04	0.60		0.20	0.20	
Control Delay		18.7			10.2		7.8	11.9		1.9	1.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		18.7			10.2		7.8	11.9		1.9	1.5	
LOS		B			B		A	B		A	A	
Approach Delay		18.7			10.2			11.8			1.6	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		16			24		2	73		1	1	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		37			76		m5	#289		m2	4	
Internal Link Dist (ft)		290			2590			940			2150	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		478			903		404	1579		442	2287	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.39		0.04	0.60		0.20	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 8.8 — Intersection LOS: A
Intersection Capacity Utilization 58.0% — ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Christian & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	10	71	6	10	20	104	846	9	7	489	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	9	9	9	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1762	0	0	1538	0	1652	3297	0	1652	3250	0
Flt Permitted		0.844			0.939		0.330			0.204		
Satd. Flow (perm)	0	1521	0	0	1458	0	574	3297	0	355	3250	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		96			22			2			23	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			2230			1450	
Travel Time (s)		9.4			8.4			43.4			28.2	
Peak Hour Factor	0.74	0.74	0.74	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	40	0	121	994	0	8	603	0
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		2			2		3	1 3			1	
Permitted Phases	2			2			1 3			1		
Detector Phase	2	2		2	2		3	1 3		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0			4.0	4.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		10.0			21.0	21.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	10.0	31.0	0.0	21.0	21.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	16.7%	51.7%	0.0%	35.0%	35.0%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		5.0			15.5	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5			2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	14.0	14.0		14.0	14.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		15.0			15.0		36.0	39.0		22.8	22.8	
Actuated g/C Ratio		0.25			0.25		0.60	0.65		0.38	0.38	
v/c Ratio		0.45			0.10		0.21	0.46		0.06	0.48	
Control Delay		12.3			9.4		2.2	2.5		12.6	14.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.3			9.4		2.2	2.5		12.6	14.6	
LOS		B			A		A	A		B	B	
Approach Delay		12.3			9.4			2.5			14.5	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		32			5		2	11		2	92	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)		45			19		6	19		m6	148	
Internal Link Dist (ft)		335			290			2150			1370	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		714			644		582	2143		135	1247	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.06		0.21	0.46		0.06	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 55 (92%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 7.4 Intersection LOS: A
Intersection Capacity Utilization 52.3% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: McCall & Dewey

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	1168	1393	7	84	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Satd. Flow (prot)	1770	4746	4742	0	1698	0
Flt Permitted	0.125				0.975	
Satd. Flow (perm)	233	4746	4742	0	1698	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1		37	
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1298	1556	0	180	0
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	13.0	87.0	74.0	0.0	33.0	0.0
Total Split (%)	10.8%	72.5%	61.7%	0.0%	27.5%	0.0%
Maximum Green (s)	7.0		68.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	91.3	94.3	81.3		19.7	
Actuated g/C Ratio	0.76	0.79	0.68		0.16	
v/c Ratio	0.02	0.35	0.48		0.58	
Control Delay	3.3	3.4	10.4		43.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	3.3	3.4	10.4		43.4	
LOS	A	A	B		D	
Approach Delay		3.4	10.4		43.4	
Approach LOS		A	B		D	
Queue Length 50th (ft)	1	67	192		103	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)	m1	m81	269		168	
Internal Link Dist (ft)		587	1085		202	
Turn Bay Length (ft)	75					
Base Capacity (vph)	305	3729	3212		452	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.02	0.35	0.48		0.40	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 53 (44%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 43.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: W Ridge & Woodside

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	5	61	9	1	893	204	20	420	4	77	61	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1756	0	0	3440	0	0	3529	0	1694	0	0
Flt Permitted		0.958			0.955			0.888		0.975		
Satd. Flow (perm)	0	1756	0	0	3285	0	0	3140	0	1694	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			66			2		11		
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		257			1450			325		339		
Travel Time (s)		5.8			28.2			6.3		7.7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	84	0	0	1220	0	0	493	0	171	0	0
Turn Type	Perm			Perm			Perm					
Protected Phases		2			1			1				
Permitted Phases	2			1			1			2		
Detector Phase	2	2		1	1		1	1		2		
Switch Phase												
Minimum Initial (s)	4.0	4.0		16.0	16.0		16.0	16.0		4.0		
Minimum Split (s)	27.0	27.0		24.0	24.0		24.0	24.0		27.0		
Total Split (s)	27.0	27.0	0.0	33.0	33.0	0.0	33.0	33.0	0.0	27.0	0.0	0.0
Total Split (%)	45.0%	45.0%	0.0%	55.0%	55.0%	0.0%	55.0%	55.0%	0.0%	45.0%	0.0%	0.0%
Maximum Green (s)	21.0	21.0		27.5	27.5		27.5	27.5		21.0		
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.0	2.0		2.0	2.0		2.5		
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-1.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lead		Lag		
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max		C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		10.0	10.0		10.0	10.0		12.0		
Pedestrian Calls (#/hr)	1	1		0	0		0	0		1		
Act Effct Green (s)		14.7			42.4			42.4		14.7		
Actuated g/C Ratio		0.24			0.71			0.71		0.24		
v/c Ratio		0.19			0.52			0.22		0.40		
Control Delay		15.5			5.4			2.5		19.4		
Queue Delay		0.0			0.0			0.0		0.0		
Total Delay		15.5			5.4			2.5		19.4		
LOS		B			A			A		B		
Approach Delay		15.5			5.4			2.5		19.4		
Approach LOS		B			A			A		B		
Queue Length 50th (ft)		21			160			14		49		
Queue Length 95th (ft)		42			82			21		79		
Internal Link Dist (ft)		177			1370			245		259		
Turn Bay Length (ft)												
Base Capacity (vph)		708			2342			2221		684		

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Starvation Cap Reductn		0			0			0		0		
Spillback Cap Reductn		0			0			0		0		
Storage Cap Reductn		0			0			0		0		
Reduced v/c Ratio		0.12			0.52			0.22		0.25		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 6.3 — Intersection LOS: A
Intersection Capacity Utilization 55.0% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 416: Banker & Bennington

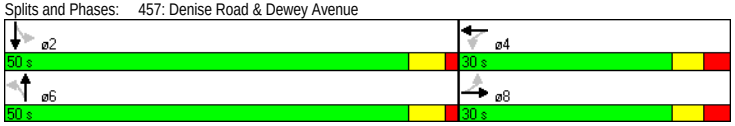
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	7	29	264	23	100	29	989	255	92	711	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	65		0	125		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1699	0	1770	1635	0	1770	3429	0	1770	3532	0
Flt Permitted		0.906		0.763			0.309			0.131		
Satd. Flow (perm)	0	1563	0	1421	1635	0	576	3429	0	244	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			91			70			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			706			501	
Travel Time (s)		11.4			11.4			13.8			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	293	137	0	32	1382	0	102	801	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.1		23.1	23.1		50.9	50.9		50.9	50.9	
Actuated g/C Ratio		0.29		0.29	0.29		0.64	0.64		0.64	0.64	
v/c Ratio		0.12		0.71	0.26		0.09	0.63		0.66	0.36	
Control Delay		11.2		35.3	9.2		3.6	4.0		36.8	8.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		11.2		35.3	9.2		3.6	4.0		36.8	8.0	
LOS		B		D	A		A	A		D	A	
Approach Delay		11.2			27.0			4.0			11.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		9		128	16		3	58		29	91	
Queue Length 95th (ft)		33		204	53		m7	87		#127	137	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			420			626			421	
Turn Bay Length (ft)				175			65			125		
Base Capacity (vph)		549		480	612		367	2209		155	2250	
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.11		0.61	0.22		0.09	0.63		0.66	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 457: Denise Road & Dewey Avenue



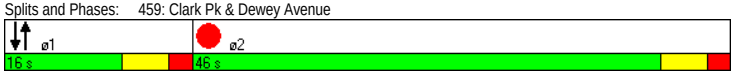
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	1342	0	0	854	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Satd. Flow (prot)	0	0	3539	0	0	3539	
Flt Permitted							
Satd. Flow (perm)	0	0	3539	0	0	3539	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)							
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		1048			1991	
Travel Time (s)	8.2		20.4			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1491	0	0	949	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.42			0.27	
Control Delay			0.4			0.2	
Queue Delay			0.0			0.0	
Total Delay			0.4			0.2	
LOS			A			A	
Approach Delay			0.4			0.2	
Approach LOS			A			A	
Queue Length 50th (ft)			0			0	
Queue Length 95th (ft)			0			0	
Internal Link Dist (ft)	282		968			1911	
Turn Bay Length (ft)							
Base Capacity (vph)			3539			3539	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Reduced v/c Ratio			0.42			0.27	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 40
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.42
Intersection Signal Delay: 0.3 — Intersection LOS: A
Intersection Capacity Utilization 40.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 459: Clark Pk & Dewey Avenue



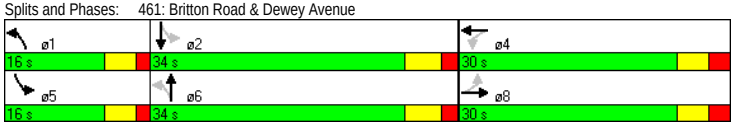
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	82	11	279	96	141	29	1056	137	113	811	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1831	0	1770	1697	0	1770	3479	0	1770	3507	0
Flt Permitted	0.443			0.681			0.232			0.100		
Satd. Flow (perm)	825	1831	0	1269	1697	0	432	3479	0	186	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			100			20			9	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			1974			650	
Travel Time (s)		11.4			11.4			38.5			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	103	0	310	264	0	32	1325	0	126	957	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	25.1	25.1		25.1	25.1		44.7	38.9		48.8	44.6	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.56	0.49		0.61	0.56	
v/c Ratio	0.26	0.18		0.78	0.44		0.09	0.78		0.43	0.49	
Control Delay	22.6	18.2		39.7	15.2		6.1	22.5		20.8	8.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.6	18.2		39.7	15.2		6.1	22.5		20.8	8.1	
LOS	C	B		D	B		A	C		C	A	
Approach Delay		19.9			28.4			22.1			9.6	
Approach LOS		B			C			C			A	
Queue Length 50th (ft)	24	32		134	59		5	107		21	83	
Queue Length 95th (ft)	56	67		#253	122		m8	#380		m80	131	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			420			1894			570	
Turn Bay Length (ft)	100			100			150			150		
Base Capacity (vph)	278	624		428	639		480	1702		371	1961	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.17		0.72	0.41		0.07	0.78		0.34	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 18.9 Intersection LOS: B
Intersection Capacity Utilization 73.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 461: Britton Road & Dewey Avenue



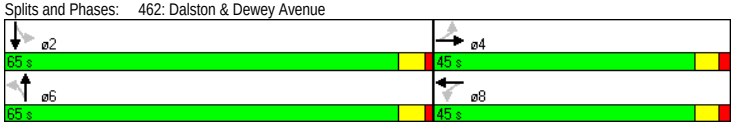
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	0	29	0	0	0	31	891	0	0	588	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1660	0	0	1863	0	0	3532	0	0	3532	0
Flt Permitted		0.914						0.913				
Satd. Flow (perm)	0	1539	0	0	1863	0	0	3231	0	0	3532	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32									2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			2220			654	
Travel Time (s)		7.9			6.6			43.2			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	0	0	0	1024	0	0	660	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Split (%)	40.9%	40.9%	0.0%	40.9%	40.9%	0.0%	59.1%	59.1%	0.0%	59.1%	59.1%	0.0%
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.4						96.6			96.6	
Actuated g/C Ratio		0.09						0.88			0.88	
v/c Ratio		0.26						0.36			0.21	
Control Delay		24.7						2.1			0.4	
Queue Delay		0.0						0.0			0.0	
Total Delay		24.7						2.1			0.4	
LOS		C						A			A	
Approach Delay		24.7						2.1			0.4	
Approach LOS		C						A			A	
Queue Length 50th (ft)		9						54			5	
Queue Length 95th (ft)		43						91			7	
Internal Link Dist (ft)		267			209			2140			574	
Turn Bay Length (ft)												
Base Capacity (vph)		607						2836			3101	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0						0			0	
Spillback Cap Reductn		0						0			0	
Storage Cap Reductn		0						0			0	
Reduced v/c Ratio		0.07						0.36			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 92 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 2.0 — Intersection LOS: A
Intersection Capacity Utilization 57.2% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue



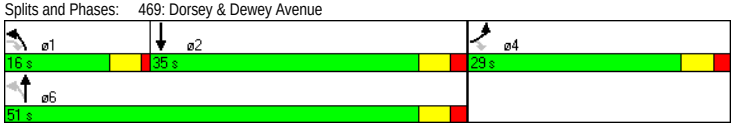
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	371	139	253	998	611	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Satd. Flow (prot)	1770	1583	1770	3539	3415	0
Flt Permitted	0.950		0.188			
Satd. Flow (perm)	1770	1583	350	3539	3415	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		116			59	
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1974	
Travel Time (s)	63.2			38.8	38.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	154	281	1109	883	0
Turn Type		custom	pm+pt			
Protected Phases	4		1	6	2	
Permitted Phases		1 4	6			
Detector Phase	4	1 4	1	6	2	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	28.5		11.0	28.5	28.5	
Total Split (s)	29.0	45.0	16.0	51.0	35.0	0.0
Total Split (%)	36.3%	56.3%	20.0%	63.8%	43.8%	0.0%
Maximum Green (s)	23.5		11.5	45.5	29.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		1.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?					Yes	
Vehicle Extension (s)	4.0		2.0	2.0	2.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	7.0			10.0	10.0	
Flash Dont Walk (s)	16.0			13.0	13.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	24.3	38.5	49.7	49.7	35.5	
Actuated g/C Ratio	0.30	0.48	0.62	0.62	0.44	
v/c Ratio	0.77	0.19	0.67	0.50	0.57	
Control Delay	35.7	3.9	17.2	9.7	16.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	35.7	3.9	17.2	9.7	16.0	
LOS	D	A	B	A	B	
Approach Delay	27.0			11.2	16.0	
Approach LOS	C			B	B	
Queue Length 50th (ft)	179	9	60	153	120	
Queue Length 95th (ft)	282	36	121	202	191	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Internal Link Dist (ft)	3163			1911	1894	
Turn Bay Length (ft)	200		200			
Base Capacity (vph)	575	851	449	2200	1546	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.72	0.18	0.63	0.50	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 15.9 — Intersection LOS: B
Intersection Capacity Utilization 67.3% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 469: Dorsey & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	61	13	2	61	1	16	1059	7	2	532	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1816	0	0	1857	0	0	3532	0	0	3532	0
Flt Permitted		0.976			0.992			0.944			0.952	
Satd. Flow (perm)	0	1780	0	0	1844	0	0	3338	0	0	3363	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			1			2			3	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			325			2220	
Travel Time (s)		6.7			4.0			6.3			43.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	71	0	0	1203	0	0	601	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		12.2			12.2			44.7			44.7	
Actuated g/C Ratio		0.20			0.20			0.74			0.74	
v/c Ratio		0.24			0.19			0.48			0.24	
Control Delay		17.2			18.8			2.0			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.2			18.8			2.0			4.2	
LOS		B			B			A			A	
Approach Delay		17.2			18.8			2.0			4.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		24			22			24			27	
Queue Length 95th (ft)		44			39			42			85	
Internal Link Dist (ft)		215			98			245			2140	
Turn Bay Length (ft)												
Base Capacity (vph)		691			707			2486			2505	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0			157			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.10			0.52			0.24	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.48
Intersection Signal Delay: 4.0 — Intersection LOS: A
Intersection Capacity Utilization 54.2% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 550: Ellington & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	5	42	273	5	155	49	893	100	233	590	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		90	180		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1615	0	1770	1593	0	1770	3486	0	1770	3536	0
Flt Permitted	0.570			0.722			0.362			0.194		
Satd. Flow (perm)	1062	1615	0	1345	1593	0	674	3486	0	361	3536	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			106			24			2	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			644			706	
Travel Time (s)		11.4			11.4			12.5			13.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	53	0	303	178	0	54	1103	0	259	662	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		42.0	42.0		42.0	42.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.6	25.6		25.6	25.6		48.4	48.4		48.4	48.4	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.60	0.60		0.60	0.60	
v/c Ratio	0.09	0.10		0.70	0.31		0.13	0.52		1.19	0.31	
Control Delay	18.2	6.9		32.9	9.7		5.1	9.5		139.7	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.2	6.9		32.9	9.7		5.1	9.5		139.7	6.6	
LOS	B	A		C	A		A	A		F	A	
Approach Delay		11.2			24.3			9.3			44.0	
Approach LOS		B			C			A			D	
Queue Length 50th (ft)	11	2		127	24		10	194		~166	74	
Queue Length 95th (ft)	29	24		209	66		m14	321		#315	84	

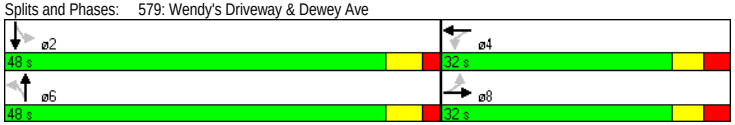
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			420			564			626	
Turn Bay Length (ft)	50			200			180			240		
Base Capacity (vph)	385	615		488	645		408	2118		218	2140	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.09		0.62	0.28		0.13	0.52		1.19	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 24.2 — Intersection LOS: C
Intersection Capacity Utilization 74.2% — ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 579: Wendy's Driveway & Dewey Ave



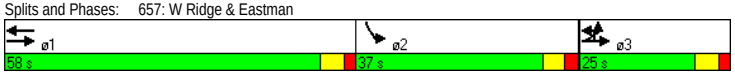
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	80	172	1100	1450	50	50	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Satd. Flow (prot)	0	1770	5085	5060	0	1797	0
Flt Permitted		0.950				0.993	
Satd. Flow (perm)	0	1770	5085	5060	0	1797	0
Right Turn on Red					Yes		No
Satd. Flow (RTOR)				6			
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	265	1222	1667	0	426	0
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	25.0	25.0	83.0	58.0	0.0	37.0	0.0
Total Split (%)	20.8%	20.8%	69.2%	48.3%	0.0%	30.8%	0.0%
Maximum Green (s)	19.0	19.0		52.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		22.7	81.3	55.6		32.7	
Actuated g/C Ratio		0.19	0.68	0.46		0.27	
v/c Ratio		0.79	0.35	0.71		0.87	
Control Delay		64.7	8.7	14.1		57.2	
Queue Delay		0.0	0.0	0.9		0.0	
Total Delay		64.7	8.7	15.0		57.2	
LOS		E	A	B		E	
Approach Delay			18.7	15.0		57.2	
Approach LOS			B	B		E	
Queue Length 50th (ft)		199	139	152		309	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Queue Length 95th (ft)		#337	164	m161		#470	
Internal Link Dist (ft)			1175	417		503	
Turn Bay Length (ft)		262					
Base Capacity (vph)		335	3446	2349		509	
Starvation Cap Reductn		0	0	383		0	
Spillback Cap Reductn		0	58	0		0	
Storage Cap Reductn		0	0	0		0	
Reduced v/c Ratio		0.79	0.36	0.85		0.84	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 74 (62%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 76.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 657: W Ridge & Eastman



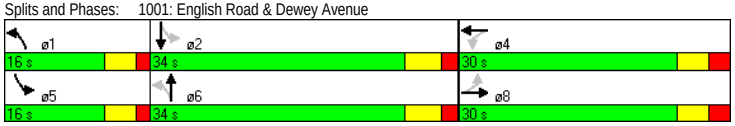
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	91	11	252	102	147	29	1056	136	119	811	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1833	0	1770	1697	0	1770	3479	0	1770	3493	0
Flt Permitted	0.419			0.664			0.230			0.101		
Satd. Flow (perm)	780	1833	0	1237	1697	0	428	3479	0	188	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			98			20			15	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			644	
Travel Time (s)		75.0			11.4			12.7			12.5	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	113	0	280	276	0	32	1324	0	132	989	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	24.4	24.4		24.4	24.4		44.6	37.5		49.5	45.3	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.56	0.47		0.62	0.57	
v/c Ratio	0.39	0.20		0.74	0.47		0.09	0.81		0.44	0.50	
Control Delay	26.5	19.0		37.5	16.4		9.7	18.2		15.2	16.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.5	19.0		37.5	16.4		9.7	18.2		15.2	16.3	
LOS	C	B		D	B		A	B		B	B	
Approach Delay		22.4			27.0			18.0			16.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	35	36		118	65		6	138		39	172	
Queue Length 95th (ft)	77	73		#208	131		m12	#442		m74	258	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3221			420			570			564	
Turn Bay Length (ft)	100						150			150		
Base Capacity (vph)	263	624		417	638		482	1640		374	1984	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.18		0.67	0.43		0.07	0.81		0.35	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.2 — Intersection LOS: B
Intersection Capacity Utilization 72.9% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: English Road & Dewey Avenue



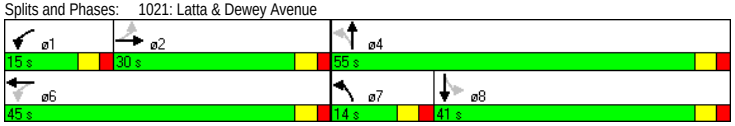
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	375	149	153	288	23	253	246	198	45	195	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	1783	0	1770	1842	0	1770	3302	0	1770	3366	0
Flt Permitted	0.566			0.239			0.260			0.479		
Satd. Flow (perm)	1054	1783	0	445	1842	0	484	3302	0	892	3366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			5			213			92	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.93	0.93	0.93	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	595	0	158	321	0	272	478	0	54	343	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0	0.0	15.0	45.0	0.0	14.0	55.0	0.0	41.0	41.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	15.0%	45.0%	0.0%	14.0%	55.0%	0.0%	41.0%	41.0%	0.0%
Maximum Green (s)	25.0	25.0		10.0	40.0		9.0	50.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0			0		0	0	
Act Effct Green (s)	50.4	50.4		64.9	64.9		29.1	29.1		15.1	15.1	
Actuated g/C Ratio	0.50	0.50		0.65	0.65		0.29	0.29		0.15	0.15	
v/c Ratio	0.25	0.65		0.36	0.27		0.96	0.43		0.40	0.58	
Control Delay	17.5	23.6		9.8	8.6		77.0	16.1		46.2	32.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.5	23.6		9.8	8.6		77.0	16.1		46.2	32.3	
LOS	B	C		A	A		E	B		D	C	
Approach Delay		22.5			9.0			38.2			34.2	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)	45	256		35	77		145	68		32	78	
Queue Length 95th (ft)	98	443		70	138		#242	105		63	106	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		3263			484			535			280	
Turn Bay Length (ft)	200			200			200			125		
Base Capacity (vph)	532	909		458	1196		283	1819		339	1336	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.65		0.34	0.27		0.96	0.26		0.16	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 26.7 — Intersection LOS: C
Intersection Capacity Utilization 73.0% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	0	300	0	0	0	298	689	0	0	555	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	0	1770	1583	0	1863	0	1770	3539	0	1863	3486	0
Flt Permitted		0.757					0.175					
Satd. Flow (perm)	0	1410	1583	0	1863	0	326	3539	0	1863	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			353								10	
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			1048	
Travel Time (s)		90.1			4.8			3.7			20.4	
Peak Hour Factor	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	353	0	0	0	317	733	0	0	654	0
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	25.0	25.0	12.0	25.0	25.0	0.0	51.0	73.0	0.0	12.0	34.0	0.0
Total Split (%)	22.7%	22.7%	10.9%	22.7%	22.7%	0.0%	46.4%	66.4%	0.0%	10.9%	30.9%	0.0%
Maximum Green (s)	19.5	19.5	7.0	19.5	19.5					7.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		16.7	29.5				85.5	72.7			31.0	
Actuated g/C Ratio		0.15	0.27				0.78	0.66			0.28	
v/c Ratio		0.61	0.52				0.33	0.31			0.66	
Control Delay		55.1	4.5				20.8	3.0			38.1	
Queue Delay		0.0	0.2				14.8	0.6			0.6	
Total Delay		55.1	4.7				35.6	3.6			38.7	
LOS		E	A				D	A			D	
Approach Delay		18.4						13.3			38.7	
Approach LOS		B						B			D	
Queue Length 50th (ft)		87	0				125	32			211	
Queue Length 95th (ft)		135	26				m168	m62			275	

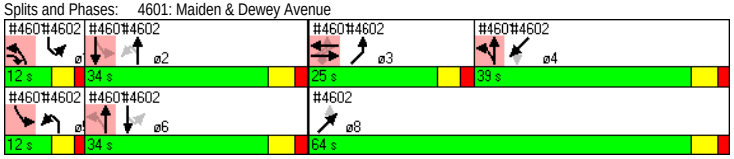
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	39.0	34.0	64.0
Total Split (%)	35%	31%	58%
Maximum Green (s)	33.0	28.0	58.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		4546			133			112			968	
Turn Bay Length (ft)			200									
Base Capacity (vph)		282	684				953	2360			990	
Starvation Cap Reductn		0	0				614	1168			0	
Spillback Cap Reductn		0	46				0	0			99	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.46	0.55				0.94	0.61			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 49.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4601: Maiden & Dewey Avenue



Lane Group	ø4	ø6	ø8
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

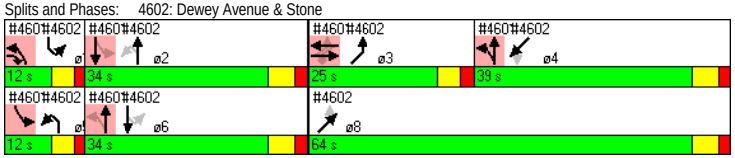
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	88	719	83	257	532	121	153	422	56	76	270	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Satd. Flow (prot)	1770	3486	0	1770	3440	0	1770	1829	0	1770	1751	0
Flt Permitted	0.181			0.121			0.129			0.459		
Satd. Flow (perm)	337	3486	0	225	3440	0	240	1829	0	855	1751	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			25			10			32	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.88	0.88	0.88	0.87	0.87	0.87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	881	0	306	777	0	174	544	0	87	516	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	34.0	0.0	12.0	34.0	0.0	25.0	64.0	0.0	39.0	39.0	0.0
Total Split (%)	10.9%	30.9%	0.0%	10.9%	30.9%	0.0%	22.7%	58.2%	0.0%	35.5%	35.5%	0.0%
Maximum Green (s)	7.0	28.0		7.0	28.0		19.5	58.0		33.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	39.6	31.0		45.0	35.2		57.2	57.2		37.5	37.5	
Actuated g/C Ratio	0.36	0.28		0.41	0.32		0.52	0.52		0.34	0.34	
v/c Ratio	0.41	0.89		1.12	0.69		0.49	0.57		0.30	0.83	
Control Delay	24.5	47.7		131.4	19.0		19.0	19.8		29.9	44.7	
Queue Delay	0.0	2.7		17.4	1.5		1.4	0.0		0.0	1.2	
Total Delay	24.5	50.4		148.8	20.5		20.4	19.8		29.9	45.9	
LOS	C	D		F	C		C	B		C	D	
Approach Delay		47.8			56.8			19.9			43.6	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)	44	310		~258	105		58	227		42	298	
Queue Length 95th (ft)	81	#423		#384	144		99	311		87	#482	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Internal Link Dist (ft)		574			112			272			242	
Turn Bay Length (ft)	200						75			200		
Base Capacity (vph)	240	990		272	1118		431	1019		297	629	
Starvation Cap Reductn	0	0		10	173		0	0		0	0	
Spillback Cap Reductn	0	48		0	0		121	0		0	26	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.94		1.17	0.82		0.56	0.53		0.29	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 44.0 Intersection LOS: D
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4602: Dewey Avenue & Stone



LOS CALCULATIONS:

FUTURE CONDITIONS WITH ROAD DIET

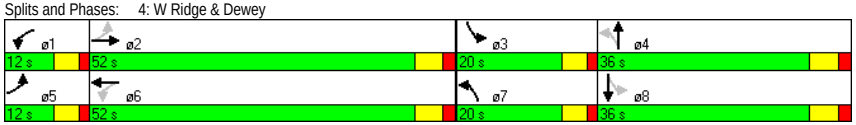
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	1569	149	46	1071	88	87	148	37	434	355	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	95	2100	0	56	1417	0	106	226	0	530	450	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	72.4	64.1		69.2	60.7		32.9	20.5		40.0	25.1	
Actuated g/C Ratio	0.60	0.53		0.58	0.51		0.27	0.17		0.33	0.21	
v/c Ratio	0.40	0.84		0.32	0.59		0.40	0.39		1.42	0.63	
Control Delay	17.7	25.7		25.1	19.2		31.6	40.0		234.0	46.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.7	25.7		25.1	19.2		31.6	40.0		234.0	46.0	
LOS	B	C		C	B		C	D		F	D	
Approach Delay		25.4			19.5			37.3			147.6	
Approach LOS		C			B			D			F	
Queue Length 50th (ft)	23	489		15	265		59	73		~553	145	
Queue Length 95th (ft)	51	#735		52	390		91	103		#599	212	
Internal Link Dist (ft)		417			587			1086			500	
Turn Bay Length (ft)	160			280			150			80		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	240	2508		187	2382		329	931		374	938	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.84		0.30	0.59		0.32	0.24		1.42	0.48	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 48.5 Intersection LOS: D
Intersection Capacity Utilization 90.1% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: W Ridge & Dewey



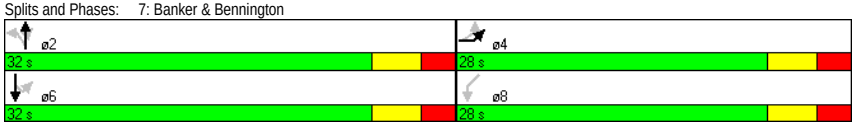
Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	2	1	1	3	221	53	11	676	10	94	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	50		150	50		0	0	0	
Storage Lanes		1	0	1		1	1		0	1	0	
Taper Length (ft)		25	25	25		25	25		25	25	25	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		272			1358			328		315		
Travel Time (s)		6.2			26.5			6.4		7.2		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	4	0	4	270	65	13	838	0	125	0	0
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		4			2			6				
Permitted Phases	4			2		2	6			8		
Detector Phase	4	4		2	2	2	6	6		8		
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Minimum Split (s)	28.0	28.0		28.0	28.0	28.0	28.0	28.0		28.0		
Total Split (s)	28.0	28.0	0.0	32.0	32.0	32.0	32.0	32.0	0.0	28.0	0.0	0.0
Total Split (%)	46.7%	46.7%	0.0%	53.3%	53.3%	53.3%	53.3%	53.3%	0.0%	46.7%	0.0%	0.0%
Maximum Green (s)	22.0	22.0		26.0	26.0	26.0	26.0	26.0		22.0		
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0		
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0		
Act Effct Green (s)		9.2		42.3	42.3	42.3	42.3	42.3		9.2		
Actuated g/C Ratio		0.15		0.70	0.70	0.70	0.70	0.70		0.15		
v/c Ratio		0.02		0.01	0.21	0.06	0.02	0.64		0.43		
Control Delay		18.2		9.5	7.7	4.7	7.9	14.3		25.7		
Queue Delay		0.0		0.0	0.0	0.0	0.0	4.4		0.0		
Total Delay		18.2		9.5	7.7	4.7	7.9	18.7		25.7		
LOS		B		A	A	A	A	B		C		
Approach Delay		18.3			7.2			18.6		25.7		
Approach LOS		B			A			B		C		
Queue Length 50th (ft)		1		0	30	0	2	188		39		
Queue Length 95th (ft)		7		m0	128	18	m5	451		76		
Internal Link Dist (ft)		192			1278			248		235		
Turn Bay Length (ft)				50		150	50					
Base Capacity (vph)		637		329	1315	1136	780	1312		680		

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Starvation Cap Reductn		0		0	0	0	0	389		0		
Spillback Cap Reductn		0		0	0	0	0	0		0		
Storage Cap Reductn		0		0	0	0	0	0		0		
Reduced v/c Ratio		0.01		0.01	0.21	0.06	0.02	0.91		0.18		

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 16.3 Intersection LOS: B
Intersection Capacity Utilization 64.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Banker & Bennington



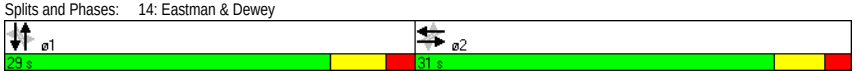
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	53	0	15	0	239	280	166	603	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	65	18	0	0	634	0	203	737	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)				14.6	14.6			45.8		45.8	45.8	
Actuated g/C Ratio				0.24	0.24			0.76		0.76	0.76	
v/c Ratio				0.20	0.03			0.26		0.38	0.29	
Control Delay				17.1	0.1			1.8		11.9	5.9	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				17.1	0.1			1.8		11.9	5.9	
LOS				B	A			A		B	A	
Approach Delay					13.4			1.8			7.2	
Approach LOS					B			A			A	
Queue Length 50th (ft)				20	0			10		36	67	
Queue Length 95th (ft)				31	0			40		#155	184	
Internal Link Dist (ft)		503			606			500			940	
Turn Bay Length (ft)				50						240		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)				614	934			2398		532	2521	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.11	0.02			0.26		0.38	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 33 (55%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 5.4 Intersection LOS: A
Intersection Capacity Utilization 53.3% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 14: Eastman & Dewey



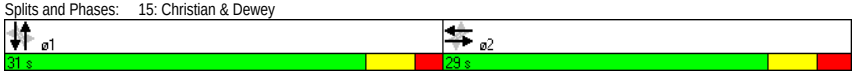
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	32	18	38	11	37	8	209	36	219	713	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			560	
Travel Time (s)		8.4			60.7			23.2			10.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	104	0	10	299	0	268	876	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		13.0	13.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.6			10.6		43.4	43.4		42.9	43.4	
Actuated g/C Ratio		0.18			0.18		0.72	0.72		0.72	0.72	
v/c Ratio		0.21			0.32		0.03	0.13		0.38	0.37	
Control Delay		16.6			15.9		1.7	1.4		3.3	2.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		16.6			15.9		1.7	1.4		3.3	2.3	
LOS		B			B		A	A		A	A	
Approach Delay		16.6			15.9			1.4			2.5	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		14			19		0	4		15	25	
Queue Length 95th (ft)		40			52		1	6		m9	13	
Internal Link Dist (ft)		290			2590			940			480	
Turn Bay Length (ft)							75			75		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		760			734		383	2349		707	2387	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.09			0.14		0.03	0.13		0.38	0.37	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.38
Intersection Signal Delay: 3.7 Intersection LOS: A
Intersection Capacity Utilization 54.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Christian & Dewey



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	6	98	1	2	1	13	227	3	6	689	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	13	13	13	9	9	9	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			1670			1358	
Travel Time (s)		9.4			8.4			32.5			26.5	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.79	0.79	0.79	0.86	0.86	0.86
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	8	0	18	320	0	8	909	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		21.0	21.0		21.0	21.0	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	39.0	39.0	0.0	39.0	39.0	0.0
Total Split (%)	35.0%	35.0%	0.0%	35.0%	35.0%	0.0%	65.0%	65.0%	0.0%	65.0%	65.0%	0.0%
Maximum Green (s)	15.0	15.0		15.0	15.0		33.5	33.5		33.5	33.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0							
Flash Dont Walk (s)	10.0	10.0		10.0	10.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		12.3			12.3		44.5	44.9		44.9	44.9	
Actuated g/C Ratio		0.20			0.20		0.74	0.75		0.75	0.75	
v/c Ratio		0.37			0.03		0.06	0.25		0.01	0.70	
Control Delay		8.9			15.2		6.7	5.9		4.7	10.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		8.9			15.2		6.7	5.9		4.7	10.3	
LOS		A			B		A	A		A	B	
Approach Delay		8.9			15.3			6.0			10.3	
Approach LOS		A			B			A			B	
Queue Length 50th (ft)		11			2		3	63		1	129	
Queue Length 95th (ft)		44			5		11	101		m3	#447	
Internal Link Dist (ft)		335			290			1590			1278	
Turn Bay Length (ft)							75			75		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)		574			460		281	1298		725	1295	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.28			0.02		0.06	0.25		0.01	0.70	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 9.1 Intersection LOS: A
Intersection Capacity Utilization 58.2% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 16: McCall & Dewey

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	98	1415	933	73	2	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	120	1729	1229	0	15	0
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	20.0	87.0	67.0	0.0	33.0	0.0
Total Split (%)	16.7%	72.5%	55.8%	0.0%	27.5%	0.0%
Maximum Green (s)	14.0		61.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	108.3	113.1	91.6		10.3	
Actuated g/C Ratio	0.90	0.94	0.76		0.09	
v/c Ratio	0.23	0.39	0.34		0.10	
Control Delay	0.7	0.4	5.5		26.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	0.7	0.4	5.5		26.5	
LOS	A	A	A		C	
Approach Delay		0.4	5.5		26.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	1	0	70		1	
Queue Length 95th (ft)	m5	m25	157		23	
Internal Link Dist (ft)		587	1085		202	
Turn Bay Length (ft)	75					

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)	531	4460	3586		418	
Starvation Cap Reductn	0	435	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.23	0.43	0.34		0.04	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 80 (67%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.39
Intersection Signal Delay: 2.5 Intersection LOS: A
Intersection Capacity Utilization 46.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: W Ridge & Woodside

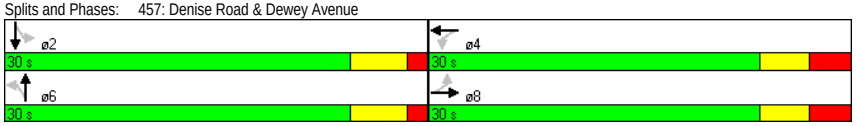
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	5	20	87	0	41	1	193	43	50	464	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	65		0	125		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			712			501	
Travel Time (s)		11.4			11.4			13.9			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	0	106	50	0	1	289	0	61	574	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		24.5	24.5		24.5	24.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.9		12.9	12.9		44.2	44.2		44.2	44.2	
Actuated g/C Ratio		0.22		0.22	0.22		0.74	0.74		0.74	0.74	
v/c Ratio		0.11		0.36	0.06		0.00	0.11		0.08	0.22	
Control Delay		10.9		22.8	0.2		3.0	2.3		4.3	3.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		10.9		22.8	0.2		3.0	2.3		4.3	3.9	
LOS		B		C	A		A	A		A	A	
Approach Delay		10.9			15.5			2.3			4.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		4		33	0		0	7		6	31	
Queue Length 95th (ft)		22		65	0		m1	16		20	63	
Internal Link Dist (ft)		420			420			632			421	
Turn Bay Length (ft)				175			65			125		
Base Capacity (vph)		730		614	1019		591	2550		790	2605	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0		0	0		0	0		0	0	
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.05		0.17	0.05		0.00	0.11		0.08	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.36
Intersection Signal Delay: 5.4 Intersection LOS: A
Intersection Capacity Utilization 48.8% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 457: Denise Road & Dewey Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	315	0	0	796	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red		Yes		Yes			
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		362			1991	
Travel Time (s)	8.2		7.1			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Growth Factor	110%	110%	110%	110%	110%	110%	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	385	0	0	973	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.21			0.52	
Control Delay			0.3			1.1	
Queue Delay			0.0			0.0	
Total Delay			0.3			1.1	
LOS			A			A	
Approach Delay			0.3			1.1	
Approach LOS			A			A	
Queue Length 50th (ft)			0			0	
Queue Length 95th (ft)			0			0	
Internal Link Dist (ft)	282		282			1911	
Turn Bay Length (ft)							
Base Capacity (vph)			1863			1863	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.21			0.52	

Intersection Summary

Area Type: Other
Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 0.8 — Intersection LOS: A
Intersection Capacity Utilization 49.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 459: Clark Pk & Dewey Avenue

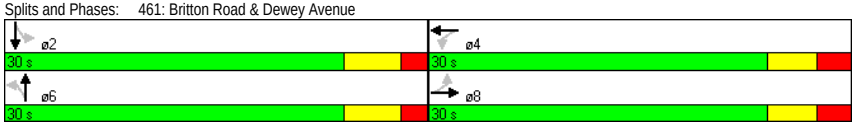
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	27	31	177	35	60	5	246	26	74	641	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			599			650	
Travel Time (s)		11.4			11.4			11.7			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	71	0	216	116	0	6	333	0	90	789	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	19.0	19.0		19.0	19.0		35.0	35.0		35.0	35.0	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.58	0.58		0.58	0.58	
v/c Ratio	0.04	0.12		0.52	0.20		0.02	0.16		0.15	0.38	
Control Delay	11.8	7.4		20.3	6.6		7.8	6.6		4.9	5.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.8	7.4		20.3	6.6		7.8	6.6		4.9	5.0	
LOS	B	A		C	A		A	A		A	A	
Approach Delay		8.3			15.5			6.6			5.0	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	4	8		63	11		1	23		11	53	
Queue Length 95th (ft)	13	26		98	34		6	53		23	67	
Internal Link Dist (ft)		420			420			519			570	
Turn Bay Length (ft)	100			100			150			150		
Base Capacity (vph)	572	792		596	800		335	2048		599	2066	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.09		0.36	0.15		0.02	0.16		0.15	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 7.6 — Intersection LOS: A
Intersection Capacity Utilization 59.6% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 461: Britton Road & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	0	9	0	0	0	22	268	0	0	675	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			473			654	
Travel Time (s)		7.9			6.6			9.2			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	0	0	27	328	0	0	831	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	27.0	27.0	0.0	27.0	27.0	0.0	73.0	73.0	0.0	73.0	73.0	0.0
Total Split (%)	27.0%	27.0%	0.0%	27.0%	27.0%	0.0%	73.0%	73.0%	0.0%	73.0%	73.0%	0.0%
Maximum Green (s)	21.5	21.5		21.5	21.5		67.5	67.5		67.5	67.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.6					93.4	93.4			93.4	
Actuated g/C Ratio		0.10					0.93	0.93			0.93	
v/c Ratio		0.10					0.05	0.10			0.25	
Control Delay		25.6					1.2	0.9			0.4	
Queue Delay		0.0					0.0	0.0			0.0	
Total Delay		25.6					1.2	0.9			0.4	
LOS		C					A	A			A	
Approach Delay		25.6						0.9			0.4	
Approach LOS		C						A			A	
Queue Length 50th (ft)		2					0	0			0	
Queue Length 95th (ft)		22					6	21			9	
Internal Link Dist (ft)		267			209			393			574	
Turn Bay Length (ft)							50					
Base Capacity (vph)		375					585	3306			3303	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0					0	0			0	
Spillback Cap Reductn		0					0	0			0	
Storage Cap Reductn		0					0	0			0	
Reduced v/c Ratio		0.04					0.05	0.10			0.25	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 75 (75%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.25
Intersection Signal Delay: 0.8 — Intersection LOS: A
Intersection Capacity Utilization 32.4% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	74	182	68	221	660	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1375	
Travel Time (s)	63.2			38.8	26.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	90	222	83	270	1060	0
Turn Type		Perm	Perm			
Protected Phases	4			6	2	
Permitted Phases		4	6			
Detector Phase	4	4	6	6	2	
Switch Phase						
Minimum Initial (s)	6.0	6.0	20.0	20.0	20.0	
Minimum Split (s)	21.0	21.0	28.5	28.5	28.5	
Total Split (s)	28.0	28.0	52.0	52.0	52.0	0.0
Total Split (%)	35.0%	35.0%	65.0%	65.0%	65.0%	0.0%
Maximum Green (s)	23.0	23.0	47.0	47.0	47.0	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.5	-2.5	-2.5	-1.0
Total Lost Time (s)	2.5	2.5	2.5	2.5	2.5	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	4.0	4.0	2.0	2.0	2.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	
Walk Time (s)	5.0	5.0	10.0	10.0	10.0	
Flash Dont Walk (s)	10.0	10.0	13.0	13.0	13.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	
Act Effct Green (s)	13.3	13.3	61.7	61.7	61.7	
Actuated g/C Ratio	0.17	0.17	0.77	0.77	0.77	
v/c Ratio	0.31	0.52	0.33	0.19	0.76	
Control Delay	30.9	10.6	7.9	3.2	10.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	30.9	10.6	7.9	3.2	10.5	
LOS	C	B	A	A	B	
Approach Delay	16.5			4.3	10.5	
Approach LOS	B			A	B	
Queue Length 50th (ft)	40	10	9	26	202	
Queue Length 95th (ft)	75	64	41	63	512	
Internal Link Dist (ft)	3163			1911	1295	
Turn Bay Length (ft)	200		200			
Base Capacity (vph)	564	639	251	1437	1399	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.16	0.35	0.33	0.19	0.76	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 10.3 — Intersection LOS: B
Intersection Capacity Utilization 73.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 469: Dorsey & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	50	14	2	50	4	4	239	0	1	692	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	50		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			328			1747	
Travel Time (s)		6.7			4.0			6.4			34.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	68	0	5	292	0	1	848	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		12.0			12.0		44.9	44.9		44.9	44.9	
Actuated g/C Ratio		0.20			0.20		0.75	0.75		0.75	0.75	
v/c Ratio		0.21			0.18		0.01	0.21		0.00	0.61	
Control Delay		16.1			18.0		12.2	11.3		5.0	9.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.4	
Total Delay		16.2			18.0		12.2	11.3		5.0	9.9	
LOS		B			B		B	B		A	A	
Approach Delay		16.2			18.0			11.3			9.9	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		20			20		1	71		0	107	
Queue Length 95th (ft)		39			37		m10	180		2	#461	
Internal Link Dist (ft)		215			98			248			1667	
Turn Bay Length (ft)							50			50		
Base Capacity (vph)		702			704		351	1395		806	1395	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		60			0		0	0		0	171	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.12			0.10		0.01	0.21		0.00	0.69	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22 (37%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.61
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 51.9% ICU Level of Service A
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 550: Ellington & Dewey

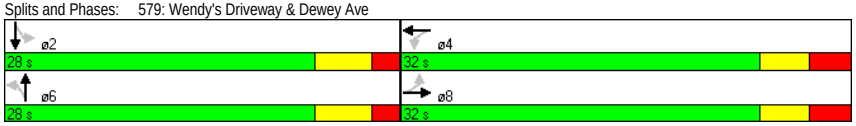
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	0	20	10	0	8	20	257	45	20	731	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		90	180		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			638			712	
Travel Time (s)		11.4			11.4			12.4			13.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	24	0	12	10	0	24	369	0	24	942	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	28.0	28.0	0.0	28.0	28.0	0.0
Total Split (%)	53.3%	53.3%	0.0%	53.3%	53.3%	0.0%	46.7%	46.7%	0.0%	46.7%	46.7%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		22.0	22.0		22.0	22.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	10.6	10.6		10.6	10.6		53.0	53.0		53.0	53.0	
Actuated g/C Ratio	0.18	0.18		0.18	0.18		0.88	0.88		0.88	0.88	
v/c Ratio	0.05	0.07		0.05	0.02		0.05	0.12		0.03	0.30	
Control Delay	20.5	1.9		20.6	0.0		2.5	1.5		1.9	1.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.5	1.9		20.6	0.0		2.5	1.5		1.9	1.7	
LOS	C	A		C	A		A	A		A	A	
Approach Delay		8.1			11.3			1.6			1.8	
Approach LOS		A			B			A			A	
Queue Length 50th (ft)	4	0		4	0		0	0		0	0	
Queue Length 95th (ft)	15	4		15	0		8	29		6	61	
Internal Link Dist (ft)		420			420			558			632	
Turn Bay Length (ft)	50			200			180			240		
Base Capacity (vph)	676	797		668	978		481	3064		876	3105	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.02	0.03		0.02	0.01		0.05	0.12		0.03	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 30 (50%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.30
Intersection Signal Delay: 2.0 — Intersection LOS: A
Intersection Capacity Utilization 37.6% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 579: Wendy's Driveway & Dewey Ave



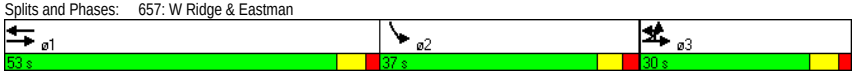
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	50	250	1500	800	10	10	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Right Turn on Red					Yes		No
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	367	1833	990	0	134	0
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	30.0	30.0	83.0	53.0	0.0	37.0	0.0
Total Split (%)	25.0%	25.0%	69.2%	44.2%	0.0%	30.8%	0.0%
Maximum Green (s)	24.0	24.0		47.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		42.2	96.7	51.5		17.3	
Actuated g/C Ratio		0.35	0.81	0.43		0.14	
v/c Ratio		0.59	0.45	0.45		0.52	
Control Delay		37.0	4.2	13.8		54.0	
Queue Delay		0.0	0.1	0.0		0.0	
Total Delay		37.0	4.3	13.8		54.0	
LOS		D	A	B		D	
Approach Delay			9.8	13.8		54.0	
Approach LOS			A	B		D	
Queue Length 50th (ft)		226	126	226		97	
Queue Length 95th (ft)		352	190	142		154	
Internal Link Dist (ft)			1175	417		503	
Turn Bay Length (ft)		262					

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Base Capacity (vph)		622	4098	2180		507	
Starvation Cap Reductn		0	0	0		0	
Spillback Cap Reductn		0	703	0		0	
Storage Cap Reductn		0	0	0		0	
Reduced v/c Ratio		0.59	0.54	0.45		0.26	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 93 (78%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.7 — Intersection LOS: B
Intersection Capacity Utilization 55.7% — ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 657: W Ridge & Eastman



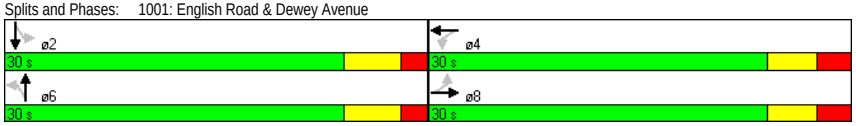
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	68	117	48	59	5	40	174	31	13	496	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			638	
Travel Time (s)		75.0			11.4			12.7			12.4	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	40	226	0	59	78	0	49	251	0	16	639	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		27.0	27.0		27.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0	30.0	30.0	0.0
Total Split (%)	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		24.0	24.0		24.0	24.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		9.0	9.0		9.0	9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	13.2	13.2		13.2	13.2		40.8	40.8		40.8	40.8	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.68	0.68		0.68	0.68	
v/c Ratio	0.14	0.47		0.32	0.19		0.10	0.11		0.02	0.27	
Control Delay	18.3	11.0		23.4	17.6		4.1	2.9		6.7	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.3	11.0		23.4	17.6		4.1	2.9		6.7	6.9	
LOS	B	B		C	B		A	A		A	A	
Approach Delay		12.1			20.1			3.1			6.9	
Approach LOS		B			C			A			A	
Queue Length 50th (ft)	12	25		18	22		4	8		1	22	
Queue Length 95th (ft)	30	67		42	45		16	23		m8	136	
Internal Link Dist (ft)		3221			420			570			558	
Turn Bay Length (ft)	100						150			150		
Base Capacity (vph)	592	837		371	831		501	2364		755	2391	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.27		0.16	0.09		0.10	0.11		0.02	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.47
Intersection Signal Delay: 8.4 Intersection LOS: A
Intersection Capacity Utilization 58.7% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: English Road & Dewey Avenue



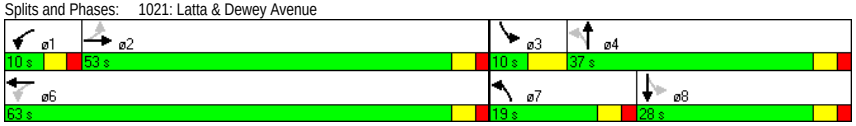
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	180	142	74	246	13	136	53	48	28	171	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.81	0.81	0.81	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	44	390	0	89	313	0	185	137	0	34	243	0
Turn Type	Perm			pm+pt			pm+pt			pm+pt		
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		8.0	25.0	
Total Split (s)	53.0	53.0	0.0	10.0	63.0	0.0	19.0	37.0	0.0	10.0	28.0	0.0
Total Split (%)	48.2%	48.2%	0.0%	9.1%	57.3%	0.0%	17.3%	33.6%	0.0%	9.1%	25.5%	0.0%
Maximum Green (s)	48.0	48.0		5.0	58.0		14.0	32.0		5.0	23.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		5.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		0.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0			5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0			15.0	
Pedestrian Calls (#/hr)	0	0			0			0			0	
Act Effct Green (s)	60.6	60.6		71.1	71.1		32.9	26.9		21.6	14.6	
Actuated g/C Ratio	0.55	0.55		0.65	0.65		0.30	0.24		0.20	0.13	
v/c Ratio	0.08	0.40		0.15	0.26		0.51	0.16		0.12	0.51	
Control Delay	15.0	15.4		8.7	9.4		34.8	18.4		27.7	45.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.0	15.4		8.7	9.4		34.8	18.4		27.7	45.1	
LOS	B	B		A	A		C	B		C	D	
Approach Delay		15.4			9.2			27.8			43.0	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)	15	139		22	87		101	21		17	80	
Queue Length 95th (ft)	38	239		45	143		138	39		39	116	
Internal Link Dist (ft)		3263			484			535			280	
Turn Bay Length (ft)	200			200			200			125		
Base Capacity (vph)	585	980		576	1196		367	1061		277	799	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.40		0.15	0.26		0.50	0.13		0.12	0.30	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.51
Intersection Signal Delay: 21.8 — Intersection LOS: C
Intersection Capacity Utilization 52.3% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	23	1	166	0	0	0	143	233	0	0	569	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			686	
Travel Time (s)		90.1			4.8			3.7			13.4	
Peak Hour Factor	0.88	0.88	0.88	0.50	0.50	0.50	0.73	0.73	0.73	0.80	0.80	0.80
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	208	0	0	0	215	351	0	0	840	0
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	20.0	20.0	12.0	20.0	20.0	0.0	49.0	68.0	0.0	12.0	31.0	0.0
Total Split (%)	20.0%	20.0%	12.0%	20.0%	20.0%	0.0%	49.0%	68.0%	0.0%	12.0%	31.0%	0.0%
Maximum Green (s)	14.5	14.5	7.0	14.5	14.5					7.0	25.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		9.1	16.5				85.0	75.9			36.5	
Actuated g/C Ratio		0.09	0.16				0.85	0.76			0.36	
v/c Ratio		0.24	0.48				0.23	0.13			0.65	
Control Delay		46.3	6.4				10.1	1.3			31.8	
Queue Delay		0.0	0.0				5.0	0.2			0.1	
Total Delay		46.3	6.4				15.1	1.4			31.9	
LOS		D	A				B	A			C	
Approach Delay		11.4						6.6			31.9	
Approach LOS		B						A			C	
Queue Length 50th (ft)		18	0				34	11			248	
Queue Length 95th (ft)		45	29				63	12			290	
Internal Link Dist (ft)		4546			133			112			606	
Turn Bay Length (ft)			200									
Base Capacity (vph)		232	441				945	2690			1285	

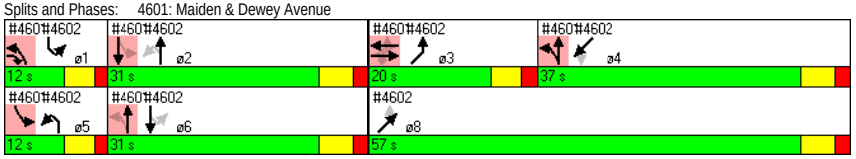
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Growth Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	37.0	31.0	57.0
Total Split (%)	37%	31%	57%
Maximum Green (s)	31.0	25.0	51.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0	0				656	1477			0	
Spillback Cap Reductn		0	2				0	0			32	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.13	0.47				0.74	0.29			0.67	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 20.2 — Intersection LOS: C
Intersection Capacity Utilization 40.8% — ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 4601: Maiden & Dewey Avenue



Lane Group	ø4	ø6	ø8
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

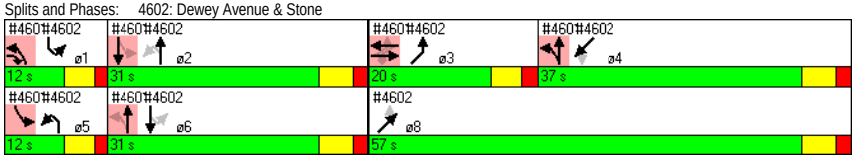
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	56	234	19	91	557	110	38	104	18	47	298	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.94	0.94	0.94	0.91	0.91	0.91	0.85	0.85	0.85	0.90	0.90	0.90
Growth Factor	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%	110%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	296	0	110	806	0	49	158	0	57	502	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	31.0	0.0	12.0	31.0	0.0	20.0	57.0	0.0	37.0	37.0	0.0
Total Split (%)	12.0%	31.0%	0.0%	12.0%	31.0%	0.0%	20.0%	57.0%	0.0%	37.0%	37.0%	0.0%
Maximum Green (s)	7.0	25.0		7.0	25.0		14.5	51.0		31.0	31.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	44.7	36.5		46.4	39.0		45.7	45.7		35.6	35.6	
Actuated g/C Ratio	0.45	0.36		0.46	0.39		0.46	0.46		0.36	0.36	
v/c Ratio	0.24	0.23		0.22	0.59		0.18	0.19		0.13	0.77	
Control Delay	18.8	23.9		8.2	10.6		13.5	13.4		20.8	35.7	
Queue Delay	0.0	0.0		0.2	0.3		0.0	0.0		0.0	0.0	
Total Delay	18.8	23.9		8.4	11.0		13.5	13.4		20.8	35.7	
LOS	B	C		A	B		B	B		C	D	
Approach Delay		23.0			10.6			13.4			34.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)	24	71		11	44		16	49		24	262	
Queue Length 95th (ft)	53	113		m26	94		30	72		50	375	
Internal Link Dist (ft)		574			112			272			242	
Turn Bay Length (ft)	200						75			200		
Base Capacity (vph)	294	1283		507	1361		390	990		454	676	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Starvation Cap Reductn	0	0		107	151		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	2	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.23		0.28	0.67		0.13	0.16		0.13	0.74	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 65.7% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4602: Dewey Avenue & Stone



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	104	1082	187	41	1481	275	237	412	57	295	275	394
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	11	11	10	11	11
Storage Length (ft)	160		0	280		0	150		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		497			667			1166			580	
Travel Time (s)		9.7			13.0			26.5			13.2	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	1410	0	46	1952	0	263	521	0	328	744	0
Turn Type	pm+pt			pm+pt			pm+pt			pm+pt		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	29.0		4.0	29.0		4.0	12.0		4.0	12.0	
Minimum Split (s)	10.0	35.0		10.0	35.0		12.0	36.0		12.0	34.0	
Total Split (s)	12.0	52.0	0.0	12.0	52.0	0.0	20.0	36.0	0.0	20.0	36.0	0.0
Total Split (%)	10.0%	43.3%	0.0%	10.0%	43.3%	0.0%	16.7%	30.0%	0.0%	16.7%	30.0%	0.0%
Maximum Green (s)	7.0	46.0		7.0	46.0		15.0	30.0		15.0	30.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	4.0		2.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			12.0			7.0			7.0	
Flash Dont Walk (s)		22.0			17.0			23.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	61.6	54.2		59.4	51.3		47.7	30.7		47.7	30.7	
Actuated g/C Ratio	0.51	0.45		0.50	0.43		0.40	0.26		0.40	0.26	
v/c Ratio	0.63	0.67		0.25	0.98		0.89	0.60		0.94	0.87dr	
Control Delay	37.4	22.2		13.4	41.7		62.2	41.2		61.9	35.3	
Queue Delay	0.0	0.1		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	37.4	22.3		13.4	41.7		62.2	41.2		61.9	35.3	
LOS	D	C		B	D		E	D		E	D	
Approach Delay		23.5			41.1			48.2			43.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	24	326		9	~581		147	178		166	198	
Queue Length 95th (ft)	m#107	389		m18	#679		#301	235		#324	254	
Internal Link Dist (ft)		417			587			1086			500	
Turn Bay Length (ft)	160			280			150			80		
Base Capacity (vph)	185	2115		198	2002		294	933		348	967	

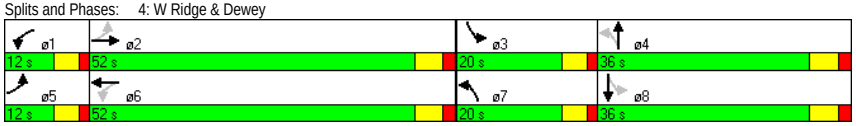
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	105		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.63	0.70		0.23	0.98		0.89	0.56		0.94	0.77	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 71 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 37.6 Intersection LOS: D
Intersection Capacity Utilization 87.3% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 4: W Ridge & Dewey



Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Lane Configurations												
Volume (vph)	5	61	9	1	893	204	20	420	4	77	61	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0	50		150	75		0	0	0	
Storage Lanes		1	0	1		1	1		0	1	0	
Taper Length (ft)		25	25	25		25	25		25	25	25	
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			35			35		30		
Link Distance (ft)		279			1363			322		357		
Travel Time (s)		6.3			26.6			6.3		8.1		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	81	0	1	971	222	22	461	0	166	0	0
Turn Type	Perm			Perm		Perm	Perm					
Protected Phases		4			2			6				
Permitted Phases	4			2		2	6			8		
Detector Phase	4	4		2	2	2	6	6		8		
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0		
Minimum Split (s)	25.0	25.0		25.0	25.0	25.0	25.0	25.0		25.0		
Total Split (s)	25.0	25.0	0.0	57.0	57.0	57.0	57.0	57.0	0.0	25.0	0.0	0.0
Total Split (%)	30.5%	30.5%	0.0%	69.5%	69.5%	69.5%	69.5%	69.5%	0.0%	30.5%	0.0%	0.0%
Maximum Green (s)	19.0	19.0		51.0	51.0	51.0	51.0	51.0		19.0		
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5		
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	2.5	2.5		2.5		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	6.0	4.0	4.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0		
Recall Mode	None	None		C-Max	C-Max	C-Max	C-Max	C-Max		None		
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0		
Flash Dont Walk (s)	12.0	12.0		12.0	12.0	12.0	12.0	12.0		12.0		
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0		
Act Effct Green (s)		12.8		57.2	57.2	57.2	57.2	57.2		12.8		
Actuated g/C Ratio		0.16		0.70	0.70	0.70	0.70	0.70		0.16		
v/c Ratio		0.29		0.00	0.75	0.19	0.09	0.36		0.60		
Control Delay		28.9		5.0	13.7	1.8	6.2	6.5		39.6		
Queue Delay		0.0		0.0	0.0	0.0	0.0	1.5		0.0		
Total Delay		28.9		5.0	13.7	1.8	6.2	8.0		39.6		
LOS		C		A	B	A	A	A		D		
Approach Delay		28.9			11.5			7.9		39.6		
Approach LOS		C			B			A		D		
Queue Length 50th (ft)		33		0	265	5	3	80		77		
Queue Length 95th (ft)		68		2	533	29	14	156		129		
Internal Link Dist (ft)		199			1283			242		277		
Turn Bay Length (ft)				50		150	75					
Base Capacity (vph)		413		619	1300	1160	241	1298		407		
Starvation Cap Reductn		0		0	0	0	0	625		0		

Lane Group	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	SWR2
Spillback Cap Reductn		0		0	0	0	0	0		0		
Storage Cap Reductn		0		0	0	0	0	0		0		
Reduced v/c Ratio		0.20		0.00	0.75	0.19	0.09	0.68		0.41		

Intersection Summary

Area Type: Other
Cycle Length: 82
Actuated Cycle Length: 82
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 13.7 Intersection LOS: B
Intersection Capacity Utilization 75.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 8: Banker & Bennington

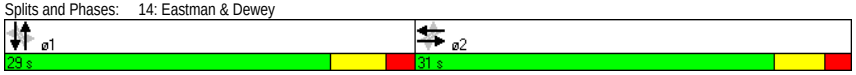
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	146	73	6	329	214	181	6	698	78	7	428	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	10	10	10	10	10	10	10	10	10	10	10	10
Storage Length (ft)	100		0	50		0	50		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		583			686			580			1020	
Travel Time (s)		13.3			15.6			13.2			23.2	
Peak Hour Factor	0.90	0.90	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	88	0	346	439	0	7	863	0	8	646	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		23.0	23.0		23.0	23.0	
Minimum Split (s)	31.0	31.0		31.0	31.0		29.0	29.0		29.0	29.0	
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	29.0	29.0	0.0	29.0	29.0	0.0
Total Split (%)	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		23.0	23.0		23.0	23.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		16.0	16.0		16.0	16.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)	25.0	25.0		25.0	25.0		29.0	29.0		29.0	29.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42		0.48	0.48		0.48	0.48	
v/c Ratio	0.66	0.12		0.68	0.60		0.02	0.55		0.04	0.41	
Control Delay	21.7	2.7		21.2	13.6		8.2	8.1		7.9	10.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.7	2.7		21.2	13.6		8.2	8.1		7.9	10.2	
LOS	C	A		C	B		A	A		A	B	
Approach Delay		15.0			16.9			8.1			10.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)	27	9		88	80		1	54		0	102	
Queue Length 95th (ft)	m71	m11		167	154		m2	m94		m5	150	
Internal Link Dist (ft)		503			606			500			940	
Turn Bay Length (ft)	100			50			50			240		
Base Capacity (vph)	276	805		568	806		291	1583		205	1587	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.11		0.61	0.54		0.02	0.55		0.04	0.41	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 28 (47%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.0 Intersection LOS: B
Intersection Capacity Utilization 62.2% ICU Level of Service B
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Eastman & Dewey



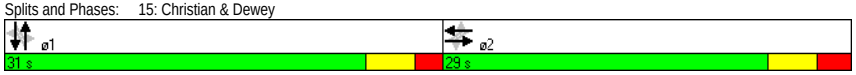
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	24	9	27	43	248	15	807	50	81	404	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	14	14	14	10	10	10	10	10	10
Storage Length (ft)	0		0	0		0	75		0	75		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			35	
Link Distance (ft)		370			2670			1020			610	
Travel Time (s)		8.4			60.7			23.2			11.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	60	0	0	354	0	17	953	0	90	461	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		13.0	13.0		13.0	13.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		21.0	21.0		21.0	21.0	
Total Split (s)	29.0	29.0	0.0	29.0	29.0	0.0	31.0	31.0	0.0	31.0	31.0	0.0
Total Split (%)	48.3%	48.3%	0.0%	48.3%	48.3%	0.0%	51.7%	51.7%	0.0%	51.7%	51.7%	0.0%
Maximum Green (s)	23.0	23.0		23.0	23.0		25.5	25.5		25.5	25.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.5	-2.5	-1.0	-2.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.5	3.0	3.0
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		17.4			17.4		36.6	36.6		36.1	36.6	
Actuated g/C Ratio		0.29			0.29		0.61	0.61		0.60	0.61	
v/c Ratio		0.14			0.63		0.03	0.48		0.34	0.23	
Control Delay		12.4			18.2		4.5	5.7		14.0	7.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.4			18.2		4.5	5.7		14.0	7.1	
LOS		B			B		A	A		B	A	
Approach Delay		12.4			18.2			5.7			8.2	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		13			82		2	52		26	50	
Queue Length 95th (ft)		30			131		m3	168		m47	m95	
Internal Link Dist (ft)		290			2590			940			530	
Turn Bay Length (ft)							75			75		
Base Capacity (vph)		650			798		507	2000		261	2007	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.09			0.44		0.03	0.48		0.34	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.9 Intersection LOS: A
Intersection Capacity Utilization 64.3% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Christian & Dewey



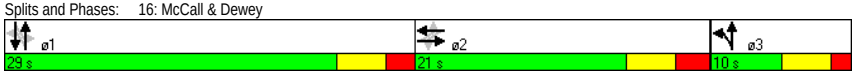
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	68	10	71	6	10	20	104	846	9	7	489	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		415			370			1620			1363	
Travel Time (s)		9.4			8.4			31.6			26.6	
Peak Hour Factor	0.74	0.74	0.74	0.91	0.91	0.91	0.86	0.86	0.86	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	202	0	0	40	0	121	994	0	8	603	0
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		2			2		3	1 3			1	
Permitted Phases	2			2			1 3			1		
Detector Phase	2	2		2	2		3	1 3		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0			4.0	4.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		10.0			21.0	21.0	
Total Split (s)	21.0	21.0	0.0	21.0	21.0	0.0	10.0	39.0	0.0	29.0	29.0	0.0
Total Split (%)	35.0%	35.0%	0.0%	35.0%	35.0%	0.0%	16.7%	65.0%	0.0%	48.3%	48.3%	0.0%
Maximum Green (s)	15.0	15.0		15.0	15.0		5.0			23.5	23.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5			2.0	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag					Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		None			C-Max	C-Max	
Walk Time (s)	5.0	5.0		5.0	5.0							
Flash Dont Walk (s)	10.0	10.0		10.0	10.0							
Pedestrian Calls (#/hr)	1	1		1	1							
Act Effct Green (s)		14.3			14.3		36.7	39.7		26.0	26.0	
Actuated g/C Ratio		0.24			0.24		0.61	0.66		0.43	0.43	
v/c Ratio		0.49			0.10		0.26	0.81		0.06	0.75	
Control Delay		15.8			10.6		4.3	14.6		11.7	21.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		15.8			10.6		4.3	14.6		11.7	21.6	
LOS		B			B		A	B		B	C	
Approach Delay		15.8			10.6			13.5			21.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		37			5		6	332		2	171	
Queue Length 95th (ft)		60			23		11	432		9	#303	
Internal Link Dist (ft)		335			290			1540			1283	
Turn Bay Length (ft)							75			100		
Base Capacity (vph)		495			504		473	1231		124	802	
Starvation Cap Reductn		0			0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.41			0.08		0.26	0.81		0.06	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 55 (92%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 16.1 Intersection LOS: B
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: McCall & Dewey



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	6	1168	1393	7	84	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	10	10	10	12	12
Storage Length (ft)	75			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	25			25	25	25
Right Turn on Red				Yes		Yes
Link Speed (mph)		35	35		30	
Link Distance (ft)		667	1165		282	
Travel Time (s)		13.0	22.7		6.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	1298	1556	0	180	0
Turn Type	pm+pt					
Protected Phases	2	1 2	1		3	
Permitted Phases	1 2	1				
Detector Phase	2	1 2	1		3	
Switch Phase						
Minimum Initial (s)	4.0		30.0		6.0	
Minimum Split (s)	13.0		36.0		33.0	
Total Split (s)	13.0	87.0	74.0	0.0	33.0	0.0
Total Split (%)	10.8%	72.5%	61.7%	0.0%	27.5%	0.0%
Maximum Green (s)	7.0		68.0		27.0	
Yellow Time (s)	4.0		4.0		3.5	
All-Red Time (s)	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		2.0		4.0	
Recall Mode	None		C-Max		None	
Walk Time (s)			23.0		7.0	
Flash Dont Walk (s)			7.0		19.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	91.3	94.3	81.3		19.7	
Actuated g/C Ratio	0.76	0.79	0.68		0.16	
v/c Ratio	0.02	0.35	0.48		0.58	
Control Delay	3.3	3.4	10.4		43.4	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	3.3	3.4	10.4		43.4	
LOS	A	A	B		D	
Approach Delay		3.4	10.4		43.4	
Approach LOS		A	B		D	
Queue Length 50th (ft)	1	67	192		103	
Queue Length 95th (ft)	m1	m81	269		168	
Internal Link Dist (ft)		587	1085		202	
Turn Bay Length (ft)	75					
Base Capacity (vph)	305	3729	3212		452	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.02	0.35	0.48		0.40	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 53 (44%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.58
Intersection Signal Delay: 9.4 Intersection LOS: A
Intersection Capacity Utilization 43.2% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: W Ridge & Woodside

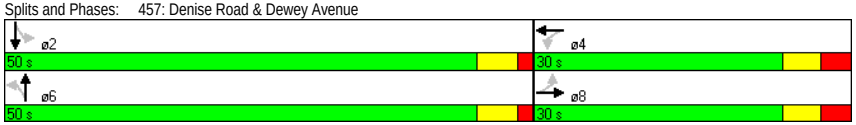
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	7	29	264	23	100	29	989	255	92	711	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	175		0	65		0	125		0
Storage Lanes	0		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			706			501	
Travel Time (s)		11.4			11.4			13.8			9.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	58	0	293	137	0	32	1382	0	102	801	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	29.5	29.5		29.5	29.5		25.5	25.5		25.5	25.5	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	50.0	50.0	0.0	50.0	50.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	62.5%	62.5%	0.0%	62.5%	62.5%	0.0%
Maximum Green (s)	23.5	23.5		23.5	23.5		44.5	44.5		44.5	44.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0		2.0	2.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	16.0	16.0		16.0	16.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.1		23.1	23.1		50.9	50.9		50.9	50.9	
Actuated g/C Ratio		0.29		0.29	0.29		0.64	0.64		0.64	0.64	
v/c Ratio		0.12		0.71	0.26		0.09	0.63		0.66	0.36	
Control Delay		11.2		35.3	9.2		3.6	4.0		36.8	8.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		11.2		35.3	9.2		3.6	4.0		36.8	8.0	
LOS		B		D	A		A	A		D	A	
Approach Delay		11.2			27.0			4.0			11.2	
Approach LOS		B			C			A			B	
Queue Length 50th (ft)		9		128	16		3	58		29	91	
Queue Length 95th (ft)		33		204	53		m7	87		#127	137	
Internal Link Dist (ft)		420			420			626			421	
Turn Bay Length (ft)				175			65			125		
Base Capacity (vph)		549		480	612		367	2210		155	2250	
Starvation Cap Reductn		0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0		0	0		0	0		0	0	
Storage Cap Reductn		0		0	0		0	0		0	0	
Reduced v/c Ratio		0.11		0.61	0.22		0.09	0.63		0.66	0.36	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.71
Intersection Signal Delay: 10.0 Intersection LOS: A
Intersection Capacity Utilization 79.3% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 457: Denise Road & Dewey Avenue



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	ø2
Lane Configurations							
Volume (vph)	0	0	1342	0	0	854	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Right Turn on Red		Yes		Yes			
Link Speed (mph)	30		35			35	
Link Distance (ft)	362		276			1991	
Travel Time (s)	8.2		5.4			38.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1491	0	0	949	
Turn Type							
Protected Phases			1			1	2
Permitted Phases							
Detector Phase			1			1	
Switch Phase							
Minimum Initial (s)			10.0			10.0	10.0
Minimum Split (s)			16.0			16.0	16.0
Total Split (s)	0.0	0.0	16.0	0.0	0.0	16.0	46.0
Total Split (%)	0.0%	0.0%	25.8%	0.0%	0.0%	25.8%	74%
Maximum Green (s)			10.0			10.0	40.0
Yellow Time (s)			4.0			4.0	4.0
All-Red Time (s)			2.0			2.0	2.0
Lost Time Adjust (s)	-1.0	-1.0	-3.0	-1.0	-1.0	-3.0	
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	
Lead/Lag			Lead			Lead	Lag
Lead-Lag Optimize?							
Vehicle Extension (s)			4.0			4.0	8.0
Recall Mode			None			None	None
Act Effct Green (s)			16.0			16.0	
Actuated g/C Ratio			1.00			1.00	
v/c Ratio			0.80			0.51	
Control Delay			4.5			1.0	
Queue Delay			0.0			0.0	
Total Delay			4.5			1.0	
LOS			A			A	
Approach Delay			4.5			1.0	
Approach LOS			A			A	
Queue Length 50th (ft)			0			0	
Queue Length 95th (ft)			#4			0	
Internal Link Dist (ft)	282		196			1911	
Turn Bay Length (ft)							
Base Capacity (vph)			1863			1863	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.80			0.51	

Intersection Summary

Area Type: Other

Cycle Length: 62
Actuated Cycle Length: 16
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 3.1 — Intersection LOS: A
Intersection Capacity Utilization 74.0% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 459: Clark Pk & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	82	11	279	96	141	29	1056	137	113	811	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	100		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			439			650	
Travel Time (s)		11.4			11.4			8.6			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	103	0	310	264	0	32	1325	0	126	957	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	25.1	25.1		25.1	25.1		44.7	38.9		48.8	44.6	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.56	0.49		0.61	0.56	
v/c Ratio	0.26	0.18		0.78	0.44		0.09	0.78		0.43	0.49	
Control Delay	22.6	18.2		39.7	15.2		6.8	19.4		20.8	8.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	22.6	18.2		39.7	15.2		6.8	19.4		20.8	8.1	
LOS	C	B		D	B		A	B		C	A	
Approach Delay		19.9			28.4			19.1			9.6	
Approach LOS		B			C			B			A	
Queue Length 50th (ft)	24	32		134	59		5	168		21	83	
Queue Length 95th (ft)	56	67		#253	122		m7	m#258		m80	131	
Internal Link Dist (ft)		420			420			359			570	
Turn Bay Length (ft)	100			100			150			150		
Base Capacity (vph)	278	624		428	639		480	1702		371	1961	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.17		0.72	0.41		0.07	0.78		0.34	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 17.6 Intersection LOS: B
Intersection Capacity Utilization 73.6% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 461: Britton Road & Dewey Avenue

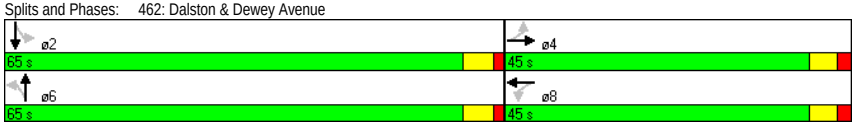
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	0	29	0	0	0	31	891	0	0	588	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	100		0	100		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		347			289			452			654	
Travel Time (s)		7.9			6.6			8.8			12.7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	45	0	0	0	0	34	990	0	0	660	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			6			2	
Permitted Phases	4			8			6			2		
Detector Phase	4	4		8	8		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		34.5	34.5		34.5	34.5	
Total Split (s)	45.0	45.0	0.0	45.0	45.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Split (%)	40.9%	40.9%	0.0%	40.9%	40.9%	0.0%	59.1%	59.1%	0.0%	59.1%	59.1%	0.0%
Maximum Green (s)	39.5	39.5		39.5	39.5		59.5	59.5		59.5	59.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0	-2.5	-2.5	-1.0	-1.0	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	4.5	3.0	3.0	3.0	3.0	3.0	4.5	3.0	3.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	2.0		2.0	2.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		20.0	20.0		20.0	20.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		9.0	9.0		9.0	9.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.4					96.6	96.6			96.6	
Actuated g/C Ratio		0.09					0.88	0.88			0.88	
v/c Ratio		0.26					0.05	0.32			0.21	
Control Delay		24.7					1.7	1.9			0.4	
Queue Delay		0.0					0.0	0.0			0.0	
Total Delay		24.7					1.7	1.9			0.4	
LOS		C					A	A			A	
Approach Delay		24.7						1.9			0.4	
Approach LOS		C						A			A	
Queue Length 50th (ft)		9					2	49			5	
Queue Length 95th (ft)		43					8	83			7	
Internal Link Dist (ft)		267			209			372			574	
Turn Bay Length (ft)							100					
Base Capacity (vph)		607					651	3107			3101	
Starvation Cap Reductn		0					0	0			0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0					0	0			0	
Storage Cap Reductn		0					0	0			0	
Reduced v/c Ratio		0.07					0.05	0.32			0.21	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 92 (84%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.32
Intersection Signal Delay: 1.9 Intersection LOS: A
Intersection Capacity Utilization 37.4% ICU Level of Service A
Analysis Period (min) 15

Splits and Phases: 462: Dalston & Dewey Avenue



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	371	139	253	998	611	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200	0	200			0
Storage Lanes	1	1	1			0
Taper Length (ft)	25	25	25			25
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	35	
Link Distance (ft)	3243			1991	1535	
Travel Time (s)	63.2			38.8	29.9	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	412	154	281	1109	883	0
Turn Type		custom	pm+pt			
Protected Phases	4		1	6	2	
Permitted Phases		1 4	6			
Detector Phase	4	1 4	1	6	2	
Switch Phase						
Minimum Initial (s)	6.0		6.0	20.0	20.0	
Minimum Split (s)	21.0		11.0	28.5	28.5	
Total Split (s)	22.0	35.0	13.0	58.0	45.0	0.0
Total Split (%)	27.5%	43.8%	16.3%	72.5%	56.3%	0.0%
Maximum Green (s)	16.5		8.5	52.5	39.5	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	2.0		1.0	2.0	2.0	
Lost Time Adjust (s)	-2.5	-1.5	-1.5	-2.5	-2.5	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag			Lead		Lag	
Lead-Lag Optimize?					Yes	
Vehicle Extension (s)	4.0		2.0	2.0	2.0	
Recall Mode	None		None	C-Max	C-Max	
Walk Time (s)	5.0			10.0	10.0	
Flash Dont Walk (s)	10.0			13.0	13.0	
Pedestrian Calls (#/hr)	0			0	0	
Act Effct Green (s)	19.0	32.0	55.0	55.0	42.0	
Actuated g/C Ratio	0.24	0.40	0.69	0.69	0.52	
v/c Ratio	0.98	0.21	0.89	0.87	0.92	
Control Delay	72.5	3.7	48.2	19.1	30.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	72.5	3.7	48.2	19.1	30.7	
LOS	E	A	D	B	C	
Approach Delay	53.7			25.0	30.7	
Approach LOS	D			C	C	
Queue Length 50th (ft)	205	0	85	362	402	
Queue Length 95th (ft)	#382	34	#225	#726	#648	
Internal Link Dist (ft)	3163			1911	1455	
Turn Bay Length (ft)	200		200			
Base Capacity (vph)	420	726	317	1281	961	
Starvation Cap Reductn	0	0	0	0	0	

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.98	0.21	0.89	0.87	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 42 (53%), Referenced to phase 2:SBT and 6:NBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 32.5 Intersection LOS: C
Intersection Capacity Utilization 87.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 469: Dorsey & Dewey Avenue

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	6	61	13	2	61	1	16	1059	7	2	532	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	50		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		295			178			322			1767	
Travel Time (s)		6.7			4.0			6.3			34.4	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	89	0	0	71	0	18	1185	0	2	599	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		2			2			1			1	
Permitted Phases	2			2			1			1		
Detector Phase	2	2		2	2		1	1		1	1	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		16.0	16.0		16.0	16.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0	0.0	26.0	26.0	0.0	34.0	34.0	0.0	34.0	34.0	0.0
Total Split (%)	43.3%	43.3%	0.0%	43.3%	43.3%	0.0%	56.7%	56.7%	0.0%	56.7%	56.7%	0.0%
Maximum Green (s)	20.5	20.5		20.5	20.5		28.5	28.5		28.5	28.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0	-2.5	-2.5	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lag	Lag		Lead	Lead		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		10.0	10.0		10.0	10.0	
Pedestrian Calls (#/hr)	1	1		1	1		0	0		0	0	
Act Effct Green (s)		12.2			12.2		44.7	44.7		44.7	44.7	
Actuated g/C Ratio		0.20			0.20		0.74	0.74		0.74	0.74	
v/c Ratio		0.24			0.19		0.03	0.85		0.02	0.43	
Control Delay		17.2			18.8		4.9	18.5		5.5	6.3	
Queue Delay		0.0			0.0		0.0	17.5		0.0	0.0	
Total Delay		17.2			18.8		4.9	36.0		5.5	6.3	
LOS		B			B		A	D		A	A	
Approach Delay		17.2			18.8			35.6			6.3	
Approach LOS		B			B			D			A	
Queue Length 50th (ft)		24			22		1	237		0	64	
Queue Length 95th (ft)		44			39		11	#758		3	219	
Internal Link Dist (ft)		215			98			242			1687	
Turn Bay Length (ft)							75			50		
Base Capacity (vph)		691			707		530	1386		129	1385	
Starvation Cap Reductn		0			0		0	224		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.13			0.10		0.03	1.02		0.02	0.43	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 60
Offset: 18 (30%), Referenced to phase 1:NBSB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 25.2 Intersection LOS: C
Intersection Capacity Utilization 69.5% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 550: Ellington & Dewey

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	5	42	273	5	155	49	893	100	233	590	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	200		90	180		0	240		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		500			500			644			706	
Travel Time (s)		11.4			11.4			12.5			13.8	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	53	0	303	178	0	54	1103	0	259	662	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		15.0	15.0		15.0	15.0	
Minimum Split (s)	31.5	31.5		31.5	31.5		27.0	27.0		27.0	27.0	
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	48.0	48.0	0.0	48.0	48.0	0.0
Total Split (%)	40.0%	40.0%	0.0%	40.0%	40.0%	0.0%	60.0%	60.0%	0.0%	60.0%	60.0%	0.0%
Maximum Green (s)	25.5	25.5		25.5	25.5		42.0	42.0		42.0	42.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-3.5	-3.5	-1.0	-3.5	-3.5	-1.0	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	18.0	18.0		18.0	18.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	25.6	25.6		25.6	25.6		48.4	48.4		48.4	48.4	
Actuated g/C Ratio	0.32	0.32		0.32	0.32		0.60	0.60		0.60	0.60	
v/c Ratio	0.09	0.10		0.70	0.31		0.13	0.52		1.19	0.31	
Control Delay	18.2	6.9		32.9	9.7		5.1	9.3		139.7	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.2	6.9		32.9	9.7		5.1	9.3		139.7	6.6	
LOS	B	A		C	A		A	A		F	A	
Approach Delay		11.2			24.3			9.1			44.0	
Approach LOS		B			C			A			D	
Queue Length 50th (ft)	11	2		127	24		10	194		~166	74	
Queue Length 95th (ft)	29	24		209	66		m14	321		#315	84	
Internal Link Dist (ft)		420			420			564			626	
Turn Bay Length (ft)	50			200			180			240		
Base Capacity (vph)	385	615		488	645		408	2118		218	2140	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

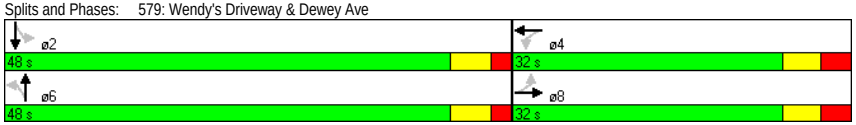
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.08	0.09		0.62	0.28		0.13	0.52		1.19	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 26 (33%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 74.2% ICU Level of Service D
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 579: Wendy's Driveway & Dewey Ave



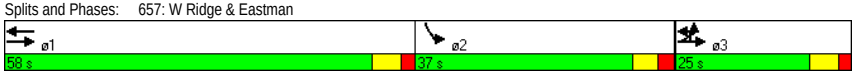
Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	80	172	1100	1450	50	50	333
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	15	15
Storage Length (ft)		262			0	0	0
Storage Lanes		1			0	1	0
Taper Length (ft)		25			25	25	25
Right Turn on Red					Yes		No
Link Speed (mph)			35	35		30	
Link Distance (ft)			1255	497		583	
Travel Time (s)			24.4	9.7		13.3	
Peak Hour Factor	0.95	0.95	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	265	1222	1667	0	426	0
Turn Type	Prot	Prot					
Protected Phases	3	3	1 3	1		2	
Permitted Phases							
Detector Phase	3	3	1 3	1		2	
Switch Phase							
Minimum Initial (s)	6.0	6.0		24.0		6.0	
Minimum Split (s)	12.0	12.0		30.0		37.0	
Total Split (s)	25.0	25.0	83.0	58.0	0.0	37.0	0.0
Total Split (%)	20.8%	20.8%	69.2%	48.3%	0.0%	30.8%	0.0%
Maximum Green (s)	19.0	19.0		52.0		31.0	
Yellow Time (s)	4.0	4.0		4.0		3.5	
All-Red Time (s)	2.0	2.0		2.0		2.5	
Lost Time Adjust (s)	-3.0	-3.0	-3.0	-3.0	-1.0	-3.0	-1.0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag				Lead		Lag	
Lead-Lag Optimize?							
Vehicle Extension (s)	4.0	4.0		2.0		3.0	
Recall Mode	None	None		C-Max		None	
Walk Time (s)				8.0		7.0	
Flash Dont Walk (s)				16.0		24.0	
Pedestrian Calls (#/hr)				0		0	
Act Effct Green (s)		22.7	81.3	55.6		32.7	
Actuated g/C Ratio		0.19	0.68	0.46		0.27	
v/c Ratio		0.79	0.35	0.71		0.87	
Control Delay		64.7	8.7	14.1		57.2	
Queue Delay		0.0	0.0	0.9		0.0	
Total Delay		64.7	8.7	15.0		57.2	
LOS		E	A	B		E	
Approach Delay			18.7	15.0		57.2	
Approach LOS			B	B		E	
Queue Length 50th (ft)		199	139	152		308	
Queue Length 95th (ft)		#337	164	m161		#470	
Internal Link Dist (ft)			1175	417		503	
Turn Bay Length (ft)		262					
Base Capacity (vph)		335	3446	2349		509	

Lane Group	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Starvation Cap Reductn		0	0	383		0	
Spillback Cap Reductn		0	58	0		0	
Storage Cap Reductn		0	0	0		0	
Reduced v/c Ratio		0.79	0.36	0.85		0.84	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 74 (62%), Referenced to phase 1:EBWB, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 21.6 Intersection LOS: C
Intersection Capacity Utilization 76.4% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 657: W Ridge & Eastman



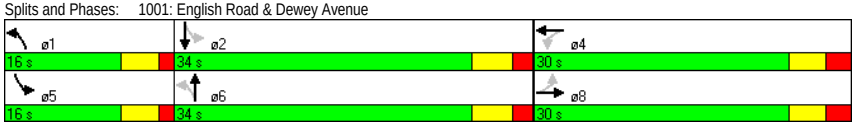
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	91	11	252	102	147	29	1056	136	119	811	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	0		0	150		0	150		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		3301			500			650			644	
Travel Time (s)		75.0			11.4			12.7			12.5	
Peak Hour Factor	0.96	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	113	0	280	276	0	32	1324	0	132	989	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	30.0	30.0		30.0	30.0		9.0	27.0		9.0	27.0	
Total Split (s)	30.0	30.0	0.0	30.0	30.0	0.0	16.0	34.0	0.0	16.0	34.0	0.0
Total Split (%)	37.5%	37.5%	0.0%	37.5%	37.5%	0.0%	20.0%	42.5%	0.0%	20.0%	42.5%	0.0%
Maximum Green (s)	24.0	24.0		24.0	24.0		11.0	28.0		11.0	28.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	4.0		3.5	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		1.5	2.0		1.5	2.0	
Lost Time Adjust (s)	-3.0	-3.0	-1.0	-3.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		2.0	4.0		2.0	4.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			9.0			9.0	
Flash Dont Walk (s)	17.0	17.0		17.0	17.0			12.0			12.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	24.4	24.4		24.4	24.4		44.6	37.5		49.5	45.3	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.56	0.47		0.62	0.57	
v/c Ratio	0.39	0.20		0.74	0.47		0.09	0.81		0.44	0.50	
Control Delay	26.5	19.0		37.5	16.4		9.7	18.3		15.2	16.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.5	19.0		37.5	16.4		9.7	18.3		15.2	16.3	
LOS	C	B		D	B		A	B		B	B	
Approach Delay		22.4			27.0			18.1			16.2	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	35	36		118	65		6	138		39	172	
Queue Length 95th (ft)	77	73		#208	131		m12	#442		m74	258	
Internal Link Dist (ft)		3221			420			570			564	
Turn Bay Length (ft)	100						150			150		
Base Capacity (vph)	263	624		417	638		482	1640		374	1984	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.18		0.67	0.43		0.07	0.81		0.35	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay: 19.2 Intersection LOS: B
Intersection Capacity Utilization 72.9% ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1001: English Road & Dewey Avenue



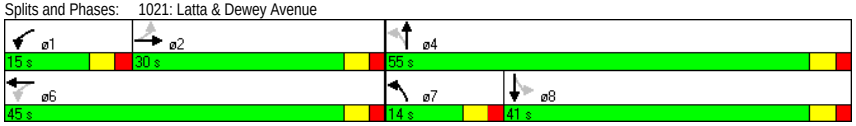
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	375	149	153	288	23	253	246	198	45	195	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		3343			564			615			360	
Travel Time (s)		65.1			11.0			12.0			7.0	
Peak Hour Factor	0.88	0.88	0.88	0.97	0.97	0.97	0.93	0.93	0.93	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	595	0	158	321	0	272	478	0	54	343	0
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		1	6		7	4		8	8	
Switch Phase												
Minimum Initial (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Split (s)	25.0	25.0		8.0	25.0		8.0	25.0		25.0	25.0	
Total Split (s)	30.0	30.0	0.0	15.0	45.0	0.0	14.0	55.0	0.0	41.0	41.0	0.0
Total Split (%)	30.0%	30.0%	0.0%	15.0%	45.0%	0.0%	14.0%	55.0%	0.0%	41.0%	41.0%	0.0%
Maximum Green (s)	25.0	25.0		10.0	40.0		9.0	50.0		36.0	36.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0	-2.0	-2.0	-1.0
Total Lost Time (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
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)	5.0	5.0			5.0			5.0		5.0	5.0	
Flash Dont Walk (s)	15.0	15.0			15.0			15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0			0			0		0	0	
Act Effct Green (s)	50.4	50.4		64.9	64.9		29.1	29.1		15.1	15.1	
Actuated g/C Ratio	0.50	0.50		0.65	0.65		0.29	0.29		0.15	0.15	
v/c Ratio	0.25	0.65		0.36	0.27		0.96	0.43		0.40	0.58	
Control Delay	17.5	23.6		9.8	8.6		77.0	16.1		46.2	32.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.5	23.6		9.8	8.6		77.0	16.1		46.2	32.3	
LOS	B	C		A	A		E	B		D	C	
Approach Delay		22.5			9.0			38.2			34.2	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)	45	256		35	77		145	68		32	78	
Queue Length 95th (ft)	98	443		70	138		#242	105		63	106	
Internal Link Dist (ft)		3263			484			535			280	
Turn Bay Length (ft)	200			200			200			125		
Base Capacity (vph)	532	909		458	1196		283	1819		339	1336	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.65		0.34	0.27		0.96	0.26		0.16	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 26.7 — Intersection LOS: C
Intersection Capacity Utilization 73.0% — ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1021: Latta & Dewey Avenue



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	0	300	0	0	0	298	689	0	0	555	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		0	125		0
Storage Lanes	0		1	0		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			30			35			35	
Link Distance (ft)		4626			213			192			772	
Travel Time (s)		90.1			4.8			3.7			15.0	
Peak Hour Factor	0.85	0.85	0.85	0.90	0.90	0.90	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	353	0	0	0	317	733	0	0	654	0
Turn Type	Perm		custom	Perm			pm+pt			pm+pt		
Protected Phases		3	1		3		1 4	4 6		5	2	
Permitted Phases	3		3	3			4 6			2		
Detector Phase	3	3	1	3	3		1 4	4 6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0					4.0	15.0	
Minimum Split (s)	9.5	9.5	9.0	9.5	9.5					9.0	28.0	
Total Split (s)	25.0	25.0	12.0	25.0	25.0	0.0	51.0	73.0	0.0	12.0	34.0	0.0
Total Split (%)	22.7%	22.7%	10.9%	22.7%	22.7%	0.0%	46.4%	66.4%	0.0%	10.9%	30.9%	0.0%
Maximum Green (s)	19.5	19.5	7.0	19.5	19.5					7.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5					3.5	4.0	
All-Red Time (s)	2.0	2.0	1.5	2.0	2.0					1.5	2.0	
Lost Time Adjust (s)	-2.5	-2.5	-2.0	-2.5	-2.5	-1.0	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lead	Lead	Lead	Lead					Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0					2.0	4.0	
Recall Mode	None	None	None	None	None					None	C-Max	
Walk Time (s)											7.0	
Flash Dont Walk (s)											15.0	
Pedestrian Calls (#/hr)											0	
Act Effct Green (s)		16.7	29.5				85.5	72.7			31.0	
Actuated g/C Ratio		0.15	0.27				0.78	0.66			0.28	
v/c Ratio		0.61	0.52				0.33	0.31			0.66	
Control Delay		55.1	4.5				20.8	3.0			38.1	
Queue Delay		0.0	0.2				14.8	0.6			0.6	
Total Delay		55.1	4.7				35.7	3.6			38.7	
LOS		E	A				D	A			D	
Approach Delay		18.4						13.3			38.7	
Approach LOS		B						B			D	
Queue Length 50th (ft)		87	0				125	32			211	
Queue Length 95th (ft)		135	26				m168	m61			275	
Internal Link Dist (ft)		4546			133			112			692	
Turn Bay Length (ft)			200									
Base Capacity (vph)		282	684				953	2360			990	
Starvation Cap Reductn		0	0				614	1168			0	

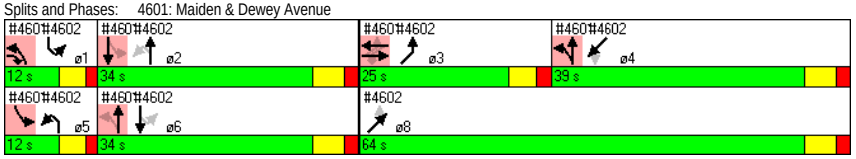
Lane Group	ø4	ø6	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	6	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	15.0	4.0
Minimum Split (s)	37.0	28.0	37.0
Total Split (s)	39.0	34.0	64.0
Total Split (%)	35%	31%	58%
Maximum Green (s)	33.0	28.0	58.0
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	4.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)	9.0	7.0	9.0
Flash Dont Walk (s)	22.0	15.0	22.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		0	46				0	0			99	
Storage Cap Reductn		0	0				0	0			0	
Reduced v/c Ratio		0.46	0.55				0.94	0.61			0.73	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 49.9% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4601: Maiden & Dewey Avenue



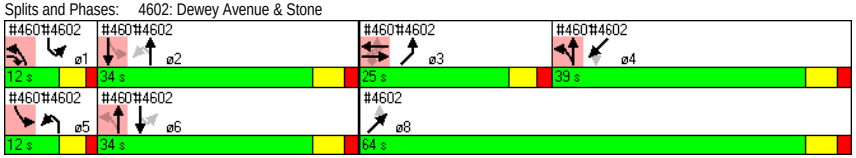
Lane Group	ø4	ø6	ø8
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

Intersection Summary

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	88	719	83	257	532	121	153	422	56	76	270	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	0		0	75		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25		25	25		25	25		25	25		25
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		654			192			352			322	
Travel Time (s)		12.7			3.7			6.9			6.3	
Peak Hour Factor	0.91	0.91	0.91	0.84	0.84	0.84	0.88	0.88	0.88	0.87	0.87	0.87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	881	0	306	777	0	174	544	0	87	516	0
Turn Type	pm+pt			pm+pt			pm+pt			Perm		
Protected Phases	5	2		1	6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		4	4	
Switch Phase												
Minimum Initial (s)	4.0	15.0		4.0	15.0		4.0	4.0		4.0	4.0	
Minimum Split (s)	9.0	28.0		9.0	28.0		9.5	37.0		37.0	37.0	
Total Split (s)	12.0	34.0	0.0	12.0	34.0	0.0	25.0	64.0	0.0	39.0	39.0	0.0
Total Split (%)	10.9%	30.9%	0.0%	10.9%	30.9%	0.0%	22.7%	58.2%	0.0%	35.5%	35.5%	0.0%
Maximum Green (s)	7.0	28.0		7.0	28.0		19.5	58.0		33.0	33.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		4.0	4.0	
All-Red Time (s)	1.5	2.0		1.5	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-3.0	-1.0	-2.0	-3.0	-1.0	-2.5	-3.0	-1.0	-3.0	-3.0	-1.0
Total Lost Time (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
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			7.0			9.0		9.0	9.0	
Flash Dont Walk (s)		15.0			15.0			22.0		22.0	22.0	
Pedestrian Calls (#/hr)		0			0			0		0	0	
Act Effct Green (s)	39.6	31.0		45.0	35.2		57.2	57.2		37.5	37.5	
Actuated g/C Ratio	0.36	0.28		0.41	0.32		0.52	0.52		0.34	0.34	
v/c Ratio	0.41	0.89		1.12	0.69		0.49	0.57		0.30	0.83	
Control Delay	24.7	47.9		131.4	19.0		19.0	19.8		29.9	44.7	
Queue Delay	0.0	2.7		17.4	1.5		1.4	0.0		0.0	1.2	
Total Delay	24.7	50.6		148.8	20.5		20.4	19.8		29.9	45.9	
LOS	C	D		F	C		C	B		C	D	
Approach Delay		48.0			56.8			19.9			43.6	
Approach LOS		D			E			B			D	
Queue Length 50th (ft)	44	310		~258	105		58	227		42	298	
Queue Length 95th (ft)	81	#423		#384	144		99	311		87	#482	
Internal Link Dist (ft)		574			112			272			242	
Turn Bay Length (ft)	200						75			200		
Base Capacity (vph)	240	990		272	1118		431	1019		297	629	
Starvation Cap Reductn	0	0		10	173		0	0		0	0	

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Spillback Cap Reductn	0	48		0	0		121	0		0	26	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.40	0.94		1.17	0.82		0.56	0.53		0.29	0.86	

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 44.1 Intersection LOS: D
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4602: Dewey Avenue & Stone