# MASTER TRAFFIC IMPACT STUDY

For

**Cross Creek**
**Aurora, Colorado**

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Revised:
January 2021

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# I. Introduction

## Project Overview

This traffic impact study addresses the capacity, geometric, and control requirements associated with the development entitled Cross Creek. It is also the intent of this study to reevaluate Planning Areas J and K of the previously approved Cross Creek traffic impact study[1] with the latest available site plan.

This master traffic impact study has been revised to address City review comments dated 11/19/2020 regarding additions to the auxiliary lane analysis, modifications to vehicle queue length information and table format, and the inclusion of an additional analysis to consider Access C and Access D operations with ¾-movement restrictions.

The proposed development is approximately 28 acres in size and is envisioned to include a variety of residential and retail land uses. The development is located on the northeast corner of 6th Parkway and Gun Club Road in Aurora, Colorado.

## Study Area Boundaries

The study area to be examined in this analysis encompasses the 6th Parkway intersections with Gun Club Road and 1st Avenue, the 5th Avenue intersections with Gun Club Road, Addison Way, and existing site access, and proposed site accesses. Figure 1 illustrates location of the site and study intersections.

## Site Description

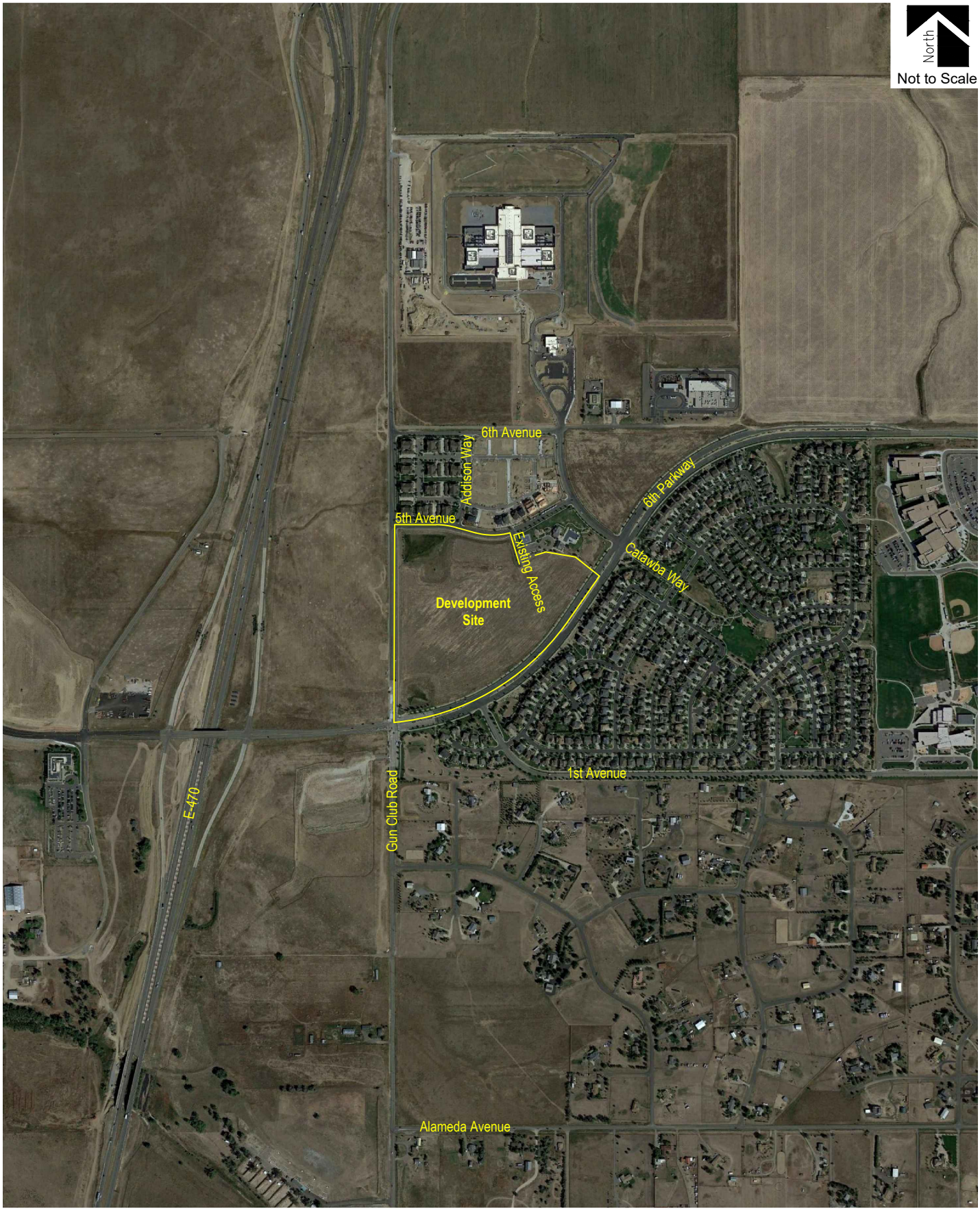
Land for the development is currently vacant and surrounded by a mix of open space, office, residential, and recreational land uses.

The proposed development assumes the new construction of a 4,650 square foot gas station convenience store with 12 fueling positions and automated car wash, and 148 duplexes. The remaining 8.9 acres of land is conceptual and no specific land uses have been determined. However, for purposes of this analysis, 1.0 acres of Pad B is assumed as a coffee / donut shop with drive-through window with the remaining 7.9 acres of Pad C assumed to be developed with retail / commercial land use at an assumed 0.20 floor area ratio (FAR).

[1] Cross Creek, LSC Transportation Consultants, Inc., November 2002.

Proposed access to the development is provided at the following locations: two full-movement accesses on 6th Parkway (referred to as Access A and Access B), two full-movement accesses on Gun Club Road (referred to as Access C and Access D), one full-movement access on 5th Avenue (referred to as Access E), and one existing full-movement access on 5th Avenue (referred to as Existing Access). Access B and Access E are proposed as extensions of 1st Avenue and Addison Way, respectively, while Access D is assumed to align with the future development on the west side of Gun Club Road.

For purposes of this study, it is anticipated that development construction would be completed by end of Year 2022. A conceptual site plan, as prepared by Norris Design, is shown on Figure 2. This plan is provided for illustrative purposes.



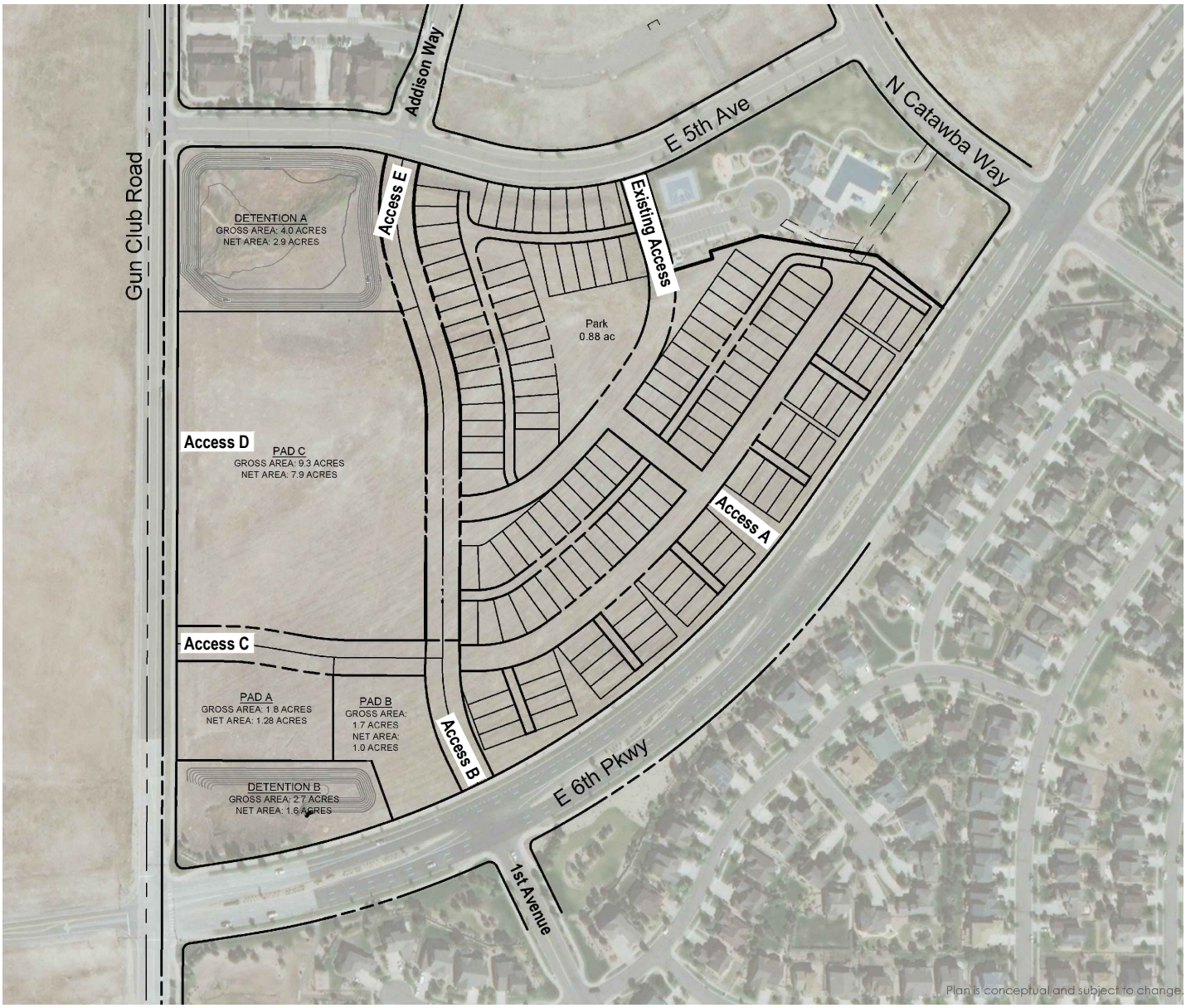

**CROSS CREEK**
*Master Traffic Impact Study*

**SM ROCHA, LLC**
*Traffic and Transportation Consultants*

**Figure 1**
**SITE LOCATION**

January 2021
Page 3

North
Not to Scale



**Existing and Committed Surface Transportation Network**

Within the study area, 6th Parkway and Gun Club Road are the primary roadways that will accommodate traffic to and from the proposed development. Secondary roadways include 5th Avenue, 1st Avenue, and Addison Way. A brief description of each roadway is provided below:

> 6th Parkway is an east-west major arterial roadway having a variety of through lanes in either direction with a combination of shared and exclusive turn lanes at the intersections within the study area. 6th Parkway provides a posted speed limit of 45 MPH.
>
> Gun Club Road is a north-south minor arterial roadway having two through lanes (one lane in each direction) with a combination of shared and exclusive turn lanes at the intersections within the study area. Gun Club Road provides a posted speed limit of 45 MPH.
>
> 5th Avenue is an east-west collector roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersections within the study area. 5th Avenue provides a posted speed limit of 30 MPH.
>
> 1st Avenue is an east-west roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. 1st Avenue is unclassified in the City's NEATS Refresh[2] and in the City's comprehensive plan[3]. However, per Section 4.08 of the City's specifications[4] and connections from 6th Parkway with various local roadways, 1st Avenue is assumed to be classified as a collector roadway and provides a posted speed limit of 25 MPH.
>
> Addison Way is a north-south roadway having two through lanes (one lane in each direction) with shared turn lanes at the intersection within the study area. Addison Way is unclassified in the City's NEATS Refresh and in the City's comprehensive plan. However, per Section 4.08 of the City's specifications, the roadway's connection to 5th Avenue, and the roadway's estimated right-of-way (ROW) width, Addison Way is assumed to be classified as a local roadway with a design speed limit of 25 MPH.

The study intersection of 6th Parkway with Gun Club Road is signalized. All other study intersections operate under a stop-controlled condition. A stop-controlled intersection is defined as a roadway intersection where vehicle rights-of-way are controlled by one or more "STOP" signs.

Comparison of existing roadway cross-sections of 6th Parkway and Gun Club Road to the City's NEATS Refresh concludes that both roadways are not built to their ultimate width for accommodation of future regional transportation demands. The NEATS Refresh recommends 6th Parkway be widened to six through lanes and Gun Club Road be widened to four through lanes but does not mention if or when these improvements will occur. In order to remain consistent with the E-470 and 6th Parkway FDP[5] traffic study prepared for an adjacent development, these improvements are assumed to occur in the long-term future.

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[2] Northeast Area Transportation Study Refresh, David Evans and Associates, Inc., October 2018.
[3] City of Aurora Comprehensive Plan 2009, City of Aurora, June 2010.
[4] Roadway Design & Construction Specifications, City of Aurora, October 2016.
[5] E-470 and 6th Parkway FDP, LSC Transportation Consultants, Inc., April 2019.

# II. Existing Traffic Conditions

Morning (AM) and afternoon (PM) peak hour traffic counts were collected at the 6th Parkway intersections of Gun Club Road and 1st Avenue, as well as the 5th Avenue intersections of Gun Club Road, Addison Way, and Existing Access. Average daily (24-hour) traffic volumes were collected on 6th Parkway, Gun Club Road, and on 5th Avenue. Counts were collected on June 2, 2020, with morning peak hour counts being collected during the period of 7:00 AM to 9:00 AM and afternoon peak hour counts being collected during the period of 4:00 PM to 6:00 PM.

Due to the effects of the COVID-19 pandemic, collected traffic counts do not accurately represent daily and peak hour traffic volumes under normal 24-hour and peak traffic conditions. Therefore, in coordination with City Staff, a method was used in order to more accurately represent existing traffic volumes under normal conditions. One method was the use of reference traffic counts, previously collected for the E-470 and 6th Parkway FDP traffic study, and grow them at a conservative three percent annual growth rate to Year 2020. Newly collected traffic counts were then grown to match the calculated counts. The more conservative approach, and the method used in this study, was to increase newly collected traffic counts to account for the average 40 percent missing traffic volumes shown in the Daily Volume Summary provided by City Staff. These counts are shown on Figure 3. Existing intersection geometry is shown on Figure 4.

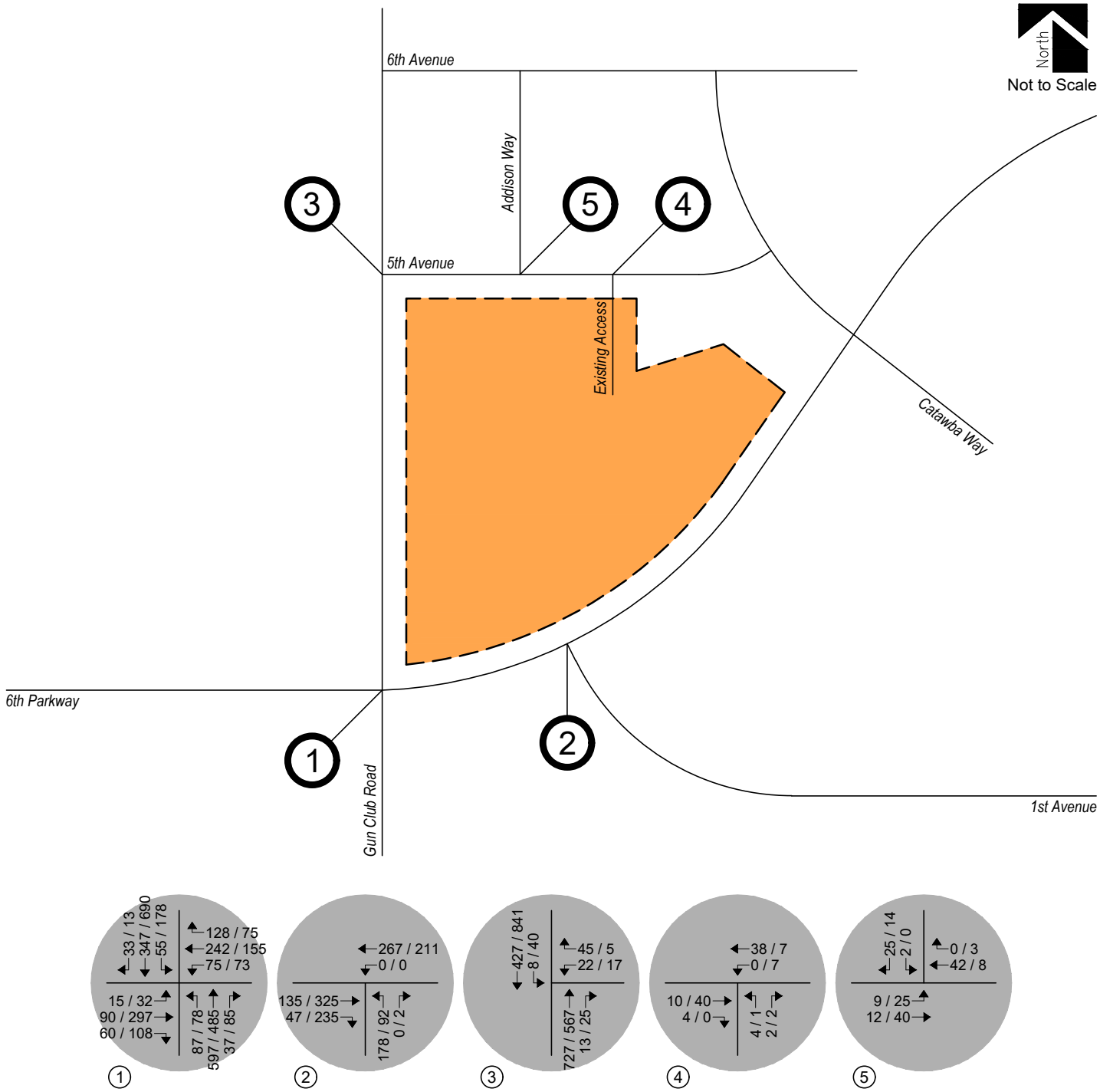
Traffic count data is included for reference in Appendix A. The Daily Volume Summary is included for reference in Appendix F.

Existing signal timing parameters for 6th Parkway and Gun Club Road were obtained from City Staff and used throughout this study to the best extent possible in order to remain consistent with existing signal coordination plans. City signal timing information received is included for reference in Appendix A.

A signal warrant analysis, using existing traffic volumes, was conducted for the Gun Club Road and 5th Avenue intersection, as well as the 6th Parkway intersection with 1st Avenue, to review potential for traffic signal control.

From a traffic volume perspective, analysis results conclude that both intersections were found to be above the minimum vehicle volumes required to meet Warrant 1 – Eight-Hour Vehicular Volume and Warrant 2 – Four-Hour Vehicular Volume, from the Manual on Uniform Traffic Control Devices (MUTCD), for the installation of a traffic signal. However, both intersections did not meet Warrant 3 – Peak Hour volume requirements for consideration of traffic signal control. Warrant study worksheets are provided for reference in Appendix E.

Said intersections should be monitored further by City Staff as area development occurs to determine when or if signalization installation is appropriate. It should be noted that the City's NEATS Refresh does not allow signalization along six-lane major arterial roadways spaced less than one-half mile apart. Therefore, signalization at the 6th Parkway intersection with 1st Avenue should not be considered.

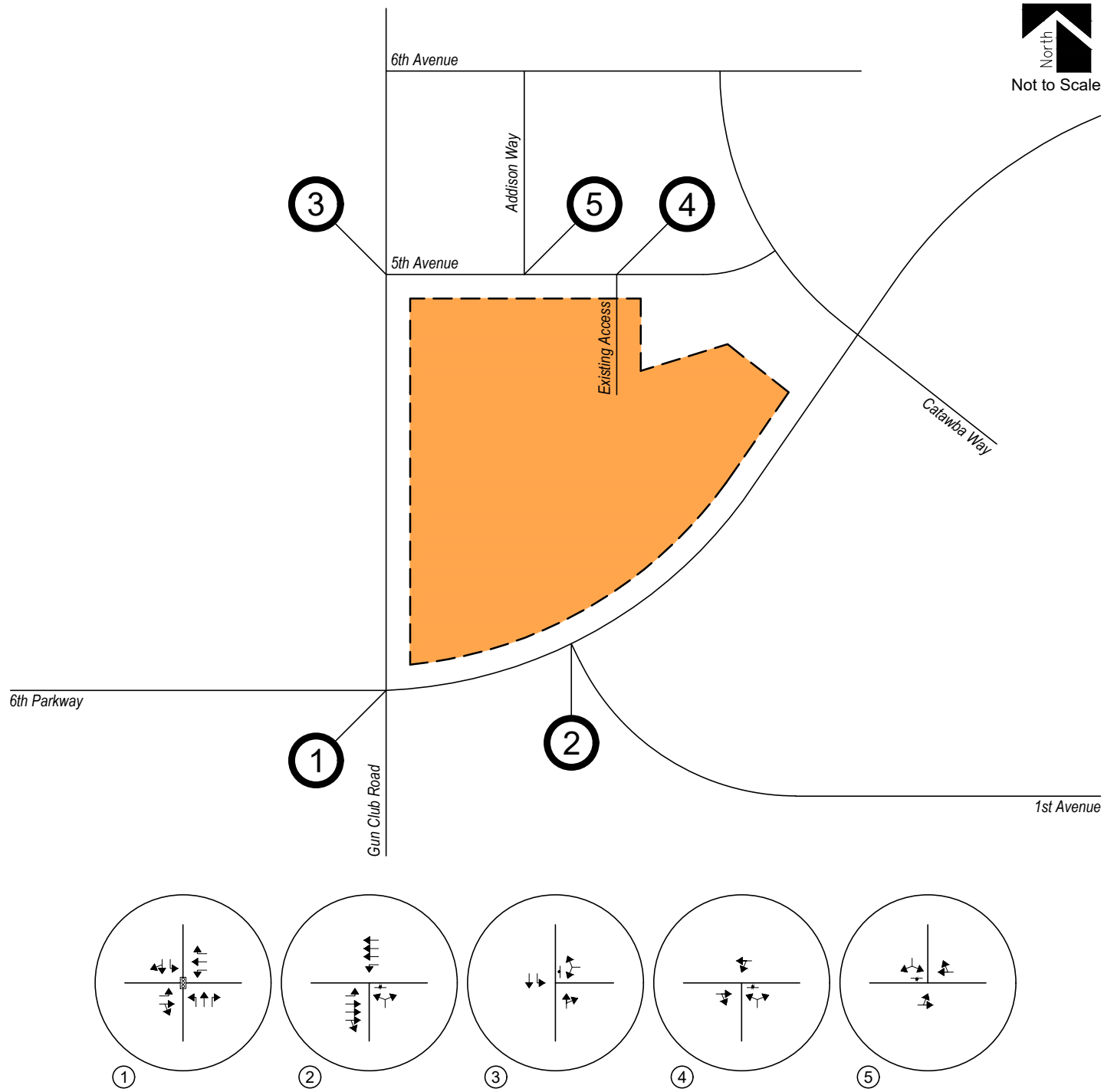



**LEGEND**

Study Intersection Volumes

Development Site

**Figure 3**
**EXISTING TRAFFIC**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic




**LEGEND**

Study Intersection Lane Geometry

Development Site

**Figure 4**
**EXISTING TRAFFIC**
Intersection Geometry

The Signalized and Unsignalized Intersection Analysis techniques, as published in the Highway Capacity Manual (HCM) by the Transportation Research Board and as incorporated into the SYNCHRO computer program, Version 10, were used to analyze the study intersections for existing traffic conditions. These nationally accepted techniques allow for the determination of intersection level of service (LOS) based on the congestion and delay of each traffic movement.

Level of service is a method of measurement used by transportation professionals to quantify a driver's perception of travel conditions that include travel time, number of stops, and total amount of stopped delay experienced on a roadway network. The HCM categorizes level of service into a range from "A" which indicates little, if any, vehicle delay, to "F" which indicates a level of operation considered unacceptable to most drivers. These levels of service grades with brief descriptions of the operating condition, for unsignalized and signalized intersections, are included for reference in Appendix B and have been used throughout this study.

The level of service analyses results for existing conditions are summarized in Table 1.

Intersection capacity worksheets developed for this study are provided in Appendix C.

**Table 1 – Intersection Capacity Analysis Summary – Existing Traffic**

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (25.0) | D (40.8) |
| Eastbound Left | C | C |
| Eastbound Through and Right | C | F |
| Westbound Left | C | C |
| Westbound Through | C | C |
| Westbound Right | A | A |
| Northbound Left | B | B |
| Northbound Through | C | C |
| Northbound Right | A | A |
| Southbound Left | B | B |
| Southbound Through and Right | C | D |
| 6th Parkway / 1st Avenue (Stop-Controlled) | | |
| Westbound Left | A | A |
| Northbound Left and Right | B | B |
| 5th Avenue / Gun Club Road (Stop-Controlled) | | |
| Westbound Left and Right | D | F |
| Southbound Left | A | A |
| 5th Avenue / Addison Way (Stop-Controlled) | | |
| Eastbound Left and Through | A | A |
| Southbound Left and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

**Existing Traffic Analysis Results**

Under existing conditions, operational analysis shows that the signalized intersection of 6th Parkway with Gun Club Road has overall operations at LOS C during morning peak traffic hours and LOS D during afternoon peak traffic hours.

The unsignalized intersection of 6th Parkway with 1st Avenue has turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

The stop-controlled intersection of 5th Avenue with Gun Club Road has turn movement operations at or better than LOS D during morning peak traffic hours and LOS A during afternoon peak traffic hours. An exception would include the westbound turning movement which operates at LOS F during the afternoon peak traffic hour. The LOS F operation is attributed to the through traffic volume along Gun Club Road and the stop-controlled nature of the intersection. In order to mitigate the LOS F anticipated, is it recommended implementing signal control.

The unsignalized intersection of 5th Avenue with Addison Way has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

The unsignalized intersection of 5th Avenue with Existing Access has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

## III. Future Traffic Conditions Without Proposed Development

Background traffic is the traffic projected to be on area roadways without consideration of the proposed development. Background traffic includes traffic generated by development of vacant parcels in the area.

To account for projected increases in background traffic for Years 2022 and 2040, a compounded annual growth rate was determined using traffic data provided by the Colorado Department of Transportation's (CDOT) Online Transportation Information System (OTIS) for the adjacent segments of E-470 and Gun Club Road south of Mississippi Avenue, which anticipates a 20-year growth rate over two percent. Therefore, in order to provide for a conservative analysis, a growth rate of approximately three percent was applied to existing traffic volumes. This annual growth rate is also consistent with regional growth projections and the level of in-fill development expected within the area.

To account for projected traffic from adjacent developments not yet built, trip generations from the E-470 and 6th Parkway FDP traffic study were added to background traffic volumes.

The City's NEATS Refresh shows additional adjacent future developments that could impact the study area, but traffic analyses for these developments are not available and therefore were not added to background traffic volumes in addition to the applied growth rate discussed in Section II. These developments include Horizon Uptown, located within an urban renewal area on the northwest corner of 6th Avenue and E-470, and Murphy Creek North, located on the southwest corner of Gun club Road and Alameda Avenue.

A signal warrant analysis, using Year 2022 and 2040 background traffic volumes, was conducted for the Gun Club Road and 5th Avenue intersection, as well as the 6th Parkway intersection with 1st Avenue, to review potential for traffic signal control.

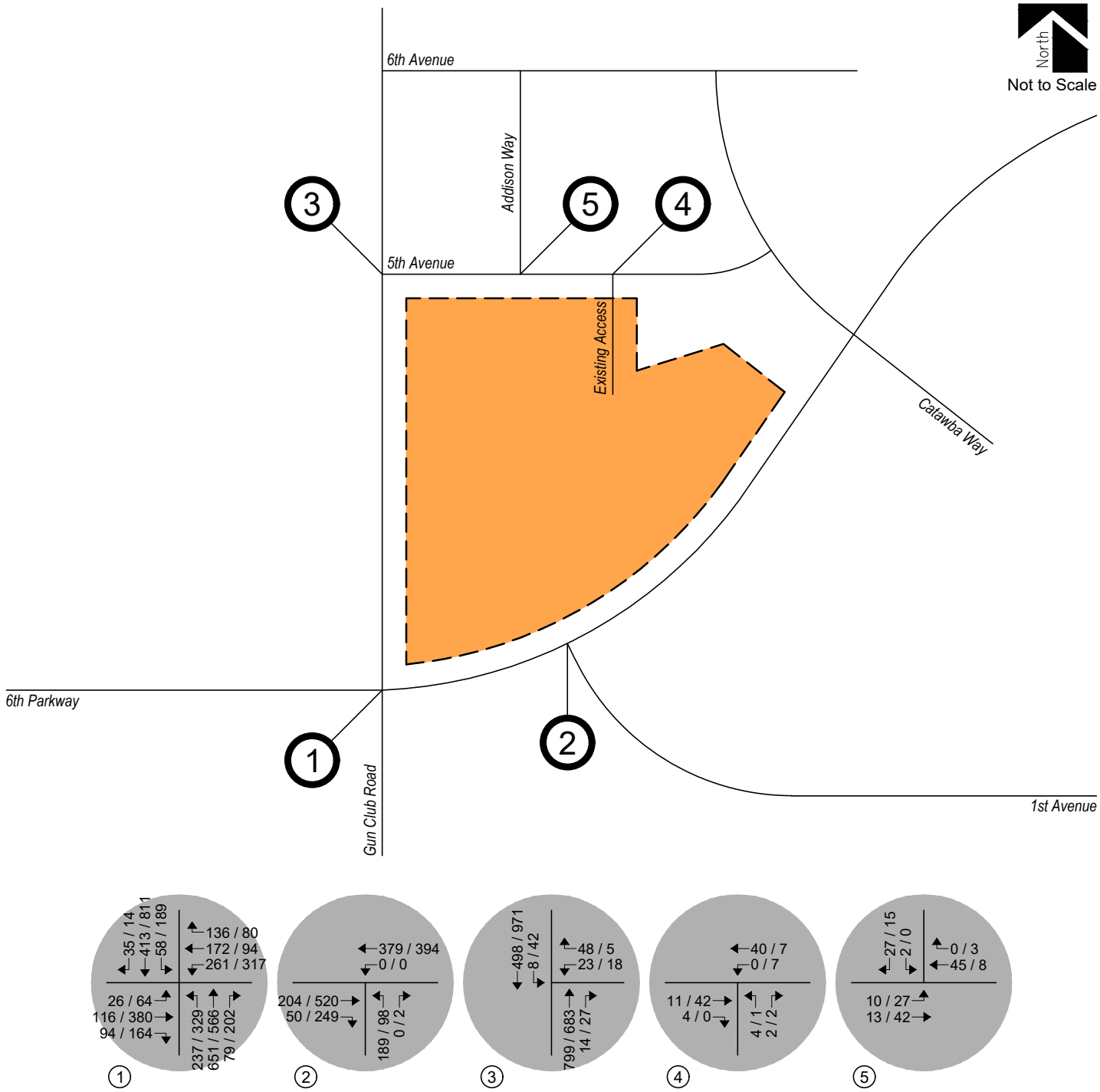
From a traffic volume perspective, Year 2022 analysis results conclude that the 6th Parkway and 1st Avenue intersection was found to be above the minimum vehicle volumes required to meet Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour), from the MUTCD, for the installation of a traffic signal. However, due to access spacing requirements defined within the City's NEATS Refresh, the 6th Parkway and 1st Avenue intersection analysis remained a stop-controlled condition.

The Gun Club Road and 5th Avenue intersection was also found to be above the minimum vehicle volumes required to meet Warrants 1 and 2 for the installation of a traffic signal, but did not meet minimum vehicle volume requirements to meet Warrant 3 until Year 2040. As such, the Gun Club Road and 5th Avenue intersection was analyzed under traffic signal control. Warrant study worksheets are provided for reference in Appendix E.

Said intersections should be monitored further by City Staff as area development occurs to determine when or if signalization installation is appropriate.

Pursuant to the area roadway improvements discussed in Section I, Year 2022 background traffic conditions assume exclusive eastbound and southbound left turn lanes at the 6th Parkway and Gun Club Road intersection in order to remain consistent with the E-470 and 6th Parkway FDP. Year 2040 background traffic conditions assume 6th Parkway and Gun Club Road built out to their ultimate widths with dual left turn lanes in all directions at their intersection as recommended within the E-470 and 6th Parkway FDP traffic study. This recommendation is assumed to be a result of high vehicular volumes, poor levels of service, and significant vehicle queuing without consideration of the proposed Cross Creek development, as shown in Tables 1 and 3 of the E-470 and 6th Parkway FDP traffic study. Therefore, Year 2040 intersection improvements are not the cause of traffic volumes generated by the proposed Cross Creek development. Year 2040 also assumes existing signal timing parameters for the 6th Parkway and Gun Club Road intersection with optimized intersection splits in effort to better long-term intersection performance. This assumption provides for a conservative analysis.

Projected background traffic volumes and intersection geometry for Year 2022 are shown on Figure 5 and Figure 6, respectively. Projected background traffic volumes and intersection geometry to Year 2040 are shown on Figure 7 and Figure 8, respectively.

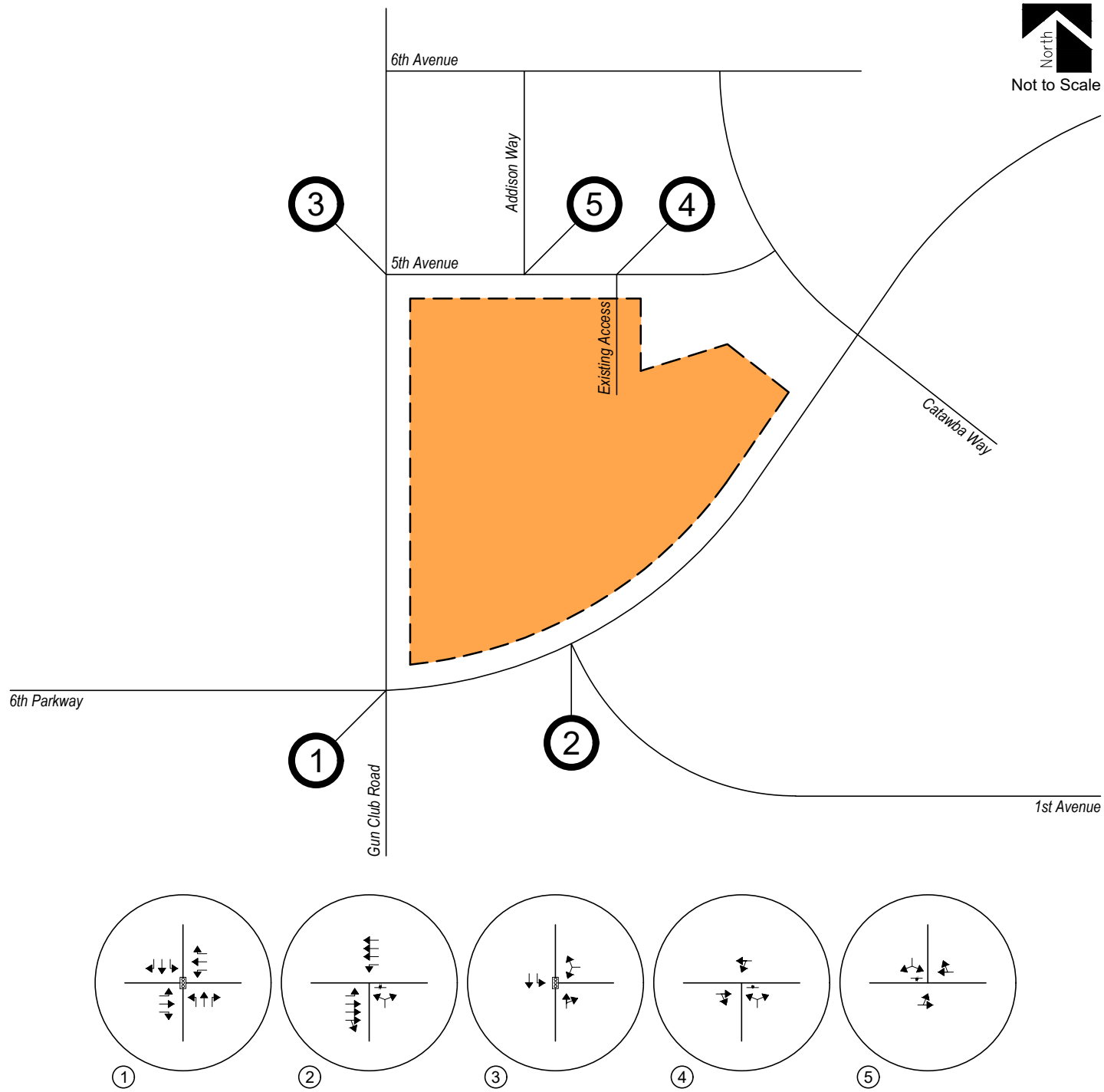



**LEGEND**

Study Intersection Volumes

Development Site

**Figure 5**
**BACKGROUND TRAFFIC - YEAR 2022**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

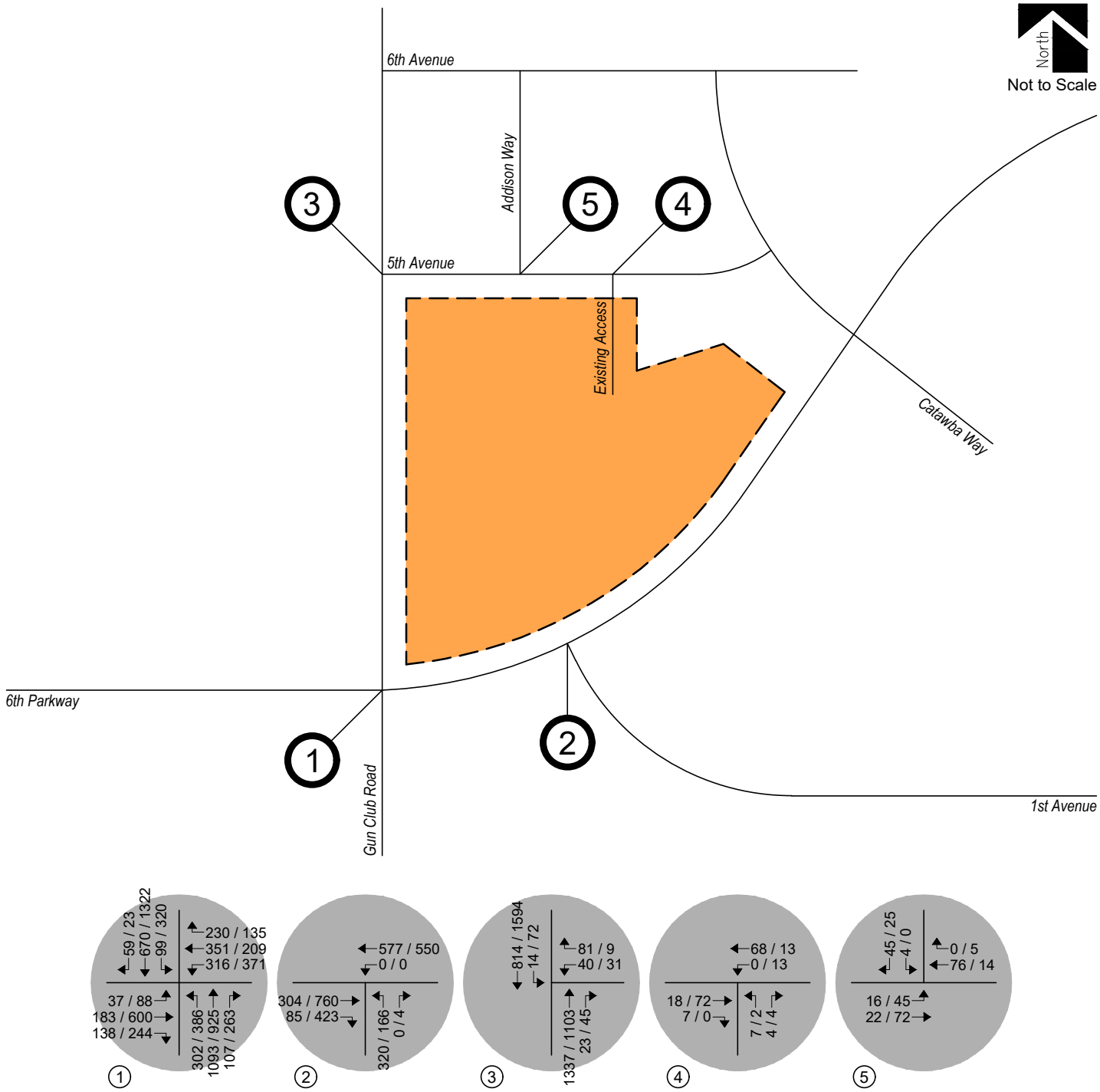



**LEGEND**

Study Intersection Lane Geometry

Development Site

**Figure 6**
**BACKGROUND TRAFFIC - YEAR 2022**
Intersection Geometry

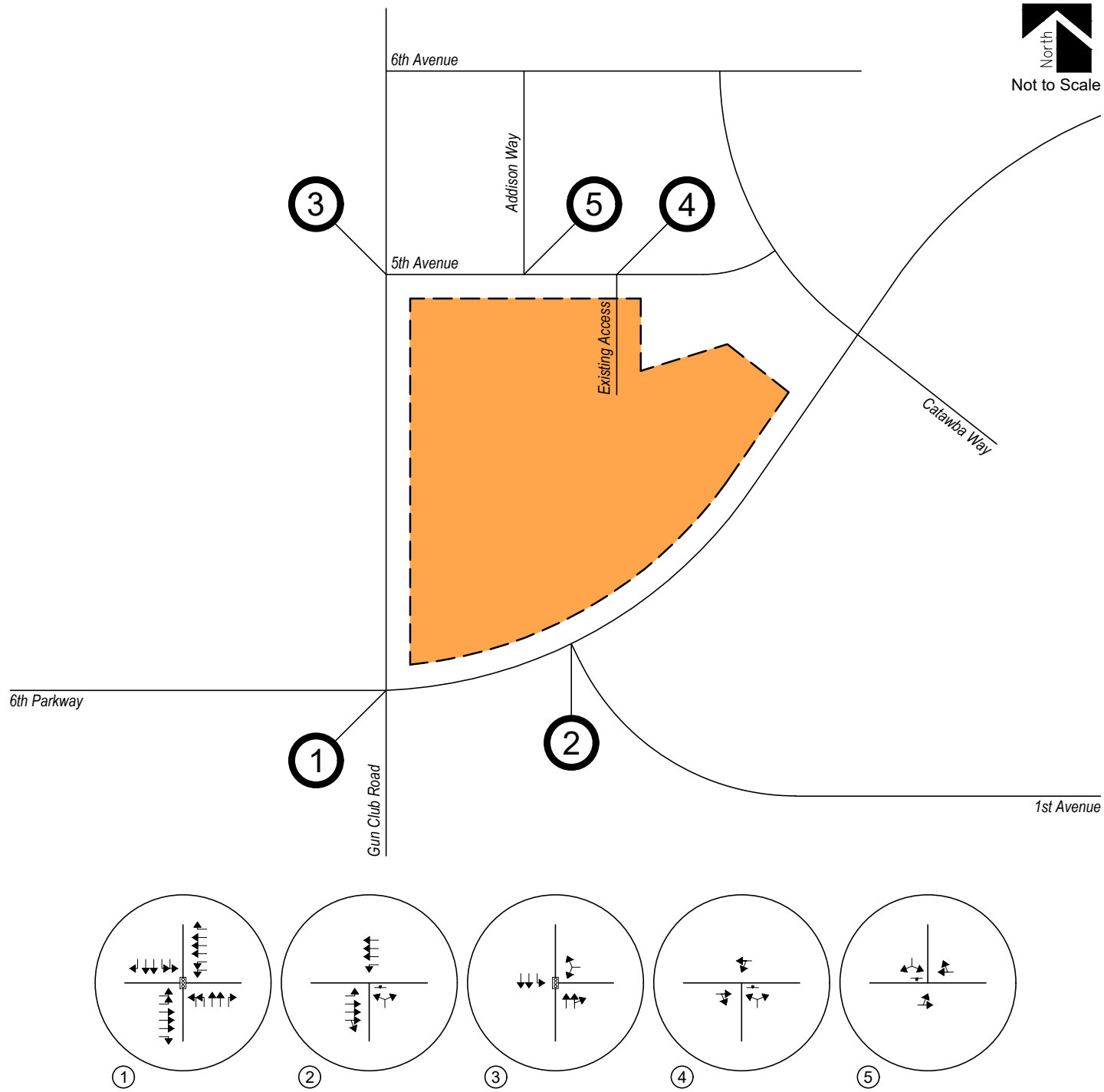



**LEGEND**

Study Intersection Volumes

Development Site

**Figure 7**
**BACKGROUND TRAFFIC - YEAR 2040**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic




**LEGEND**

Study Intersection Lane Geometry

Development Site

**Figure 8**
**BACKGROUND TRAFFIC - YEAR 2040**
Intersection Geometry

As with existing traffic conditions, the operations of study intersections were analyzed under background conditions, without the proposed development, using the SYNCHRO computer program, Version 10.

Background traffic level of service analysis results for Year 2022 are listed in Table 2. Year 2040 operational results are summarized in Table 3.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

**Table 2 – Intersection Capacity Analysis Summary – Background Traffic – Year 2022**

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (26.3) | F (95.6) |
| Eastbound Left | C | D |
| Eastbound Through | D | E |
| Eastbound Right | A | A |
| Westbound Left | C | F |
| Westbound Through | C | C |
| Westbound Right | A | A |
| Northbound Left | C | F |
| Northbound Through | D | D |
| Northbound Right | A | B |
| Southbound Left | B | C |
| Southbound Through | C | F |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (5.2) | A (3.5) |
| Westbound Left and Right | B | C |
| Northbound Through and Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Stop-Controlled) | | |
| Westbound Left | A | A |
| Northbound Left and Right | B | B |
| 5th Avenue / Addison Way (Stop-Controlled) | | |
| Eastbound Left and Through | A | A |
| Southbound Left and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

**Background Traffic Analysis Results – Year 2022**

Year 2022 background traffic analysis indicates that the signalized intersection of 6th Parkway with Gun Club Road has overall operations at LOS C during morning peak traffic hours and LOS F during afternoon peak traffic hours. The LOS F operation anticipated during afternoon peak traffic periods is attributed to various left turning and through movements in all directions. To mitigate the anticipated LOS F operation, it is recommended widening both roadways to four through lanes at the intersection, consistent with the previously approved Cross Creek traffic impact study, and adding dual left turn lanes in the westbound and northbound directions, as shown in the E-470 and 6th Parkway FDP traffic study. This is shown to provide LOS D operations, or better, for all turn movements.

The signalized intersection of 5th Avenue with Gun Club Road experiences overall operations at LOS A during both morning and afternoon peak traffic hours.

All stop-controlled intersections with the study area have turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

**Table 3 – Intersection Capacity Analysis Summary – Background Traffic – Year 2040**

| INTERSECTION<br>LANE GROUPS | LEVEL OF SERVICE<br>AM PEAK HOUR | <br>PM PEAK HOUR |
|---|---|---|
| 6th Parkway / Gun Club Road (Signalized) | C (30.5) | D (42.4) |
| Eastbound Left | C | E |
| Eastbound Through | D | E |
| Eastbound Right | B | B |
| Westbound Left | D | E |
| Westbound Through | D | D |
| Westbound Right | B | A |
| Northbound Left | E | E |
| Northbound Through | C | C |
| Northbound Right | A | B |
| Southbound Left | E | D |
| Southbound Through | C | D |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (7.2) | A (4.6) |
| Westbound Left and Right | C | C |
| Northbound Through and Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Stop-Controlled) | | |
| Westbound Left | A | A |
| Northbound Left and Right | C | C |
| 5th Avenue / Addison Way (Stop-Controlled) | | |
| Eastbound Left and Through | A | A |
| Southbound Left and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

## Background Traffic Analysis Results – Year 2040

By Year 2040 and without the proposed development, the study intersection of 6th Parkway with Gun Club Road experiences overall LOS C operations during morning peak traffic hours and LOS D operations during afternoon peak traffic hours. The improved change in level of service from Year 2022 to Year 2040 is primarily caused by the assumed widening of Gun Club Road and 6th Parkway.

The signalized intersection of 5th Avenue with Gun Club Road experiences overall operations at LOS A during both morning and afternoon peak traffic hours.

The stop-controlled intersection of 6th Parkway with 1st Street shows turn movement operations at or better than LOS C during both morning and afternoon peak traffic hours.

The unsignalized intersections of 5th Avenue with Addison Way and Existing Access project turn movement operations at LOS A during both morning and afternoon peak traffic hours.

# IV. Proposed Project Traffic

## Trip Generation

Standard traffic generation characteristics compiled by the Institute of Transportation Engineers (ITE) in their report entitled Trip Generation Manual, 10th Edition, were applied to the proposed land use in order to estimate average daily traffic (ADT), AM Peak Hour, and PM Peak Hour vehicle trips. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination.

The previously approved Cross Creek traffic impact study used trip generation rates from ITE's Trip Generation Manual, 6th Edition, and included "Apartment", "Shopping Center", and "General Office Building" land uses in the same development area as currently proposed with this project.

The ITE land use codes 220 (Multifamily Housing (Low-Rise)), 820 (Shopping Center), 937 (Coffee/Donut Shop with Drive-Through Window), and 960 (Super Convenience Market/Gas Station) were used for estimating trip generation because of their best fit to the assumed land use descriptions.

As actual land uses, densities or site plans within the overall Cross Creek development becomes defined over time, it is expected that traffic generation characteristics considered within this study will need to be updated by more specific traffic analyses or studies to help assess if transportation improvements are needed to mitigate potential traffic impacts.

Trip generation rates used in this study are presented in Table 4.

**Table 4 – Trip Generation Rates**

| | | | TRIP GENERATION RATES | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| ITE | | | 24 | AM PEAK HOUR | | | PM PEAK HOUR | | |
| CODE | LAND USE | UNIT | HOUR | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| 220 | Multifamily Housing (Low-Rise) | DU | 7.32 | 0.11 | 0.35 | 0.46 | 0.35 | 0.21 | 0.56 |
| 820 | Shopping Center | KSF | 37.75 | 0.58 | 0.36 | 0.94 | 1.83 | 1.98 | 3.81 |
| 937 | Coffee / Donut Shop w/ DTW | KSF | 820.38 | 45.38 | 43.61 | 88.99 | 21.69 | 21.69 | 43.38 |
| 960 | Super Convience Market/Gas Station | KSF | 837.58 | 41.57 | 41.57 | 83.14 | 34.64 | 34.64 | 69.28 |

Key: DU = Dwelling Units. KSF = Thousand Square Feet Gross Floor Area.
Note: All data and calculations above are subject to being rounded to nearest value.

Table 5 illustrates projected ADT, AM Peak Hour, and PM Peak Hour traffic volumes likely generated by the assumed development upon build-out and provides a comparison to traffic volume estimates of the previously approved land use area.

**Table 5 – Trip Generation Summary**

| | | | | TOTAL TRIPS GENERATED | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ITE | | | | 24 | AM PEAK HOUR | | | PM PEAK HOUR | | |
| CODE | LAND USE | SIZE | | HOUR | ENTER | EXIT | TOTAL | ENTER | EXIT | TOTAL |
| Site Development - Previously Approved[1] | | | | | | | | | | |
| 220 | Apartment | 354 | DU | 2,347 | 28 | 152 | 180 | 149 | 71 | 220 |
| 710 | General Office Building | 115.0 | KSF | 7,458 | 106 | 68 | 174 | 330 | 358 | 688 |
| 820 | Shopping Center | 115.0 | KSF | 1,266 | 158 | 22 | 180 | 29 | 143 | 172 |
| | | | *Existing Total:* | *11,071* | *292* | *242* | *534* | *508* | *572* | *1,080* |
| Site Development - Assumed | | | | | | | | | | |
| 220 | Multifamily Housing (Low-Rise) | 148 | DU | 1,083 | 16 | 52 | 68 | 52 | 31 | 83 |
| 820 | Shopping Center | 88.0 | KSF | 3,322 | 51 | 31 | 83 | 161 | 174 | 335 |
| 937 | Coffee / Donut Shop w/ DTW | 2.4 | KSF | 1,969 | 109 | 105 | 214 | 52 | 52 | 104 |
| 960 | Super Convience Market/Gas Station | 4.7 | KSF | 3,895 | 193 | 193 | 387 | 161 | 161 | 322 |
| | | | *Proposed Total:* | *10,269* | *369* | *382* | *751* | *426* | *418* | *844* |
| | | | ***Difference Total:*** | ***-802*** | ***77*** | ***140*** | ***217*** | ***-82*** | ***-154*** | ***-236*** |

[1]Trip generation rates for Planning Areas J and K of Cross Creek, LCS Transportation Consultants, Inc., November 2002.
Note: All data and calculations above are subject to being rounded to nearest value.

Upon build-out and without consideration of applicable trip reductions, Table 5 illustrates that the assumed development has the potential to generate approximately 10,269 daily trips with 751 of those occurring during the morning peak hour and 844 during the afternoon peak hour. Table 5 further shows how the proposed development traffic volumes are within limits established by the previously approved Cross Creek traffic impact study.

## Adjustments to Trip Generation Rates

While a development of this type is likely to attract trips from within area land uses as well as pass-by or diverted linked trips from the adjacent roadway system, no trip reductions were assumed in this analysis. This assumption provides for a conservative analysis.

As example, published ITE pass-by and diverted link trip data indicates an average trip generation reduction rate between 46 and 78 percent as typical to service stations with convenience store. Considering the lowest reduction percentage, primary trip generation for the proposed development equates to approximately half of trip generation volumes for ITE land use code 960 (Super Convenience Market/Gas Station) presented in Table 5. Additionally, a minimum 10% internal capture reduction could be experienced between the assumed residential and retail land uses as the previously approved Cross Creek traffic impact study assumed a 20% internal capture reduction. A primary trip is defined by ITE as a trip made for the specific purpose of visiting the destination generator.

## Trip Distribution

The overall directional distribution of site-generated traffic was determined based on the location of development site within the City, proposed and existing area land uses, allowed turning movements, available roadway network, annual ADT counts provided by the City, annual ADT counts along E-470 provided by CDOT's OTIS, and in reference to the previously approved Cross Creek traffic impact study.

Overall trip distribution patterns for the development are shown on Figure 9.

## Trip Assignment

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network. Applying trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 9.

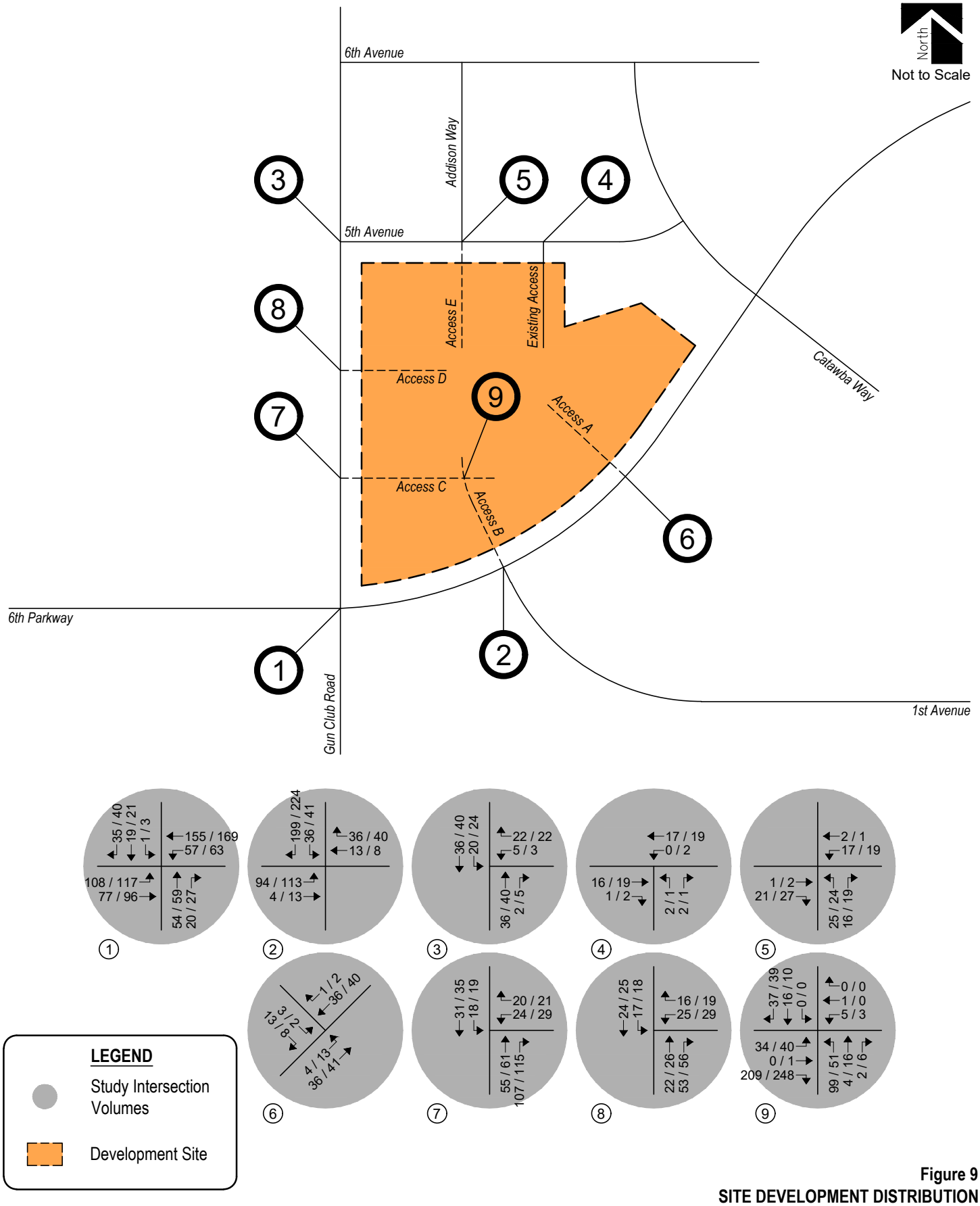



**Figure 9**
**SITE DEVELOPMENT DISTRIBUTION**
(%) : Overall
**SITE-GENERATED**
AM / PM Peak Hour

# V. Future Traffic Conditions With Proposed Developments

Site-generated traffic was added to background traffic projections for Years 2022 and 2040 to develop total traffic projections. For analysis purposes, it was assumed that development construction would be completed by end of Year 2022.

Pursuant to area roadway improvement discussions provided in Section III, Year 2022 and Year 2040 total traffic conditions assume no additional roadway improvements to accommodate regional transportation demands. Per Section III, the E-470 and 6th Parkway FDP development triggers the need for intersection improvements at 6th Parkway and Gun Club Road by Year 2040 and without consideration of the proposed Cross Creek development, including the addition of dual left turn lanes in the westbound direction. Therefore, roadway improvements associated with site development are expected to be limited to site access and frontage as required by the governing agency. This includes the addition of assumed right turn deceleration lanes along Gun Club Road at Access C and Access D.

A signal warrant analysis, using Year 2022 and 2040 total traffic volumes, was conducted for the Gun Club Road and 5th Avenue intersection, as well as the 6th Parkway intersections with 1st Avenue and Access A, to review potential for traffic signal control.

From a traffic volume perspective, Year 2022 analysis results conclude that both intersections were found to be above the minimum vehicle volumes required to meet Warrant 1 – Eight-Hour Vehicular Volume, Warrant 2 – Four-Hour Vehicular Volume, and Warrant 3 – Peak Hour, from the MUTCD, for the installation of a traffic signal. However, due to access spacing requirements defined within the City's NEATS Refresh, the 6th Parkway and 1st Avenue intersection analysis remained a stop-controlled condition while the Gun Club Road and 5th Avenue intersection was analyzed under traffic signal control. Warrant study worksheets are provided for reference in Appendix E.

Said intersections should be monitored further by City Staff as area development occurs to determine when or if signalization installation is appropriate.

Intersections interior to the overall development site were not considered in this study, are understood to be analyzed with future development plans as specific land uses become defined.

Projected Year 2022 total traffic volumes and intersection geometry are shown in Figure 10 and Figure 11, respectively.

Figure 12 and Figure 13 show projected total traffic volumes and intersection geometry for Year 2040, respectively.

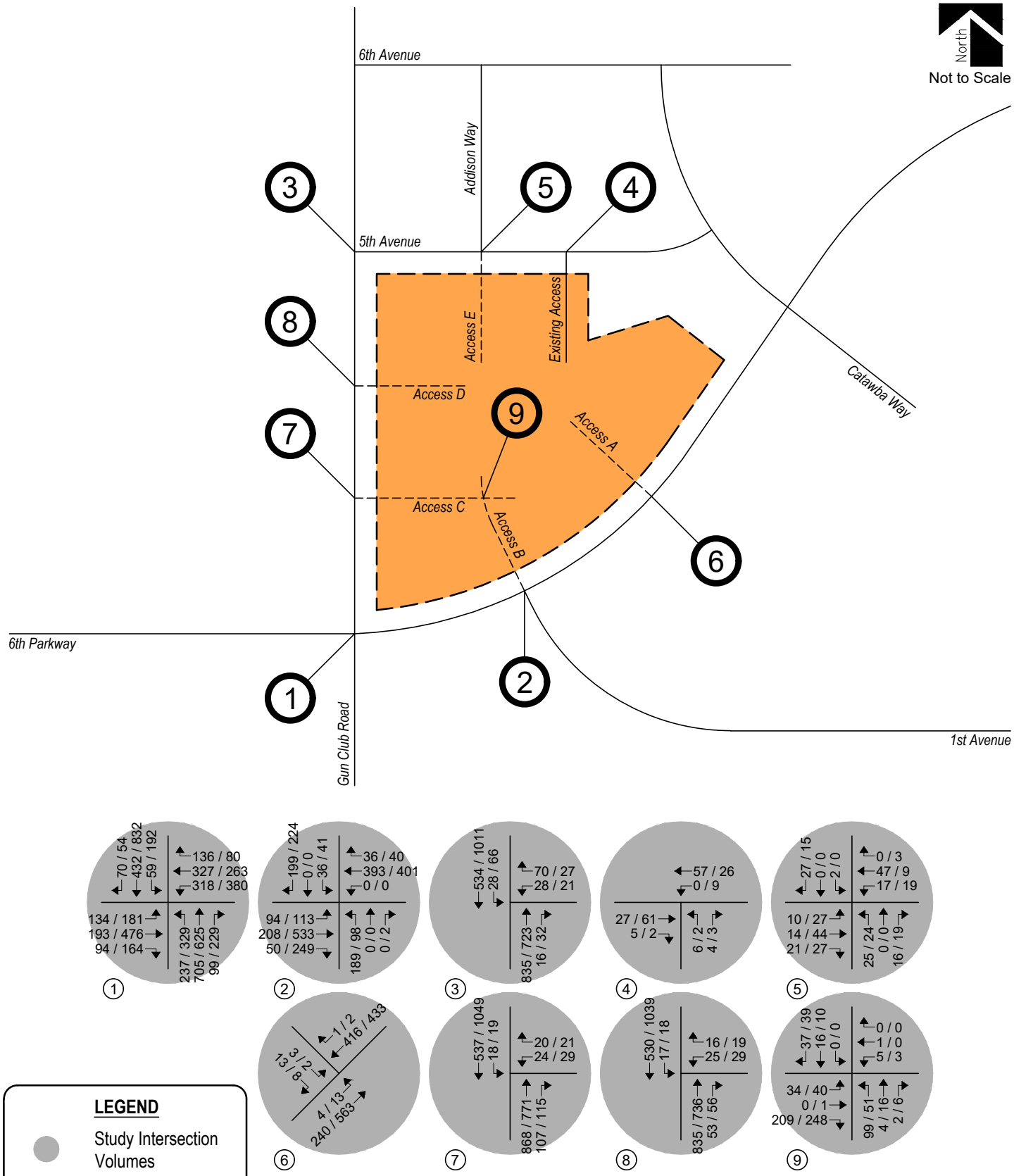



**Figure 10**
**TOTAL TRAFFIC - YEAR 2022**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

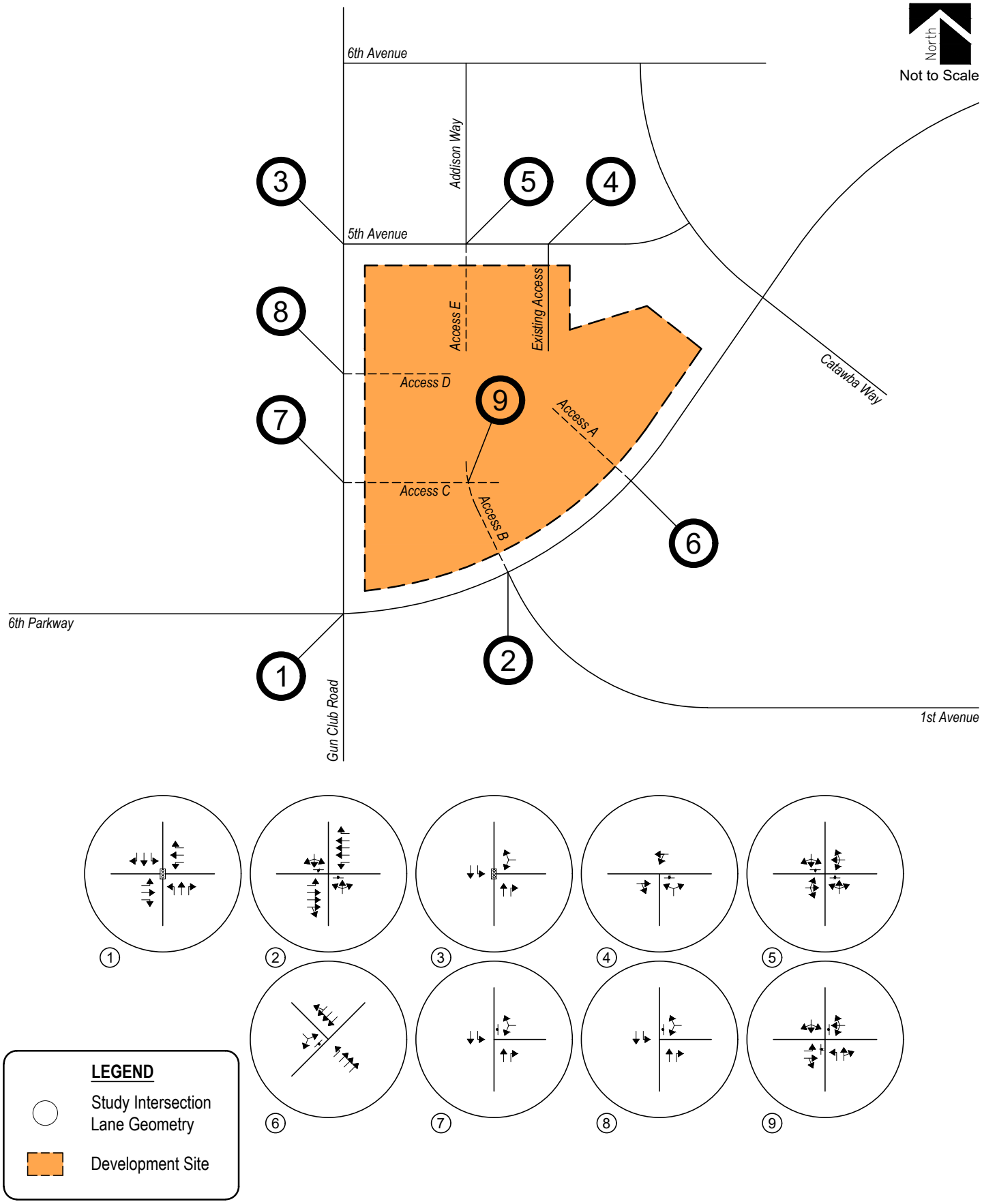



**Figure 11**
**TOTAL TRAFFIC - YEAR 2022**
Intersection Geometry

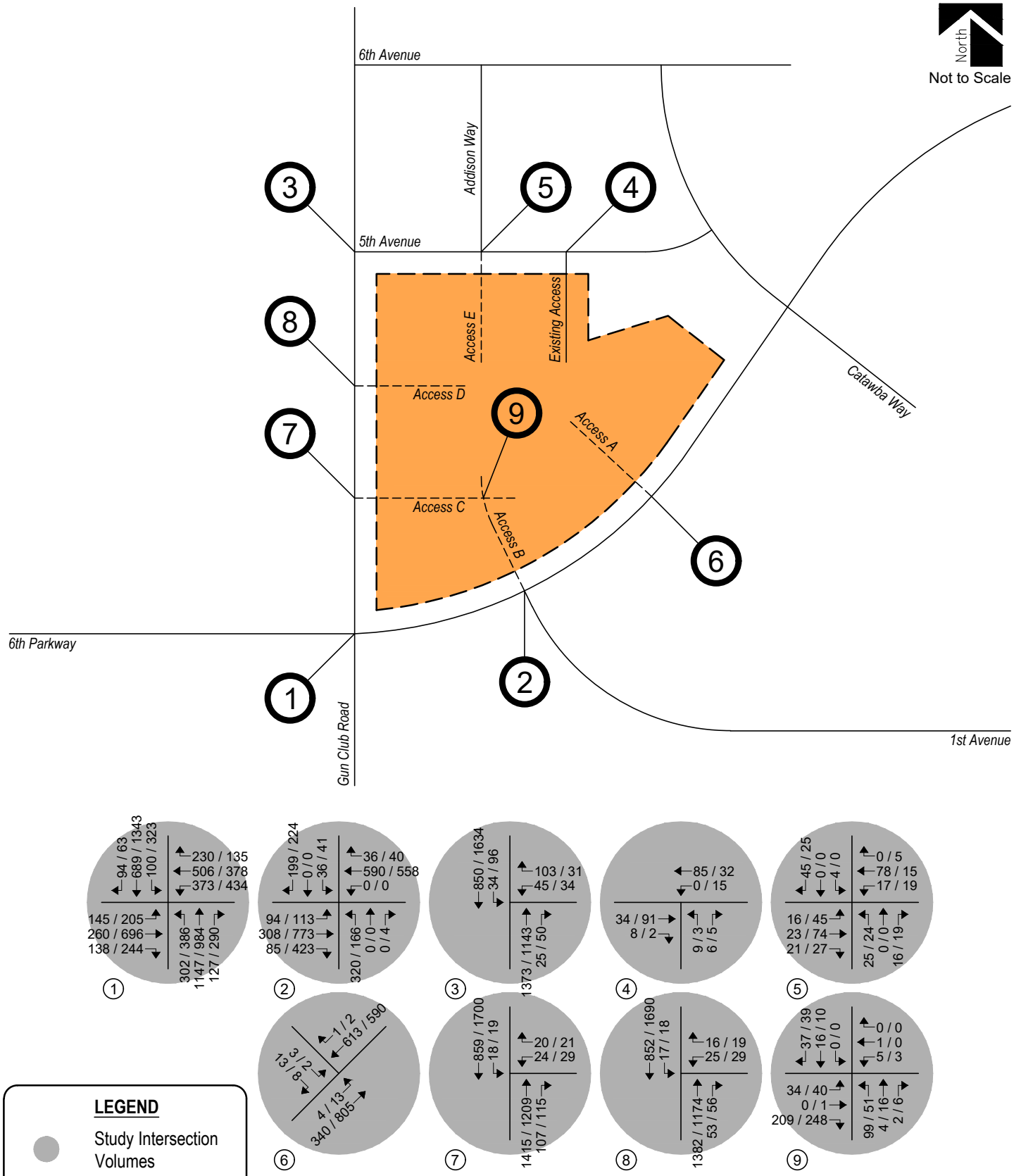



**Figure 12**
**TOTAL TRAFFIC - YEAR 2040**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

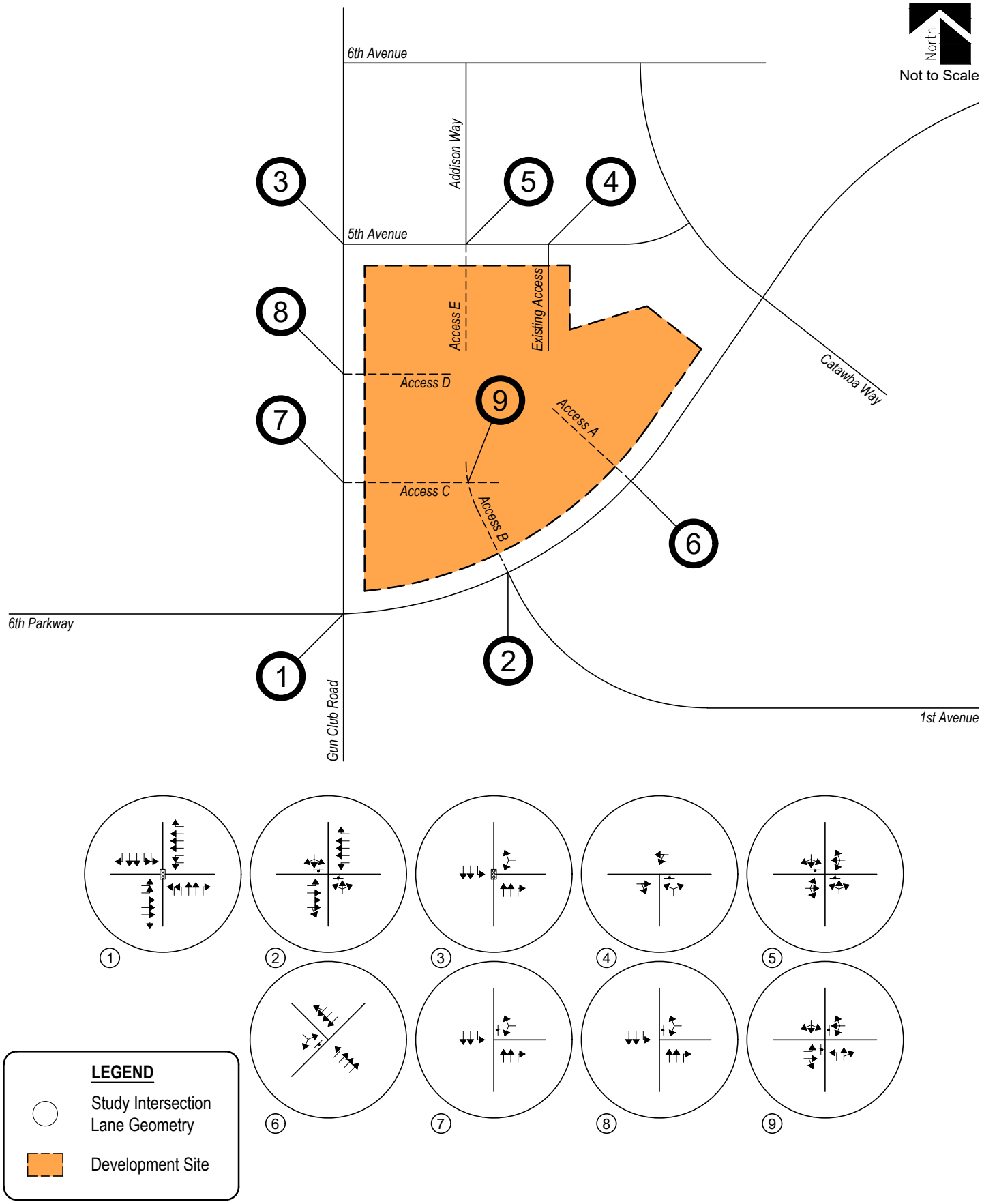



**Figure 13**
**TOTAL TRAFFIC - YEAR 2040**
Intersection Geometry

# VI. Project Impacts

The analyses and procedures described in this study were performed in accordance with the Highway Capacity Manual (HCM) and are based upon the worst-case conditions that occur during a typical weekday upon build-out of site development and analyzed land uses. Therefore, study intersections are likely to operate with traffic conditions better than those described within this study, which represent the peak hours of weekday operations only.

## Peak Hour Intersection Levels of Service

As with background traffic, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Total traffic level of service analysis results for Years 2022 and 2040 are summarized in Table 6 and Table 7, respectively.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets are provided in Appendix C.

## Table 6 – Intersection Capacity Analysis Summary – Total Traffic – Year 2022

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (33.0) | F (116.0) |
| Eastbound Left | D | E |
| Eastbound Through | D | F |
| Eastbound Right | A | B |
| Westbound Left | E | F |
| Westbound Through | C | C |
| Westbound Right | A | A |
| Northbound Left | C | F |
| Northbound Through | D | D |
| Northbound Right | A | B |
| Southbound Left | B | D |
| Southbound Through | C | F |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (6.4) | A (6.9) |
| Westbound Left and Right | B | B |
| Northbound Through | A | A |
| Northbound Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Access B) (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Westbound Left | A | A |
| Northbound Left, Through and Right | E | E |
| Southbound Left, Through and Right | C | C |
| 5th Avenue / Addison Way (Access E) (Stop-Controlled) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | A | A |
| Southbound Left, Through and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |
| 6th Parkway / Access A (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Southbound Left and Right | B | B |
| Gun Club Road / Access C (Stop-Controlled) | | |
| Westbound Left and Right | D | F |
| Southbound Left | B | B |
| Gun Club Road / Access D (Stop-Controlled) | | |
| Westbound Left and Right | D | F |
| Southbound Left | B | B |
| Access B / Access C (Stop-Controlled) | | |
| Eastbound Left | B | A |
| Eastbound Through and Right | A | A |
| Westbound Left, Through and Right | B | B |
| Northbound Left | A | A |
| Southbound Left, Through and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

## Table 7 – Intersection Capacity Analysis Summary – Total Traffic – Year 2040

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (33.9) | D (48.4) |
| Eastbound Left | E | E |
| Eastbound Through | D | F |
| Eastbound Right | B | B |
| Westbound Left | D | F |
| Westbound Through | D | D |
| Westbound Right | C | A |
| Northbound Left | E | F |
| Northbound Through | C | C |
| Northbound Right | A | B |
| Southbound Left | E | D |
| Southbound Through | C | D |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (7.9) | A (5.6) |
| Westbound Left and Right | C | B |
| Northbound Through | A | A |
| Northbound Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Access B) (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Westbound Left | A | A |
| Northbound Left, Through and Right | F | F |
| Southbound Left, Through and Right | C | C |
| 5th Avenue / Addison Way (Access E) (Stop-Controlled) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | A | B |
| Southbound Left, Through and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |
| 6th Parkway / Access A (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Southbound Left and Right | B | B |
| Gun Club Road / Access C (Stop-Controlled) | | |
| Westbound Left and Right | F | F |
| Southbound Left | B | A |
| Gun Club Road / Access D (Stop-Controlled) | | |
| Westbound Left and Right | F | F |
| Southbound Left | A | A |
| Access B / Access C (Stop-Controlled) | | |
| Eastbound Left | B | A |
| Eastbound Through and Right | A | A |
| Westbound Left, Through and Right | B | B |
| Northbound Left | A | A |
| Southbound Left, Through and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

**Total Traffic Analysis Results Upon Development Build-Out**

Table 7 illustrates how, by Year 2040 and upon development build-out, the signalized intersection of 6th Parkway with Gun Club Road shows an overall LOS C operation during morning peak traffic hours and LOS D operation during afternoon peak traffic hours. Compared to the background traffic analysis, the traffic generated by the proposed development is not expected to significantly change the operations of the study intersection.

The signalized intersection of 5th Avenue with Gun Club Road is projected to have overall operations at LOS A during both morning and afternoon peak traffic hours.

The unsignalized intersection of 6th Parkway with 1st Avenue (Access B) is projected to have morning and afternoon peak traffic hour operations at or better than LOS C. Exceptions would include the northbound turning movement which operates at LOS F during both peak traffic hours. The LOS F operations are attributed to the through traffic volume along 6th Parkway and the stop-controlled nature of the intersection. In order to provide mitigation to the LOS F operation anticipated, it is recommended restricting the intersection to a ¾-movement, preventing the northbound left turn movement. Northbound motorists along 1st Avenue desiring to access 6th Parkway westbound may do so at Catawba Way or by means of Harvest Road. Another mitigating solution would include signalization of the intersection, consistent with that recommended in the previously approved Cross Creek traffic impact study. However, it is not recommended due to the lack of intersection spacing compared to spacing requirements defined within the City's NEATS Refresh. Alternative intersection design may be studied further by City Staff to determine solutions to the anticipated poor levels of service.

The stop-controlled intersection of 5th Avenue with Addison Way (Access E) is anticipated to have turn movement operations at LOS A during morning peak traffic hours and LOS B or better during afternoon peak traffic hours.

The stop-controlled intersection of 5th Avenue with Existing Access has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

The unsignalized intersection of 6th Parkway with Access A is shown to have turn movement operations at LOS B during both morning and afternoon peak traffic hours.

The unsignalized intersections of Gun Club Road with Access C and Access D are shown to have turn movement operations at, or better than, LOS B during morning peak traffic hours and LOS A during afternoon peak traffic hours. Exceptions would include the westbound turning movements which operates at LOS F during both peak traffic hours. The LOS F operations are attributed to the through traffic volumes along Gun Club Road and the stop-controlled nature of the intersection. The addition of exclusive turn lanes is not anticipated to mitigate the poor levels or service, and signalization is not recommended due to limited access spacing from 6th Parkway and 5th Avenue. However, it is not recommended that development access be more limited or restricted than that proposed. Limited access will interfere with the development's ability to equally distribute traffic within the site and out to available roadways, thus impacting future traffic in the surrounding area and potentially causing the adjacent roadway network to be used in a manner not intended for or cause additional delay at other adjacent intersections.

It is to be noted that it is not uncommon for unsignalized movements to or from an arterial roadway, in urban areas, to operate with noticeable delays during peak traffic hours. It is, however, likely that turn movements will operate better than the results obtained with this HCM Two Way Stop Control (TWSC) level of service analysis would indicate, as the HCM analysis may not accurately account for the effect of vehicle platooning and gaps caused by upstream signals. The upstream signal controls on 6th Parkway and 5th Avenue will tend to create additional gaps in the traffic stream for turning movements at Access C and Access D and will most likely provide mitigation to the LOS F operations projected during both peak traffic hours.

The stop-controlled intersection of Access B with Access C is projected to have turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

**Queue Length Analysis**

Queue lengths for existing and proposed site access intersections with 6th Parkway and Gun Club Road were analyzed using Year 2040 total traffic conditions. The analysis yields estimate of 95th percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths were modeled and are included with the Synchro worksheets in Appendix C.

Tables 8 summarizes the 95th percentile queue results in comparison to the projected storage requirements for turn movements within the study area for Years 2040.

No significant queues along 6th Parkway or Gun Club Road at the existing and proposed site accesses were indicated. Queue lengths along 6th Parkway and Gun Club Road are approximately one to two vehicles during either peak hour. Minor queuing along site access drives are anticipated at their intersections with 6th Parkway and Gun Club Road. These minor queue lengths can be accommodated on-site without negatively impacting the adjacent roadway network.

It should be noted that projected queuing along 1st Avenue is considered significant. The greatest queue lengths anticipated during morning and afternoon peak traffic hours are 24 and 14 vehicles in the northbound direction, respectively. Even without proposed development traffic, 95th percentile queuing along 1st Avenue has the potential to block the intersection of 1st Avenue with 1st Place / Biloxi Way. Analysis results conclude the addition of exclusive northbound turn lanes does not mitigate the anticipated queuing. Restricting the intersection to ¾-movement is recommended. Motorists desiring to access 6th Parkway westbound can do so by means of Catawba Way or Harvest Road.

## Table 8 – Turn Lane Queues and Storage Requirements – Total Traffic – Year 2040

| Intersection | Turn Movement | | Existing Turn Lane Length (feet) | AM Peak Hour 95th Percentile Queue Length (feet) | PM Peak Hour 95th Percentile Queue Length (feet) | CDOT SHAC Turn Lane Length (feet) | Recommended Turn Lane Length (feet) |
|---|---|---|---|---|---|---|---|
| Signalized Intersections | | | | | | | |
| 6th Parkway / Gun Club Road | EB | L | 125' | 97' | 128' | 640' | 125' x2 |
| | | T | - | 109' | 309' | - | - |
| | | R | - | 55' | 120' | 435' | 200' |
| | WB | L | 185' | 205' | 297' | 869' | 185' x2 |
| | | T | - | 181' | 141' | - | - |
| | | R | 540' | 147' | 56' | 435' | 540' |
| | NB | L | 120' | 174' | 274' | 386' | 120' x2 |
| | | T | - | 453' | 440' | - | - |
| | | R | 120' | 38' | 150' | 290' | 120' |
| | SB | L | 120' | 73' | 185' | 323' | 120' x2 |
| | | T | - | 224' | 703' | - | - |
| | | R | - | 27' | 20' | 100' | 200' |
| 5th Avenue / Gun Club Road | WB | L,R | - | 86' | 42' | - | - |
| | NB | T | - | 351' | 366' | - | - |
| | | R | - | 8' | 13' | 50' | 60' |
| | SB | L | 100' | 22' | 41' | 100' | 100' |
| | | T | - | 114' | 235' | - | - |
| Stop-Controlled Intersections | | | | | | | |
| 6th Parkway / 1st Avenue (Access B) | EB | L | 230' | 18' | 20' | 548' | 230' |
| | | T,R | - | 0' | 0' | - | - |
| | WB | L | 230' | 0' | 0' | 485' | 230' |
| | | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 435' | 50' |
| | NB | L,T,R | - | 573' | 323' | - | - |
| | SB | L,T,R | - | 73' | 78' | - | - |
| 5th Avenue / Existing Access | EB | T,R | - | 0' | 0' | - | - |
| | WB | L,T | - | 0' | 0' | - | - |
| | NB | L,R | - | 3' | 0' | - | - |
| 5th Avenue / Addison Way (Access E) | EB | L,T,R | - | 0' | 3' | - | - |
| | WB | L,T,R | - | 0' | 0' | - | - |
| | NB | L,T,R | - | 5' | 5' | - | - |
| | SB | L,T,R | - | 5' | 3' | - | - |
| 6th Parkway / Access A | EB | L | - | 0' | 3' | 460' | 225' |
| | | T | - | 0' | 0' | - | - |
| | WB | T,R | - | 0' | 0' | - | - |
| | SB | L,R | - | 3' | 3' | - | - |
| Gun Club Road / Access C | WB | L,R | - | 65' | 113' | - | - |
| | NB | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 115' | 115' |
| | SB | L | - | 3' | 3' | 25' | 25' |
| | | T | - | 0' | 0' | - | - |
| Gun Club Road / Access D | WB | L,R | - | 63' | 105' | - | - |
| | NB | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 50' | 60' |
| | SB | L | - | 3' | 3' | 25' | 25' |
| | | T | - | 0' | 0' | - | - |
| Access B / Access C | EB | L | - | 5' | 5' | 180' | 180' |
| | | T,R | - | 20' | 25' | - | - |
| | WB | L,T,R | - | 0' | 0' | - | - |
| | NB | L | - | 5' | 3' | 280' | 280' |
| | | T,R | - | 0' | 0' | - | - |
| | SB | L,T,R | - | 0' | 0' | - | - |

Note: Turn Lane Length does not include taper length.
x2 = Dual Turn Lanes.

**Auxiliary Lane Analysis**

Auxiliary lanes for site development accesses are to be based on the City's specifications which diverts auxiliary lane requirements to CDOT's code[6]. However, the City's supporting criteria does not identify CDOT access categories for 6th Parkway or Gun Club Road. In reference to the 6th Avenue Parkway Extension traffic analysis report and based on functional characteristics and assignment criteria for both roadways, 6th Parkway is assumed to have a CDOT access category of a Non-Rural Principal Highway (NR-A) and Gun Club Road as a Non-Rural Arterial (NR-B).

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 3.10(7)(a) of CDOT's code, reveals that left turn deceleration lanes along 6th Parkway at Access A and Access B are required since the development's projected peak hour left turn ingress volumes exceed the State's threshold of 10 vehicles per hour. These left turn lanes are already existing.

An evaluation of auxiliary lane requirements, pursuant to Section 3.10(7)(b) of CDOT's code, reveals that a right turn deceleration lane along 6th Parkway at Access A is not required since the development's projected peak hour right turn ingress volume does not exceed the State's threshold of 25 vehicles per hour. At Access B, a right turn deceleration lane along 6th Parkway is required since the development's projected peak hour right turn ingress volume exceeds the State's threshold of 25 vehicles per hour.

Pursuant to Section 3.11(4)(a) of CDOT's code, an evaluation of auxiliary lane requirements reveals that left turn deceleration lanes along Gun Club Road at 5th Avenue, Access C, and Access D are required since the development's anticipated peak hour left turn ingress volumes exceed the State's threshold of 10 vehicles per hour. A left turn lane at 5th Avenue is already existing. Left turn lanes at Access C and Access D will occur through restriping the existing two-way left turn median.

Section 3.11(4)(b) of CDOT's code reveals that right turn deceleration lanes along Gun Club Road at Access C, Access D and 5th Avenue are required since the development's projected peak hour right turn ingress volumes exceed the State's threshold of 25 vehicles per hour.

An evaluation of auxiliary lane requirements for internal roadways are to be based on CDOT requirements for access category Frontage Road (F-R). At the internal intersection of 1st Avenue (Access B) with Access C, Section 3.13(4)(a) of CDOT's code reveals that eastbound and northbound left turn lanes are required since the development's projected peak hour left turn volumes exceed the State's threshold of 25 vehicles per hour. Section 3.13(4)(c) indicates an eastbound right turn lane is required since the development's projected peak hour right turn volume exceeds the State's threshold of 50 vehicles per hour.

[6] State Highway Access Code, The Transportation Commission of Colorado, March 2002.

# VII. Additional Analysis

Additional analysis was conducted to consider the potential for ¾-movement restrictions at the Gun Club Road intersections with Access C and Access D. Additional analysis is also provided to evaluate how these restrictions influence traffic operations for the study intersections and surrounding roadway network.

Considering the ¾-movement conditions for the Gun Club Road intersections with Access C and Access D, the overall directional distribution of site-generated traffic was redistributed based on the location of the development site within the City, proposed and existing area land uses, allowed turning movements, available roadway network, annual ADT counts provided by the City, annual ADT counts along E-470 provided by CDOT's OTIS, and in reference to the previously approved Cross Creek traffic impact study.

Traffic assignment is how generated and distributed vehicle trips are expected to be loaded onto the available roadway network. Applying new trip distribution patterns to site-generated traffic provides the overall site-generated trip assignments shown on Figure 14.

Site-generated traffic was added to background traffic projections for Years 2022 and 2040 to develop total traffic projections.

Projected Year 2022 total traffic volumes and intersection geometry are shown in Figure 15 and Figure 16, respectively.

Figure 17 and Figure 18 show projected total traffic volumes and intersection geometry for Year 2040, respectively.

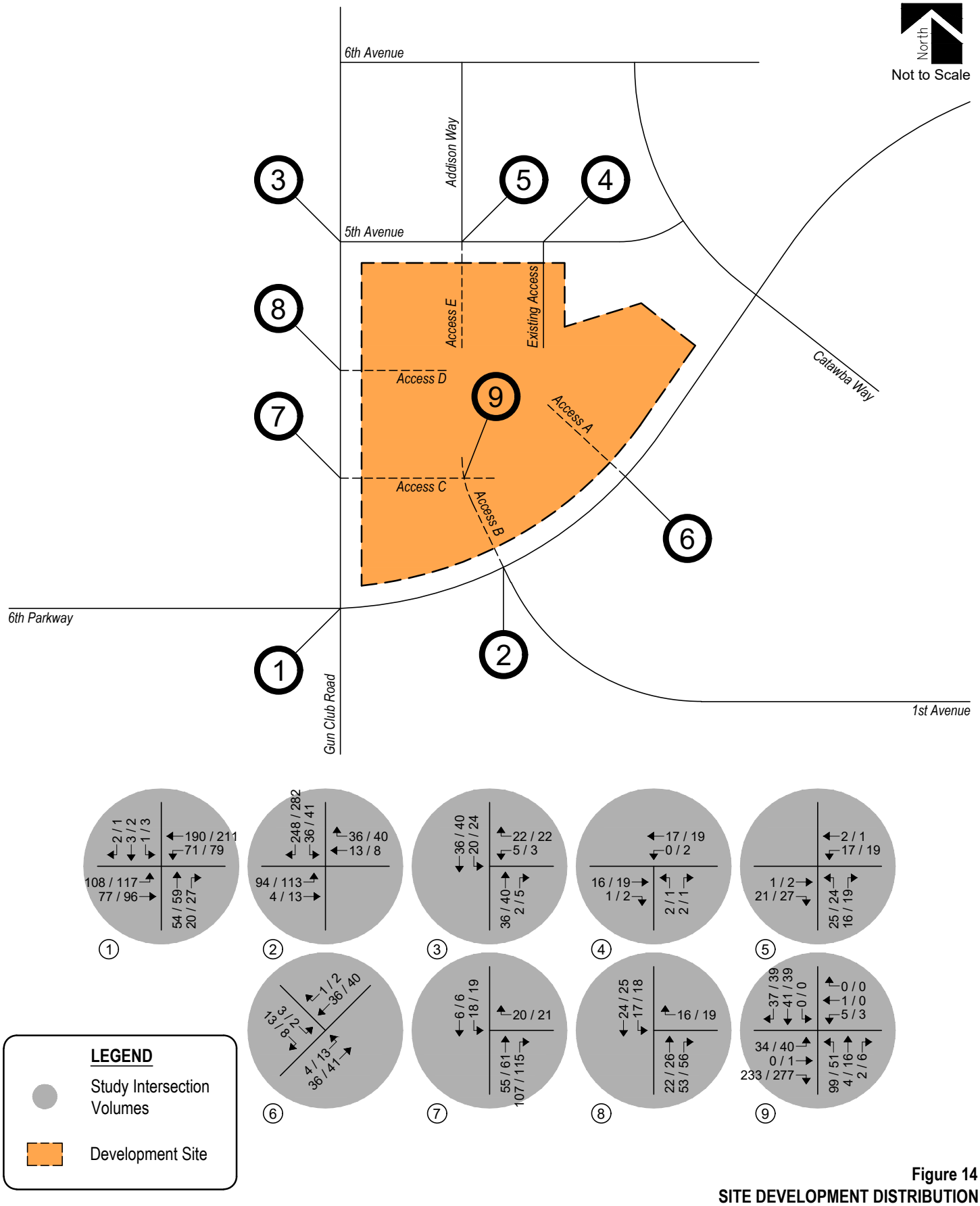



**Figure 14**
**SITE DEVELOPMENT DISTRIBUTION**
(%) : Overall
**SITE-GENERATED**
AM / PM Peak Hour

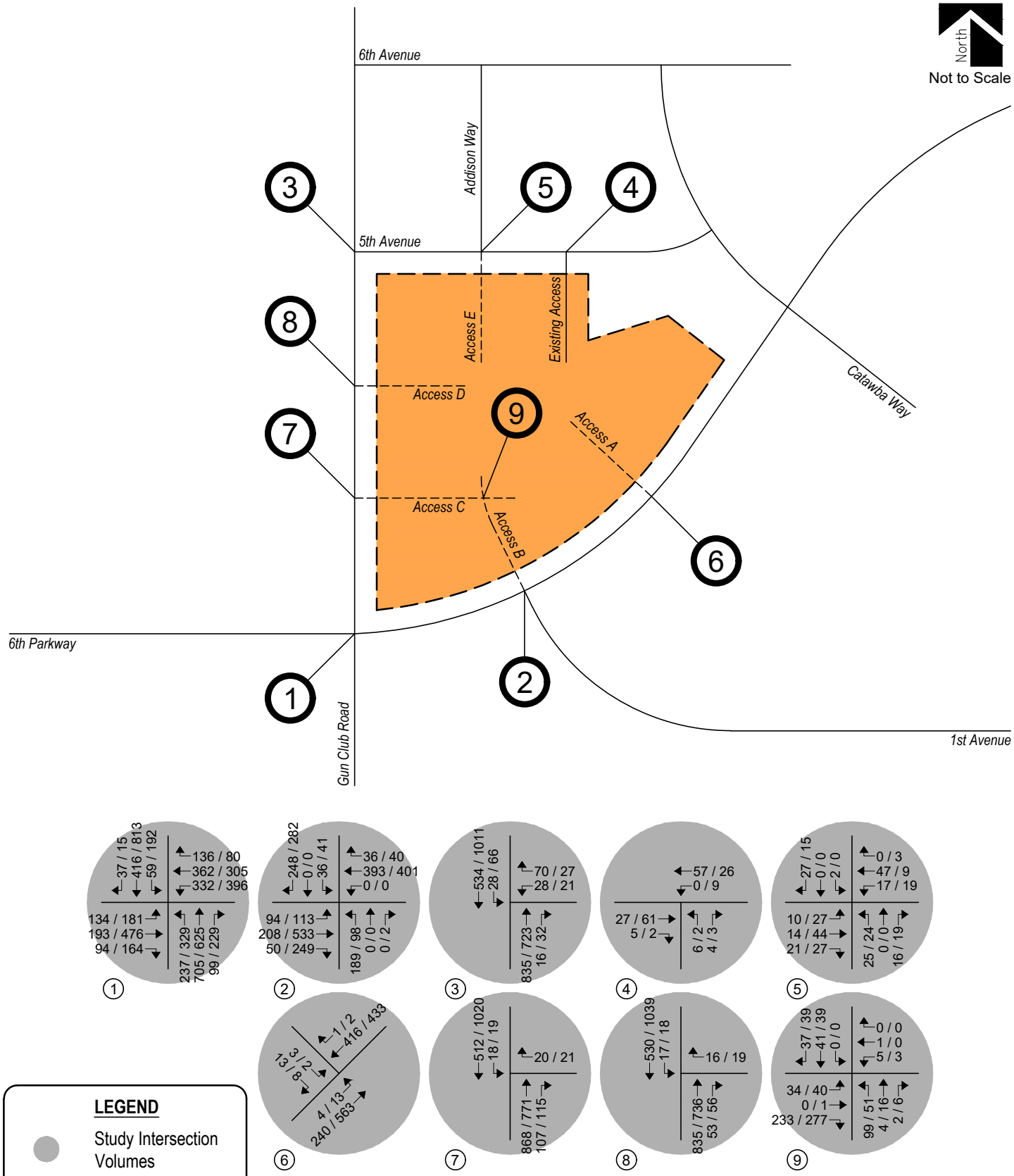



**Figure 15**
**TOTAL TRAFFIC - YEAR 2022**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

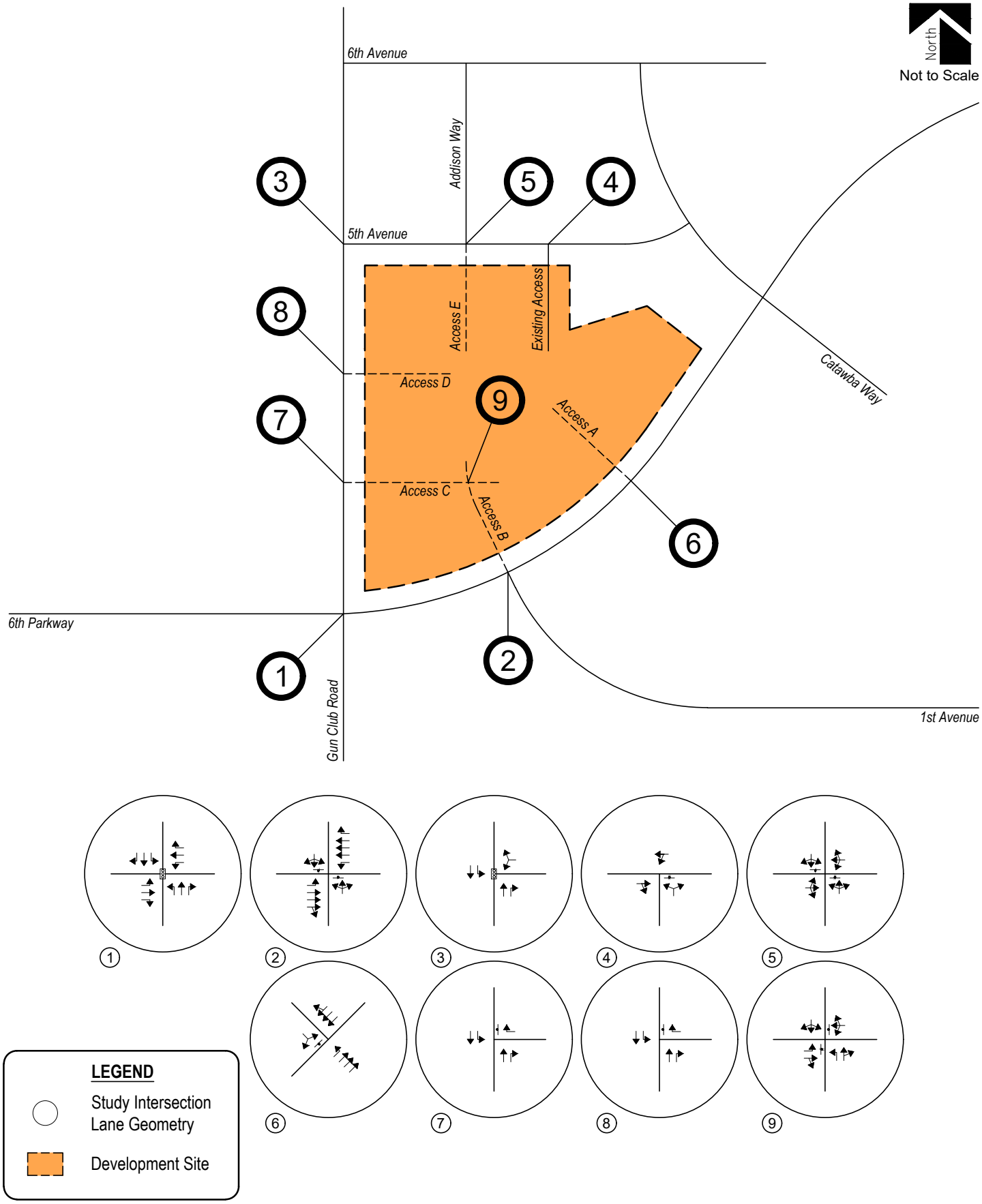



**Figure 16**
**TOTAL TRAFFIC - YEAR 2022**
Intersection Geometry

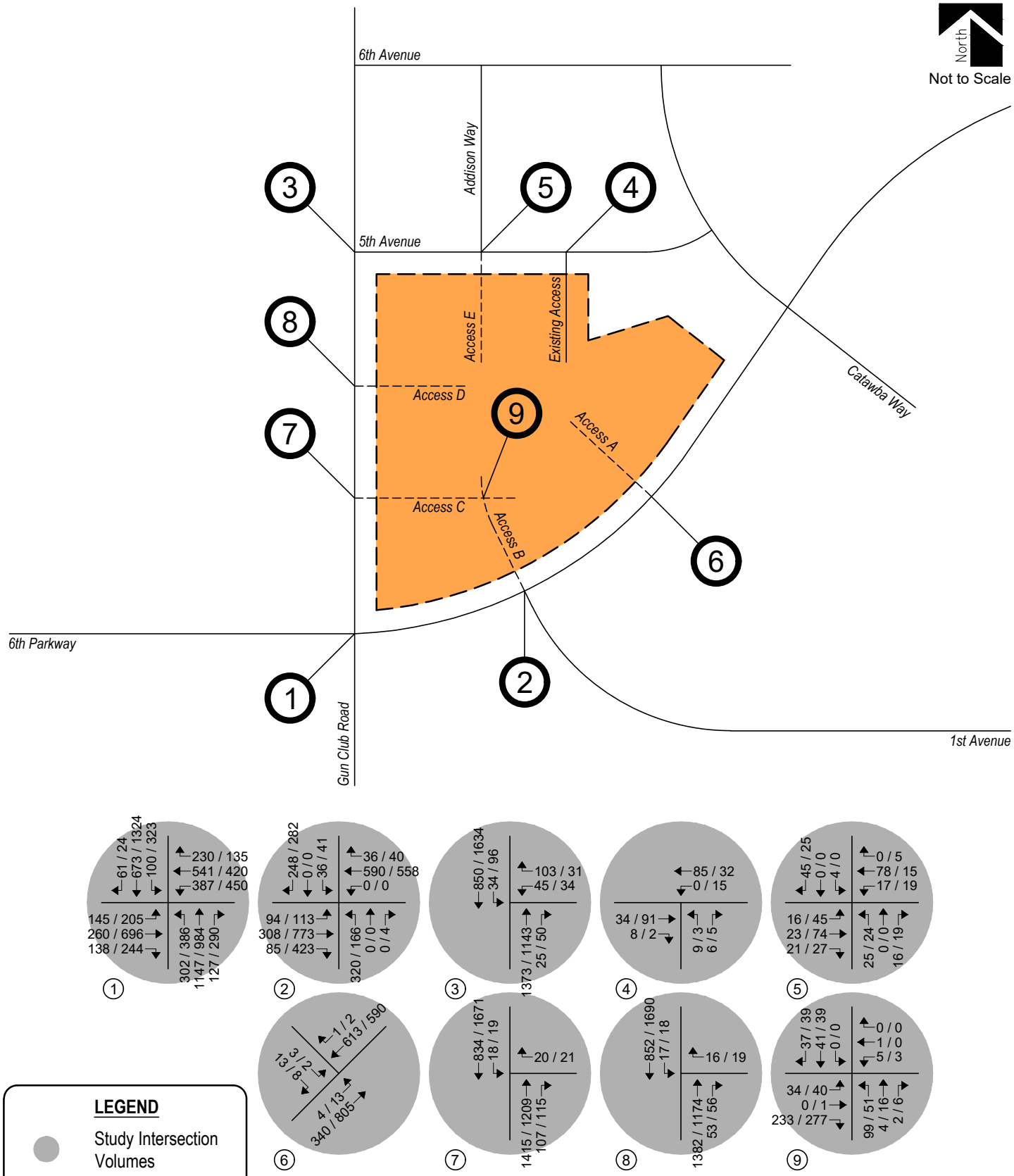



**Figure 17**
**TOTAL TRAFFIC - YEAR 2040**
Volumes
AM / PM Peak Hour
(ADT) : Average Daily Traffic

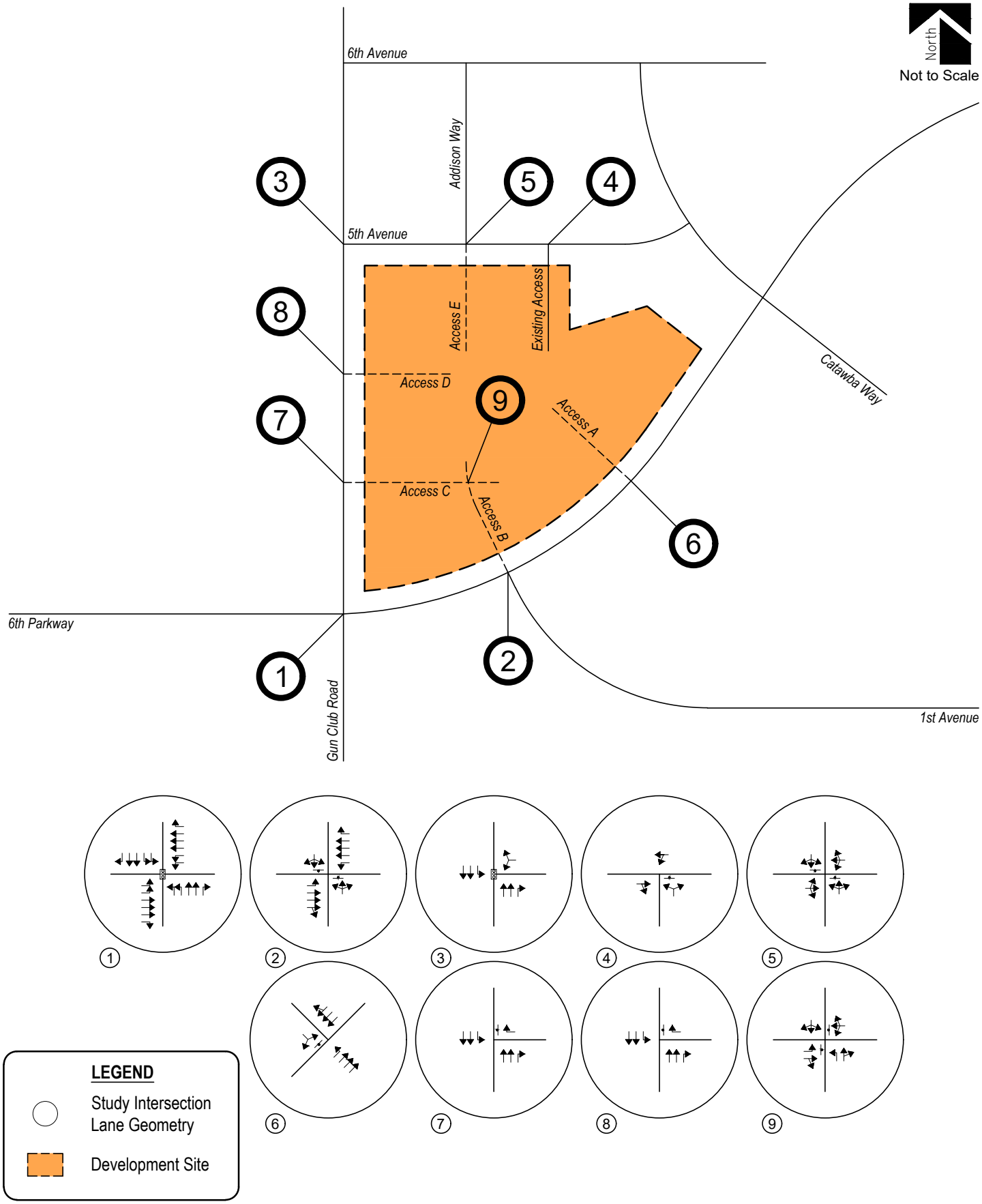



**Figure 18**
**TOTAL TRAFFIC - YEAR 2040**
Intersection Geometry

**Peak Hour Intersection Levels of Service**

Considering Access C and Access D operating as ¾-movement intersections, the operations of the study intersections were analyzed under projected total traffic conditions using the SYNCHRO computer program. Years 2022 and 2040 total traffic level of service analysis results are summarized in Table 9.

Definitions of levels of service are given in Appendix B. Intersection capacity worksheets for this additional analysis are provided in Appendix D.

## Table 9 – Additional Intersection Capacity Analysis Summary – Total Traffic – Year 2022

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (34.5) | F (118.5) |
| Eastbound Left | D | E |
| Eastbound Through | D | F |
| Eastbound Right | A | B |
| Westbound Left | E | F |
| Westbound Through | C | C |
| Westbound Right | A | A |
| Northbound Left | C | F |
| Northbound Through | D | D |
| Northbound Right | A | B |
| Southbound Left | B | D |
| Southbound Through | C | F |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (6.4) | A (6.9) |
| Westbound Left and Right | B | B |
| Northbound Through | A | A |
| Northbound Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Access B) (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Westbound Left | A | A |
| Northbound Left, Through and Right | F | F |
| Southbound Left, Through and Right | C | C |
| 5th Avenue / Addison Way (Access E) (Stop-Controlled) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | A | A |
| Southbound Left, Through and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |
| 6th Parkway / Access A (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Southbound Left and Right | B | B |
| Gun Club Road / Access C (Stop-Controlled) | | |
| Westbound Right | C | B |
| Southbound Left | B | B |
| Gun Club Road / Access D (Stop-Controlled) | | |
| Westbound Right | B | B |
| Southbound Left | B | B |
| Access B / Access C (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Eastbound Through and Right | A | B |
| Westbound Left, Through and Right | B | B |
| Northbound Left | A | A |
| Southbound Left, Through and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

## Table 10 – Additional Intersection Capacity Analysis Summary – Total Traffic – Year 2040

| INTERSECTION | LEVEL OF SERVICE | |
|---|---|---|
| LANE GROUPS | AM PEAK HOUR | PM PEAK HOUR |
| 6th Parkway / Gun Club Road (Signalized) | C (34.4) | D (48.9) |
| Eastbound Left | E | E |
| Eastbound Through | D | F |
| Eastbound Right | B | B |
| Westbound Left | D | F |
| Westbound Through | D | D |
| Westbound Right | C | A |
| Northbound Left | E | F |
| Northbound Through | C | C |
| Northbound Right | A | B |
| Southbound Left | E | E |
| Southbound Through | C | D |
| Southbound Right | A | A |
| 5th Avenue / Gun Club Road (Signalized) | A (7.9) | A (5.5) |
| Westbound Left and Right | C | B |
| Northbound Through | A | A |
| Northbound Right | A | A |
| Southbound Left | A | A |
| Southbound Through | A | A |
| 6th Parkway / 1st Avenue (Access B) (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Westbound Left | A | A |
| Northbound Left, Through and Right | F | F |
| Southbound Left, Through and Right | C | C |
| 5th Avenue / Addison Way (Access E) (Stop-Controlled) | | |
| Eastbound Left, Through and Right | A | A |
| Westbound Left, Through and Right | A | A |
| Northbound Left, Through and Right | A | B |
| Southbound Left, Through and Right | A | A |
| 5th Avenue / Existing Access (Stop-Controlled) | | |
| Westbound Left and Through | A | A |
| Northbound Left and Right | A | A |
| 6th Parkway / Access A (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Southbound Left and Right | B | B |
| Gun Club Road / Access C (Stop-Controlled) | | |
| Westbound Right | B | B |
| Southbound Left | B | A |
| Gun Club Road / Access D (Stop-Controlled) | | |
| Westbound Right | B | B |
| Southbound Left | A | A |
| Access B / Access C (Stop-Controlled) | | |
| Eastbound Left | B | B |
| Eastbound Through and Right | A | B |
| Westbound Left, Through and Right | B | B |
| Northbound Left | A | A |
| Southbound Left, Through and Right | A | A |

Key: Signalized Intersection: Level of Service (Control Delay in sec/veh)
Stop-Controlled Intersection: Level of Service

**Total Traffic Analysis Results Upon Development Build-Out – Additional Analysis**

Table 10 illustrates how, by Year 2040 and upon development build-out, the study intersections operate similar to results shown in Table 7, where the Gun Club Road intersections of Access C and Access D operate as full-movement intersections.

Considering ¾-movement conditions of Access C and Access D, Table 10 shows their intersections with Gun Club Road to have turning movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

**Queue Length Analysis – Additional Analysis**

With consideration of the Gun Club Road intersections with Access C and Access D operating as ¾-movement intersections, queue lengths for existing and proposed site access intersections were analyzed using Year 2040 total traffic conditions. The analysis yields estimate of 95$^{th}$ percentile queue lengths, which have only a five percent probability of being exceeded during the analysis time period. An average vehicle length of 25 feet was assumed. Queue lengths for additional analysis were modeled and are included with the Synchro worksheets in Appendix D.

Tables 11 summarizes the 95$^{th}$ percentile queue results in comparison to the projected storage requirements for turn movements within the study area for Years 2040.

No significant queues along 6$^{th}$ Parkway or Gun Club Road at the existing and proposed site accesses were indicated. Queue lengths along 6$^{th}$ Parkway and Gun Club Road are approximately one to two vehicles during either peak hour. Minor queuing along site access drives are anticipated at their intersections with 6$^{th}$ Parkway and Gun Club Road. These minor queue lengths can be accommodated on-site without negatively impacting the adjacent roadway network.

It should be noted that projected queuing along 1$^{st}$ Avenue continues to be considered significant. The greatest queue lengths anticipated during morning and afternoon peak traffic hours are 27 and 15 vehicles in the northbound direction, respectively. Even without proposed development traffic, 95$^{th}$ percentile queuing along 1$^{st}$ Avenue has the potential to block the intersection of 1$^{st}$ Avenue with 1$^{st}$ Place / Biloxi Way. Additional analysis results conclude the addition of exclusive northbound turn lanes does not mitigate the anticipated queuing. Restricting the intersection to ¾-movement is recommended. Motorists desiring to access 6$^{th}$ Parkway westbound can do so by means of Catawba Way or Harvest Road.

## Table 11 – Additional Turn Lane Queues and Storage Requirements – Total Traffic – Year 2040

| Intersection | Turn Movement | | Existing Turn Lane Length (feet) | AM Peak Hour 95th Percentile Queue Length (feet) | PM Peak Hour 95th Percentile Queue Length (feet) | CDOT SHAC Turn Lane Length (feet) | Recommended Turn Lane Length (feet) |
|---|---|---|---|---|---|---|---|
| Signalized Intersections | | | | | | | |
| 6th Parkway / Gun Club Road | EB | L | 125' | 97' | 128' | 640' | 125' x2 |
| | | T | - | 109' | 309' | - | - |
| | | R | - | 55' | 128' | 435' | 200' |
| | WB | L | 185' | 213' | 300' | 885' | 185' x2 |
| | | T | - | 193' | 154' | - | - |
| | | R | 540' | 147' | 56' | 435' | 540' |
| | NB | L | 120' | 174' | 274' | 386' | 120' x2 |
| | | T | - | 453' | 420' | - | - |
| | | R | 120' | 38' | 138' | 290' | 120' |
| | SB | L | 120' | 73' | 211' | 323' | 120' x2 |
| | | T | - | 217' | 698' | - | - |
| | | R | - | 9' | 0' | 50' | 200' |
| 5th Avenue / Gun Club Road | WB | L,R | - | 86' | 42' | - | - |
| | NB | T | - | 351' | 353' | - | - |
| | | R | - | 8' | 14' | 50' | 60' |
| | SB | L | 100' | 22' | 41' | 100' | 100' |
| | | T | - | 114' | 235' | - | - |
| Stop-Controlled Intersections | | | | | | | |
| 6th Parkway / 1st Avenue (Access B) | EB | L | 230' | 18' | 20' | 548' | 230' |
| | | T,R | - | 0' | 0' | - | - |
| | WB | L | 230' | 0' | 0' | 485' | 230' |
| | | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 435' | 50' |
| | NB | L,T,R | - | 653' | 373' | - | - |
| | SB | L,T,R | - | 100' | 113' | - | - |
| 5th Avenue / Existing Access | EB | T,R | - | 0' | 0' | - | - |
| | WB | L,T | - | 0' | 0' | - | - |
| | NB | L,R | - | 3' | 0' | - | - |
| 5th Avenue / Addison Way (Access E) | EB | L,T,R | - | 0' | 3' | - | - |
| | WB | L,T,R | - | 0' | 0' | - | - |
| | NB | L,T,R | - | 5' | 5' | - | - |
| | SB | L,T,R | - | 5' | 3' | - | - |
| 6th Parkway / Access A | EB | L | - | 0' | 3' | 460' | 225' |
| | | T | - | 0' | 0' | - | - |
| | WB | T,R | - | 0' | 0' | - | - |
| | SB | L,R | - | 3' | 3' | - | - |
| Gun Club Road / Access C | WB | R | - | 3' | 3' | - | - |
| | NB | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 115' | 115' |
| | SB | L | - | 3' | 3' | 25' | 25' |
| | | T | - | 0' | 0' | - | - |
| Gun Club Road / Access D | WB | R | - | 3' | 3' | - | - |
| | NB | T | - | 0' | 0' | - | - |
| | | R | - | 0' | 0' | 50' | 60' |
| | SB | L | - | 3' | 3' | 25' | 25' |
| | | T | - | 0' | 0' | - | - |
| Access B / Access C | EB | L | - | 5' | 5' | 180' | 180' |
| | | T,R | - | 25' | 33' | - | - |
| | WB | L,T,R | - | 0' | 0' | - | - |
| | NB | L | - | 5' | 3' | 280' | 280' |
| | | T,R | - | 0' | 0' | - | - |
| | SB | L,T,R | - | 0' | 0' | - | - |

Note: Turn Lane Length does not include taper length.
x2 = Dual Turn Lanes.

# VIII. Conclusion

This traffic impact study addressed the capacity, geometric, and control requirements associated with the development entitled Cross Creek. This proposed mixed-use development consists of multifamily residential and commercial land uses. The development is located on the northeast corner of 6th Parkway and Gun Club Road in Aurora, Colorado.

The study area to be examined in this analysis encompassed the 6th Parkway intersections with Gun Club Road and 1st Avenue, the 5th Avenue intersections with Gun Club Road, Addison Way, and existing site access, and proposed site accesses.

Analysis was conducted for critical AM Peak Hour and PM Peak Hour traffic operations for existing traffic conditions, Year 2022 and Year 2040 background traffic conditions, and Year 2022 and Year 2040 total traffic conditions.

Analysis of existing traffic conditions indicates that the signalized intersection of 6th Parkway with Gun Club Road has overall operations at LOS C during morning peak traffic hours and LOS D during afternoon peak traffic hours. The unsignalized intersection of 6th Parkway with 1st Avenue has turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours. The stop-controlled intersection of 5th Avenue with Gun Club Road has turn movement operations at or better than LOS D during morning peak traffic hours and LOS A during afternoon peak traffic hours. An exception would include the westbound turning movement which operates at LOS F during the afternoon peak traffic hour. The LOS F operation is attributed to the through traffic volume along Gun Club Road and the stop-controlled nature of the intersection. The unsignalized intersection of 5th Avenue with Addison Way has turn movement operations at LOS A during both morning and afternoon peak traffic hours. The unsignalized intersection of 5th Avenue with Existing Access has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

A signal warrant analysis, using existing traffic volumes, was conducted for the Gun Club Road and 5th Avenue intersection, as well as the 6th Parkway intersection with 1st Avenue, to review potential for traffic signal control. From a traffic volume perspective, analysis results conclude that both intersections were found to be above the minimum vehicle volumes required to meet Warrant 1 – Eight-Hour Vehicular Volume and Warrant 2 – Four-Hour Vehicular Volume, from the MUTCD, for the installation of a traffic signal. However, both intersections did not meet Warrant 3 – Peak Hour volume requirements for consideration of traffic signal control.

Without the proposed development, Year 2022 background operational analysis shows that the signalized intersection of 6th Parkway with Gun Club Road has overall operations at LOS C during morning peak traffic hours and LOS F during afternoon peak traffic hours. The LOS F operation anticipated during afternoon peak traffic periods is attributed to various left turning and through movements in all directions. To mitigate the anticipated LOS F operation, it is recommended widening both roadways to four through lanes at the intersection and adding dual left turn lanes in the westbound and northbound directions. The signalized intersection of 5th Avenue with Gun Club Road experiences overall operations at LOS A during both morning and afternoon peak traffic hours. All stop-controlled intersections with the study area have turn movement operations at or better than LOS B during both morning and afternoon peak traffic hours.

By Year 2040 and without the proposed development, the study intersection of 6th Parkway with Gun Club Road experiences overall LOS C operations during morning peak traffic hours and LOS D operations during afternoon peak traffic hours. The signalized intersection of 5th Avenue with Gun Club Road experiences overall operations at LOS A during both morning and afternoon peak traffic hours. The stop-controlled intersection of 6th Parkway with 1st Street shows turn movement operations at or better than LOS C during both morning and afternoon peak traffic hours. The unsignalized intersection of 5th Avenue with Addison Way projects turn movement operations at LOS A during both morning and afternoon peak traffic hours. The stop-controlled intersection of 5th Avenue with Existing Access has turn movement operations at LOS A during both morning and afternoon peak traffic hours.

A signal warrant analysis, using Year 2022 and 2040 background traffic volumes, was conducted for the Gun Club Road and 5th Avenue intersection, as well as the 6th Parkway intersection with 1st Avenue, to review potential for traffic signal control. From a traffic volume perspective, Year 2022 analysis results conclude that the 6th Parkway and 1st Avenue intersection was found to be above the minimum vehicle volumes required to meet Warrant 1 (Eight-Hour Vehicular Volume), Warrant 2 (Four-Hour Vehicular Volume), and Warrant 3 (Peak Hour), from the MUTCD, for the installation of a traffic signal. However, due to access spacing requirements defined within the City's NEATS Refresh, the 6th Parkway and 1st Avenue intersection analysis remained a stop-controlled condition. The Gun Club Road and 5th Avenue intersection was also found to be above the minimum vehicle volumes required to meet Warrants 1 and 2 for the installation of a traffic signal, but did not meet minimum vehicle volume requirements to meet Warrant 3 until Year 2040. As such, the Gun Club Road and 5th Avenue intersection was analyzed under traffic signal control. Warrant study worksheets are provided for reference in Appendix E. Said intersections should be monitored further by City Staff as area development occurs to determine when or if signalization installation is appropriate.

Analysis of future traffic conditions indicates that the addition of site-generated traffic is expected to create minimal negative impact to traffic operations for the existing and surrounding roadway system upon roadway and intersection control improvements assumed within this analysis. With all conservative assumptions defined in this analysis, the study intersections are projected to operate at future levels of service comparable to Year 2040 background traffic conditions.

No significant queues along 6th Parkway or Gun Club Road at the existing and proposed site accesses were indicated. Queue lengths along 6th Parkway and Gun Club Road are approximately one to two vehicles during either peak hour. Minor queuing along site access drives are anticipated at their intersections with 6th Parkway and Gun Club Road. These minor queue lengths can be accommodated on-site without negatively impacting the adjacent roadway network. It should be noted that projected queuing along 1st Avenue is considered significant. The greatest queue lengths anticipated during morning and afternoon peak traffic hours are 24 and 14 vehicles in the northbound direction, respectively. Even without proposed development traffic, 95th percentile queuing along 1st Avenue has the potential to block the intersection of 1st Avenue with 1st Place / Biloxi Way. Analysis results conclude the addition of exclusive northbound turn lanes does not mitigate the anticipated queuing. Restricting the intersection to ¾-movement is recommended. Motorists desiring to access 6th Parkway westbound can do so by means of Catawba Way or Harvest Road.

Considering development build-out, an evaluation of auxiliary lane requirements, pursuant to Section 3.10(7)(a) of CDOT's code, reveals that left turn deceleration lanes along 6th Parkway at Access A and Access B are required since the development's projected peak hour left turn ingress volumes exceed the State's threshold of 10 vehicles per hour. These left turn lanes are already existing. An evaluation of auxiliary lane requirements, pursuant to Section 3.10(7)(b) of CDOT's code, reveals that a right turn deceleration lane along 6th Parkway at Access A is not required since the development's projected peak hour right turn ingress volume does not exceed the State's threshold of 25 vehicles per hour. At Access B, a right turn deceleration lane along 6th Parkway is required since the development's projected peak hour right turn ingress volume exceeds the State's threshold of 25 vehicles per hour. Pursuant to Section 3.11(4)(a) of CDOT's code, an evaluation of auxiliary lane requirements reveals that left turn deceleration lanes at 5th Avenue, Access C, and Access D are required since the development's anticipated peak hour left turn ingress volumes exceed the State's threshold of 10 vehicles per hour. A left turn lane at 5th Avenue is already existing. Section 3.11(4)(b) of CDOT's code reveals that right turn deceleration lanes at Access C, Access D and 5th Avenue are required since the development's projected peak hour right turn ingress volumes exceed the State's threshold of 25 vehicles per hour.

Considering future development build-out conditions, considering the Gun Club Road intersections of Access C and Access D operations with ¾-movement restrictions, additional analysis indicates intersection levels of service and anticipated 95th percentile queuing are similar to results shown under full-movement conditions.

# APPENDIX A

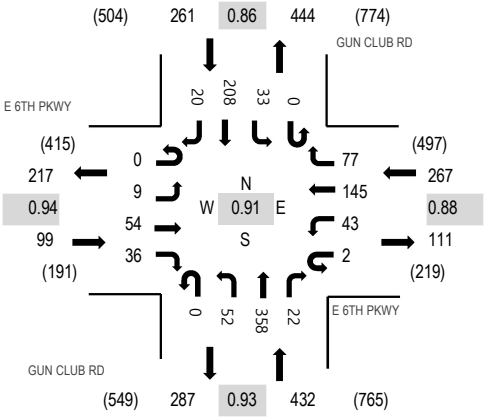
## Traffic Count Data
## Signal Timing Information

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

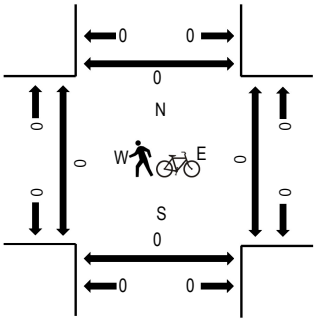
**Location:** 1 GUN CLUB RD & E 6TH PKWY AM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:00 AM - 07:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

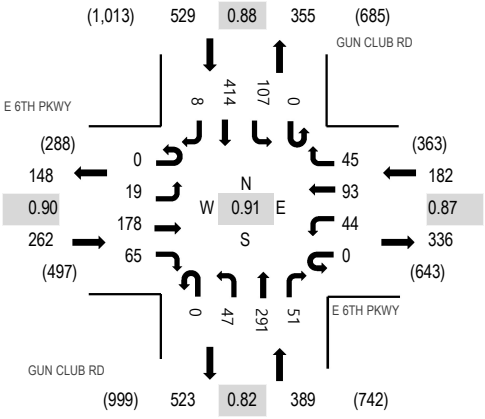
| Interval Start Time | E 6TH PKWY Eastbound | | | | E 6TH PKWY Westbound | | | | GUN CLUB RD Northbound | | | | GUN CLUB RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 1 | 11 | 10 | 1 | 13 | 39 | 23 | 0 | 8 | 101 | 7 | 0 | 9 | 64 | 3 | 290 | 1,059 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 3 | 9 | 14 | 1 | 7 | 35 | 24 | 0 | 13 | 84 | 4 | 0 | 10 | 45 | 8 | 257 | 1,008 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 2 | 19 | 6 | 0 | 8 | 37 | 17 | 0 | 18 | 79 | 4 | 0 | 9 | 56 | 6 | 261 | 984 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 3 | 15 | 6 | 0 | 15 | 34 | 13 | 0 | 13 | 94 | 7 | 0 | 5 | 43 | 3 | 251 | 938 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 3 | 18 | 7 | 0 | 10 | 33 | 11 | 0 | 15 | 65 | 8 | 0 | 15 | 51 | 3 | 239 | 898 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 4 | 9 | 5 | 0 | 10 | 36 | 16 | 0 | 17 | 72 | 5 | 0 | 9 | 50 | 0 | 233 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 12 | 9 | 0 | 8 | 39 | 12 | 0 | 10 | 65 | 2 | 0 | 8 | 47 | 2 | 215 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 1 | 4 | 12 | 7 | 0 | 7 | 25 | 23 | 0 | 13 | 54 | 7 | 0 | 3 | 51 | 4 | 211 | | 0 | 0 | 0 | 0 |
| Count Total | 1 | 21 | 105 | 64 | 2 | 78 | 278 | 139 | 0 | 107 | 614 | 44 | 0 | 68 | 407 | 29 | 1,957 | | 0 | 0 | 0 | 0 |
| Peak Hour | 0 | 9 | 54 | 36 | 2 | 43 | 145 | 77 | 0 | 52 | 358 | 22 | 0 | 33 | 208 | 20 | 1,059 | | 0 | 0 | 0 | 0 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

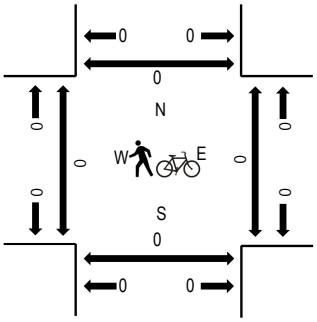
**Location:** 1 GUN CLUB RD & E 6TH PKWY PM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

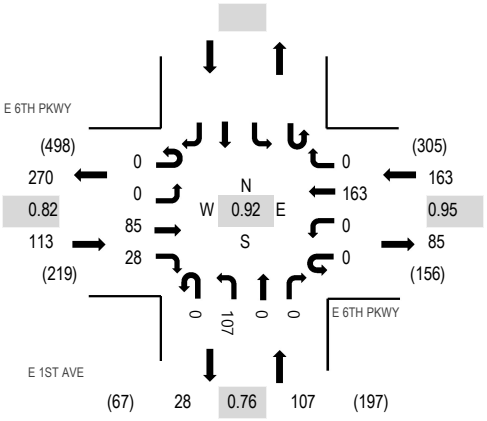
| Interval Start Time | E 6TH PKWY Eastbound | | | | E 6TH PKWY Westbound | | | | GUN CLUB RD Northbound | | | | GUN CLUB RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 4 | 38 | 12 | 0 | 12 | 23 | 12 | 0 | 10 | 60 | 9 | 0 | 16 | 84 | 1 | 281 | 1,253 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 4 | 52 | 17 | 0 | 11 | 27 | 13 | 0 | 7 | 67 | 20 | 0 | 27 | 88 | 2 | 335 | 1,291 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 7 | 33 | 13 | 0 | 8 | 24 | 9 | 0 | 10 | 72 | 7 | 0 | 25 | 114 | 2 | 324 | 1,305 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 10 | 36 | 9 | 0 | 12 | 22 | 8 | 0 | 9 | 64 | 18 | 0 | 26 | 96 | 3 | 313 | 1,356 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 3 | 45 | 10 | 0 | 17 | 23 | 14 | 0 | 13 | 62 | 15 | 0 | 22 | 92 | 3 | 319 | 1,362 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 6 | 46 | 21 | 0 | 7 | 25 | 8 | 0 | 6 | 68 | 10 | 0 | 24 | 127 | 1 | 349 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 4 | 49 | 18 | 0 | 10 | 20 | 15 | 0 | 15 | 90 | 13 | 0 | 36 | 104 | 1 | 375 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 6 | 38 | 16 | 0 | 10 | 25 | 8 | 0 | 13 | 71 | 13 | 0 | 25 | 91 | 3 | 319 | | 0 | 0 | 0 | 0 |
| Count Total | 0 | 44 | 337 | 116 | 0 | 87 | 189 | 87 | 0 | 83 | 554 | 105 | 0 | 201 | 796 | 16 | 2,615 | | 0 | 0 | 0 | 0 |
| Peak Hour | 0 | 19 | 178 | 65 | 0 | 44 | 93 | 45 | 0 | 47 | 291 | 51 | 0 | 107 | 414 | 8 | 1,362 | | 0 | 0 | 0 | 0 |

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

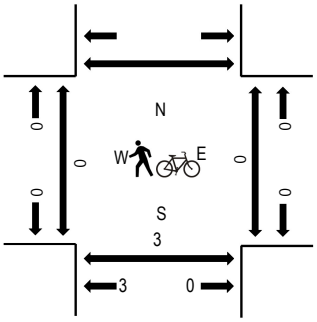
**Location:** 2 E 1ST AVE & E 6TH PKWY AM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:00 AM - 07:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 6TH PKWY Eastbound | | | | E 6TH PKWY Westbound | | | | E 1ST AVE Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 20 | 7 | 0 | 0 | 42 | 0 | 0 | 35 | 0 | 0 | | | | | 104 | 383 | 0 | 0 | 2 | |
| 7:15 AM | 0 | 0 | 17 | 10 | 0 | 0 | 40 | 0 | 0 | 28 | 0 | 0 | | | | | 95 | 369 | 0 | 0 | 0 | |
| 7:30 AM | 0 | 0 | 28 | 3 | 0 | 0 | 38 | 0 | 0 | 24 | 0 | 0 | | | | | 93 | 361 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 20 | 8 | 0 | 0 | 43 | 0 | 0 | 20 | 0 | 0 | | | | | 91 | 351 | 0 | 0 | 0 | |
| 8:00 AM | 0 | 0 | 26 | 12 | 0 | 0 | 38 | 0 | 0 | 14 | 0 | 0 | | | | | 90 | 338 | 0 | 0 | 2 | |
| 8:15 AM | 0 | 0 | 14 | 10 | 0 | 0 | 36 | 0 | 0 | 26 | 0 | 1 | | | | | 87 | | 0 | 0 | 1 | |
| 8:30 AM | 0 | 0 | 16 | 7 | 0 | 0 | 33 | 0 | 0 | 26 | 0 | 1 | | | | | 83 | | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 13 | 8 | 0 | 2 | 33 | 0 | 0 | 22 | 0 | 0 | | | | | 78 | | 0 | 0 | 0 | |
| Count Total | 0 | 0 | 154 | 65 | 0 | 2 | 303 | 0 | 0 | 195 | 0 | 2 | | | | | 721 | | 0 | 0 | 6 | |
| Peak Hour | 0 | 0 | 85 | 28 | 0 | 0 | 163 | 0 | 0 | 107 | 0 | 0 | | | | | 383 | | 0 | 0 | 3 | |

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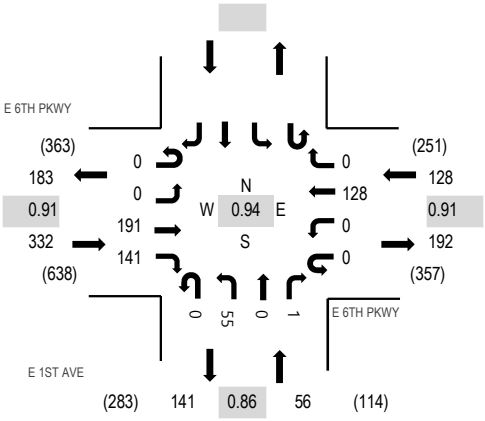
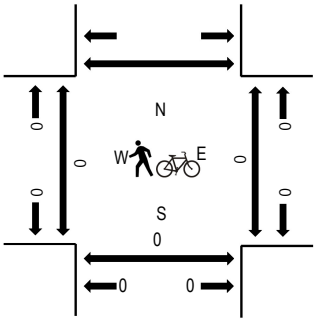
**Location:** 2 E 1ST AVE & E 6TH PKWY PM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:00 PM - 05:15 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 6TH PKWY Eastbound | | | | E 6TH PKWY Westbound | | | | E 1ST AVE Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 36 | 28 | 0 | 0 | 34 | 0 | 0 | 12 | 0 | 0 | | | | | 110 | 487 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 49 | 50 | 0 | 0 | 35 | 0 | 0 | 15 | 0 | 2 | | | | | 151 | 514 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 37 | 27 | 0 | 0 | 28 | 0 | 0 | 14 | 0 | 0 | | | | | 106 | 486 | 0 | 0 | 0 | |
| 4:45 PM | 2 | 0 | 41 | 36 | 0 | 0 | 26 | 0 | 1 | 14 | 0 | 0 | | | | | 120 | 513 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 53 | 30 | 0 | 0 | 35 | 0 | 0 | 19 | 0 | 0 | | | | | 137 | 516 | 0 | 0 | 0 | |
| 5:15 PM | 0 | 0 | 51 | 29 | 0 | 0 | 33 | 0 | 0 | 9 | 0 | 1 | | | | | 123 | | 0 | 0 | 0 | |
| 5:30 PM | 0 | 0 | 50 | 41 | 0 | 0 | 26 | 0 | 0 | 16 | 0 | 0 | | | | | 133 | | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 37 | 41 | 0 | 0 | 34 | 0 | 0 | 11 | 0 | 0 | | | | | 123 | | 0 | 0 | 0 | |
| Count Total | 2 | 0 | 354 | 282 | 0 | 0 | 251 | 0 | 1 | 110 | 0 | 3 | | | | | 1,003 | | 0 | 0 | 0 | |
| Peak Hour | 0 | 0 | 191 | 141 | 0 | 0 | 128 | 0 | 0 | 55 | 0 | 1 | | | | | 516 | | 0 | 0 | 0 | |

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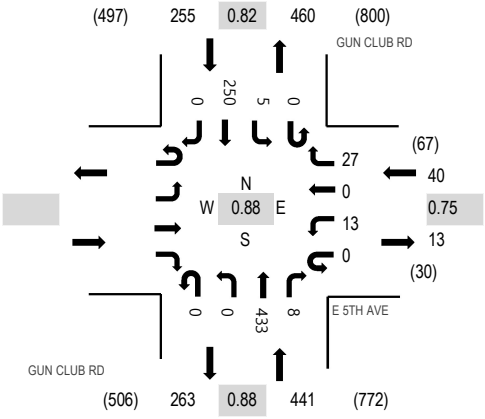
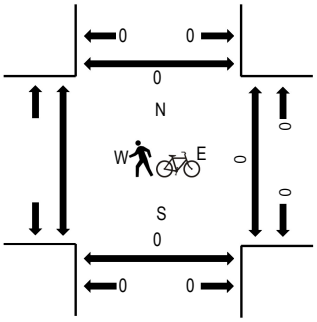
**Location:** 3 GUN CLUB RD & E 5TH AVE AM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:00 AM - 07:15 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | E 5TH AVE Westbound U-Turn | E 5TH AVE Westbound Left | E 5TH AVE Westbound Thru | E 5TH AVE Westbound Right | GUN CLUB RD Northbound U-Turn | GUN CLUB RD Northbound Left | GUN CLUB RD Northbound Thru | GUN CLUB RD Northbound Right | GUN CLUB RD Southbound U-Turn | GUN CLUB RD Southbound Left | GUN CLUB RD Southbound Thru | GUN CLUB RD Southbound Right | Total | Rolling Hour | Pedestrian Crossings West | Pedestrian Crossings East | Pedestrian Crossings South | Pedestrian Crossings North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7:00 AM | | | | | 0 | 3 | 0 | 4 | 0 | 0 | 125 | 0 | 0 | 3 | 75 | 0 | 210 | 736 | | 0 | 0 | 0 |
| 7:15 AM | | | | | 0 | 5 | 0 | 9 | 0 | 0 | 105 | 3 | 0 | 1 | 58 | 0 | 181 | 690 | | 0 | 0 | 0 |
| 7:30 AM | | | | | 0 | 4 | 0 | 8 | 0 | 0 | 97 | 2 | 0 | 1 | 67 | 0 | 179 | 661 | | 0 | 0 | 0 |
| 7:45 AM | | | | | 0 | 1 | 0 | 6 | 0 | 0 | 106 | 3 | 0 | 0 | 50 | 0 | 166 | 624 | | 0 | 0 | 0 |
| 8:00 AM | | | | | 0 | 3 | 0 | 6 | 0 | 0 | 82 | 2 | 0 | 2 | 69 | 0 | 164 | 600 | | 0 | 0 | 0 |
| 8:15 AM | | | | | 0 | 3 | 0 | 6 | 0 | 0 | 84 | 5 | 0 | 1 | 53 | 0 | 152 | | | 0 | 0 | 0 |
| 8:30 AM | | | | | 0 | 1 | 0 | 1 | 0 | 0 | 79 | 1 | 0 | 3 | 57 | 0 | 142 | | | 0 | 0 | 0 |
| 8:45 AM | | | | | 0 | 3 | 0 | 4 | 0 | 0 | 78 | 0 | 0 | 3 | 54 | 0 | 142 | | | 0 | 0 | 0 |
| Count Total | | | | | 0 | 23 | 0 | 44 | 0 | 0 | 756 | 16 | 0 | 14 | 483 | 0 | 1,336 | | | 0 | 0 | 0 |
| Peak Hour | | | | | 0 | 13 | 0 | 27 | 0 | 0 | 433 | 8 | 0 | 5 | 250 | 0 | 736 | | | 0 | 0 | 0 |

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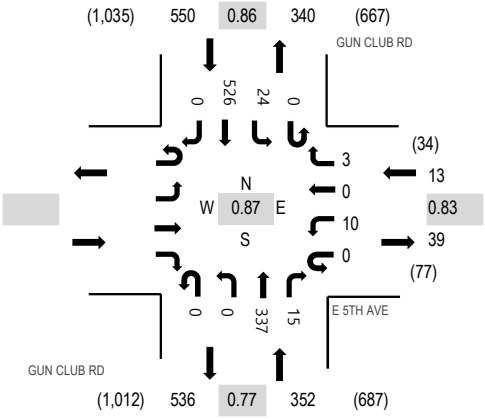
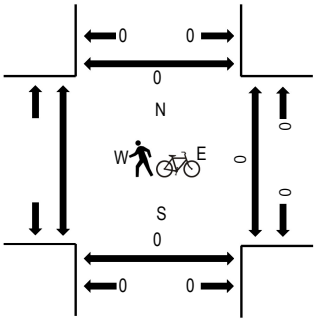
**Location:** 3 GUN CLUB RD & E 5TH AVE PM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 04:45 PM - 05:45 PM
**Peak 15-Minutes:** 05:30 PM - 05:45 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | Eastbound U-Turn | Eastbound Left | Eastbound Thru | Eastbound Right | E 5TH AVE Westbound U-Turn | E 5TH AVE Westbound Left | E 5TH AVE Westbound Thru | E 5TH AVE Westbound Right | GUN CLUB RD Northbound U-Turn | GUN CLUB RD Northbound Left | GUN CLUB RD Northbound Thru | GUN CLUB RD Northbound Right | GUN CLUB RD Southbound U-Turn | GUN CLUB RD Southbound Left | GUN CLUB RD Southbound Thru | GUN CLUB RD Southbound Right | Total | Rolling Hour | Pedestrian Crossings West | Pedestrian Crossings East | Pedestrian Crossings South | Pedestrian Crossings North |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | | | | | 0 | 2 | 0 | 4 | 0 | 0 | 77 | 3 | 0 | 8 | 99 | 0 | 193 | 850 | | 0 | 0 | 0 |
| 4:15 PM | | | | | 0 | 6 | 0 | 0 | 0 | 0 | 80 | 5 | 0 | 7 | 116 | 0 | 214 | 856 | | 0 | 0 | 0 |
| 4:30 PM | | | | | 0 | 4 | 0 | 1 | 0 | 0 | 85 | 2 | 0 | 5 | 133 | 0 | 230 | 882 | | 0 | 0 | 0 |
| 4:45 PM | | | | | 0 | 2 | 0 | 1 | 0 | 0 | 80 | 3 | 0 | 5 | 122 | 0 | 213 | 915 | | 0 | 0 | 0 |
| 5:00 PM | | | | | 0 | 4 | 0 | 0 | 0 | 0 | 73 | 5 | 0 | 4 | 113 | 0 | 199 | 906 | | 0 | 0 | 0 |
| 5:15 PM | | | | | 0 | 2 | 0 | 1 | 0 | 0 | 75 | 2 | 0 | 11 | 149 | 0 | 240 | | | 0 | 0 | 0 |
| 5:30 PM | | | | | 0 | 2 | 0 | 1 | 0 | 0 | 109 | 5 | 0 | 4 | 142 | 0 | 263 | | | 0 | 0 | 0 |
| 5:45 PM | | | | | 0 | 3 | 0 | 1 | 0 | 0 | 79 | 4 | 0 | 4 | 113 | 0 | 204 | | | 0 | 0 | 0 |
| Count Total | | | | | 0 | 25 | 0 | 9 | 0 | 0 | 658 | 29 | 0 | 48 | 987 | 0 | 1,756 | | | 0 | 0 | 0 |
| Peak Hour | | | | | 0 | 10 | 0 | 3 | 0 | 0 | 337 | 15 | 0 | 24 | 526 | 0 | 915 | | | 0 | 0 | 0 |

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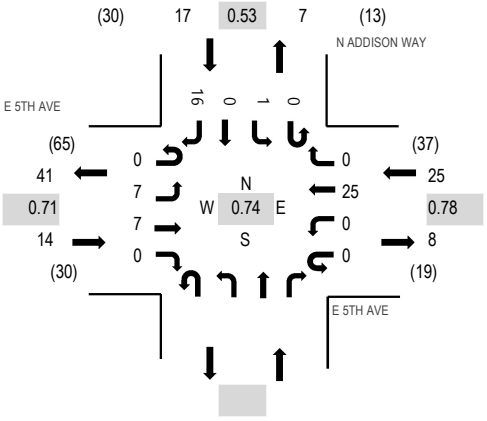
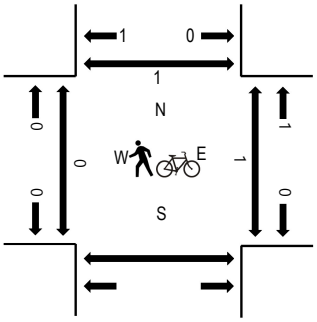
**Location:** 4 N ADDISON WAY & E 5TH AVE AM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 07:15 AM - 08:15 AM
**Peak 15-Minutes:** 07:15 AM - 07:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | Northbound | | | | N ADDISON WAY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South North |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | | | | | 0 | 0 | 0 | 3 | 10 | 53 | 0 | 0 | 0 |
| 7:15 AM | 0 | 1 | 3 | 0 | 0 | 0 | 7 | 0 | | | | | 0 | 1 | 0 | 7 | 19 | 56 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 2 | 0 | 0 | 0 | 8 | 0 | | | | | 0 | 0 | 0 | 3 | 14 | 52 | 0 | 1 | 1 |
| 7:45 AM | 0 | 3 | 0 | 0 | 0 | 0 | 5 | 0 | | | | | 0 | 0 | 0 | 2 | 10 | 44 | 0 | 0 | 0 |
| 8:00 AM | 0 | 2 | 2 | 0 | 0 | 0 | 5 | 0 | | | | | 0 | 0 | 0 | 4 | 13 | 44 | 0 | 0 | 0 |
| 8:15 AM | 0 | 5 | 1 | 0 | 0 | 0 | 4 | 0 | | | | | 0 | 0 | 0 | 5 | 15 | | 0 | 0 | 0 |
| 8:30 AM | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | | | | | 0 | 0 | 0 | 0 | 6 | | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | | | | | 0 | 1 | 0 | 4 | 10 | | 0 | 0 | 0 |
| Count Total | 0 | 13 | 17 | 0 | 0 | 0 | 37 | 0 | | | | | 0 | 2 | 0 | 28 | 97 | | 0 | 1 | 1 |
| Peak Hour | 0 | 7 | 7 | 0 | 0 | 0 | 25 | 0 | | | | | 0 | 1 | 0 | 16 | 56 | | 0 | 1 | 1 |

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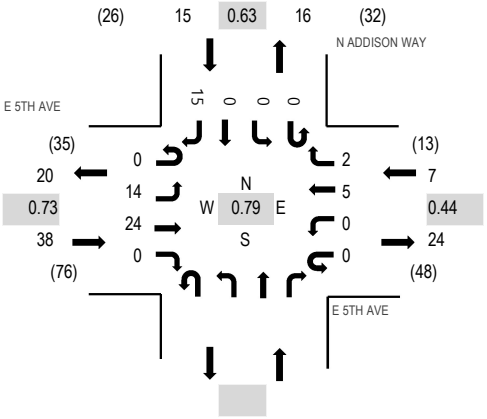
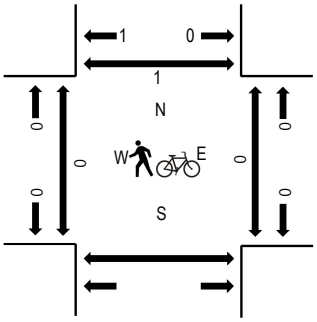
**Location:** 4 N ADDISON WAY & E 5TH AVE PM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 04:00 PM - 05:00 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | Northbound | | | | N ADDISON WAY Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 5 | 6 | 0 | 0 | 0 | 3 | 1 | | | | | 0 | 0 | 0 | 3 | 18 | 60 | 0 | 0 | | 0 |
| 4:15 PM | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 0 | 6 | 19 | 55 | 0 | 0 | | 1 |
| 4:30 PM | 0 | 2 | 5 | 0 | 0 | 0 | 1 | 0 | | | | | 0 | 0 | 0 | 4 | 12 | 54 | 0 | 0 | | 0 |
| 4:45 PM | 0 | 3 | 5 | 0 | 0 | 0 | 1 | 0 | | | | | 0 | 0 | 0 | 2 | 11 | 53 | 0 | 0 | | 0 |
| 5:00 PM | 0 | 3 | 6 | 0 | 0 | 0 | 1 | 0 | | | | | 0 | 0 | 0 | 3 | 13 | 55 | 0 | 0 | | 1 |
| 5:15 PM | 0 | 3 | 10 | 0 | 0 | 0 | 1 | 1 | | | | | 0 | 1 | 0 | 2 | 18 | | 0 | 0 | | 0 |
| 5:30 PM | 0 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 3 | 11 | | 0 | 0 | | 0 |
| 5:45 PM | 1 | 3 | 4 | 0 | 0 | 0 | 2 | 1 | | | | | 0 | 0 | 0 | 2 | 13 | | 1 | 0 | | 0 |
| Count Total | 1 | 28 | 47 | 0 | 0 | 0 | 9 | 4 | | | | | 0 | 1 | 0 | 25 | 115 | | 1 | 0 | | 2 |
| Peak Hour | 0 | 14 | 24 | 0 | 0 | 0 | 5 | 2 | | | | | 0 | 0 | 0 | 15 | 60 | | 0 | 0 | | 1 |

All Traffic Data Services Inc.

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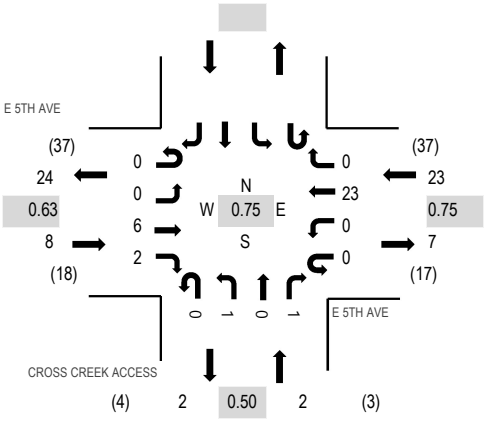
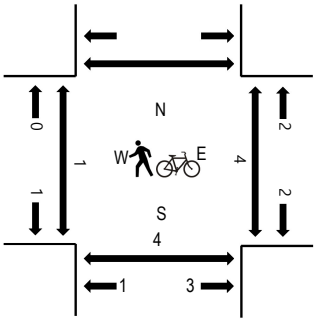
**Location:** 5 CROSS CREEK ACCESS & E 5TH AVE AM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 07:00 AM - 08:00 AM
**Peak 15-Minutes:** 07:15 AM - 07:30 AM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | CROSS CREEK ACCESS Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 2 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | | | | 7 | 33 | 0 | 0 | 1 | |
| 7:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 1 | | | | | 11 | 33 | 1 | 2 | 1 | |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | | | | | 9 | 27 | 0 | 0 | 1 | |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | | | | | 6 | 25 | 0 | 2 | 1 | |
| 8:00 AM | 0 | 0 | 2 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | | | | 7 | 25 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | | | | | 5 | | 0 | 2 | 0 | |
| 8:30 AM | 0 | 0 | 3 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | | | | | 7 | | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | | | | | 6 | | 0 | 0 | 0 | |
| Count Total | 0 | 0 | 15 | 3 | 0 | 1 | 36 | 0 | 0 | 1 | 0 | 2 | | | | | 58 | | 1 | 6 | 4 | |
| Peak Hour | 0 | 0 | 6 | 2 | 0 | 0 | 23 | 0 | 0 | 1 | 0 | 1 | | | | | 33 | | 1 | 4 | 4 | |

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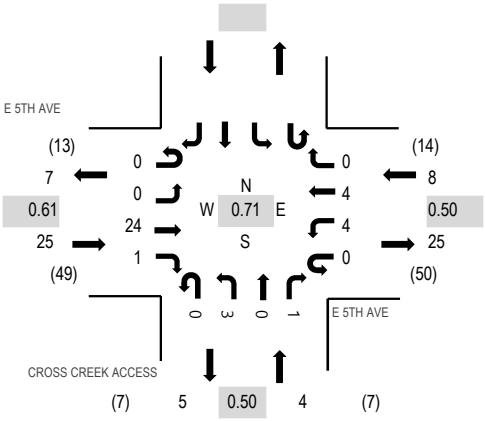
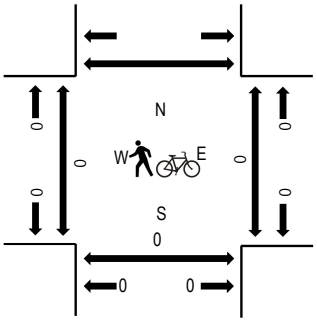
**Location:** 5 CROSS CREEK ACCESS & E 5TH AVE PM
**Date:** Tuesday, June 2, 2020
**Peak Hour:** 04:00 PM - 05:00 PM
**Peak 15-Minutes:** 04:15 PM - 04:30 PM

## Peak Hour - All Vehicles




Note: Total study counts contained in parentheses.

## Peak Hour - Pedestrians/Bicycles on Crosswalk




## Traffic Counts

| Interval Start Time | E 5TH AVE Eastbound | | | | E 5TH AVE Westbound | | | | CROSS CREEK ACCESS Northbound | | | | Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 6 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | | | | | 11 | 37 | 0 | 0 | 0 | |
| 4:15 PM | 0 | 0 | 8 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | 13 | 35 | 0 | 0 | 0 | |
| 4:30 PM | 0 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | 7 | 36 | 0 | 0 | 0 | |
| 4:45 PM | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | | | | 6 | 32 | 0 | 0 | 0 | |
| 5:00 PM | 0 | 0 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | | | | | 9 | 33 | 0 | 1 | 0 | |
| 5:15 PM | 0 | 0 | 11 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | | | | | 14 | | 0 | 1 | 0 | |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 3 | | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | | | | | 7 | | 0 | 0 | 0 | |
| Count Total | 0 | 0 | 48 | 1 | 0 | 6 | 8 | 0 | 0 | 5 | 0 | 2 | | | | | 70 | | 0 | 2 | 0 | |
| Peak Hour | 0 | 0 | 24 | 1 | 0 | 4 | 4 | 0 | 0 | 3 | 0 | 1 | | | | | 37 | | 0 | 0 | 0 | |

Date Start: 02-Jun-20
Date End: 02-Jun-20
E 6TH PKWY E.O. N GUN CLUB RD
Site Code: 6
Station ID:

| Start Time | 02-Jun-20 Tue | EB | WB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 22 | 3 | | | | | | | 25 |
| 01:00 | | 9 | 4 | | | | | | | 13 |
| 02:00 | | 9 | 6 | | | | | | | 15 |
| 03:00 | | 9 | 10 | | | | | | | 19 |
| 04:00 | | 6 | 35 | | | | | | | 41 |
| 05:00 | | 33 | 119 | | | | | | | 152 |
| 06:00 | | 73 | 261 | | | | | | | 334 |
| 07:00 | | 126 | **267** | | | | | | | **393** |
| 08:00 | | 113 | 239 | | | | | | | 352 |
| 09:00 | | 129 | 221 | | | | | | | 350 |
| 10:00 | | 136 | 199 | | | | | | | 335 |
| 11:00 | | **166** | 187 | | | | | | | 353 |
| 12:00 PM | | 199 | 206 | | | | | | | 405 |
| 01:00 | | 206 | **213** | | | | | | | 419 |
| 02:00 | | 196 | 199 | | | | | | | 395 |
| 03:00 | | 257 | 200 | | | | | | | 457 |
| 04:00 | | 300 | 184 | | | | | | | 484 |
| 05:00 | | **337** | 191 | | | | | | | **528** |
| 06:00 | | 257 | 172 | | | | | | | 429 |
| 07:00 | | 181 | 138 | | | | | | | 319 |
| 08:00 | | 138 | 94 | | | | | | | 232 |
| 09:00 | | 113 | 52 | | | | | | | 165 |
| 10:00 | | 68 | 24 | | | | | | | 92 |
| 11:00 | | 26 | 17 | | | | | | | 43 |
| Total | | 3109 | 3241 | | | | | | | 6350 |
| Percent | | 49.0% | 51.0% | | | | | | | |
| AM Peak | - | 11:00 | 07:00 | - | - | - | - | - | - | 07:00 |
| Vol. | - | 166 | 267 | - | - | - | - | - | - | 393 |
| PM Peak | - | 17:00 | 13:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 337 | 213 | - | - | - | - | - | - | 528 |
| Grand Total | | 3109 | 3241 | | | | | | | 6350 |
| Percent | | 49.0% | 51.0% | | | | | | | |
| ADT | | ADT 6,350 | | AADT 6,350 | | | | | | |

Date Start: 02-Jun-20
Date End: 02-Jun-20
N CLUB RD N.O. E 6TH PKWY
Site Code: 7
Station ID:

| Start Time | 02-Jun-20 Tue | NB | SB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 24 | 53 | | | | | | | 77 |
| 01:00 | | 11 | 34 | | | | | | | 45 |
| 02:00 | | 31 | 29 | | | | | | | 60 |
| 03:00 | | 44 | 27 | | | | | | | 71 |
| 04:00 | | 120 | 59 | | | | | | | 179 |
| 05:00 | | 293 | 111 | | | | | | | 404 |
| 06:00 | | **461** | **309** | | | | | | | **770** |
| 07:00 | | 441 | 269 | | | | | | | 710 |
| 08:00 | | 332 | 250 | | | | | | | 582 |
| 09:00 | | 249 | 200 | | | | | | | 449 |
| 10:00 | | 237 | 208 | | | | | | | 445 |
| 11:00 | | 244 | 223 | | | | | | | 467 |
| 12:00 PM | | 258 | 252 | | | | | | | 510 |
| 01:00 | | 254 | 276 | | | | | | | 530 |
| 02:00 | | 262 | 318 | | | | | | | 580 |
| 03:00 | | 288 | 428 | | | | | | | 716 |
| 04:00 | | 325 | 494 | | | | | | | 819 |
| 05:00 | | **348** | **533** | | | | | | | **881** |
| 06:00 | | 311 | 397 | | | | | | | 708 |
| 07:00 | | 191 | 228 | | | | | | | 419 |
| 08:00 | | 148 | 177 | | | | | | | 325 |
| 09:00 | | 106 | 138 | | | | | | | 244 |
| 10:00 | | 74 | 100 | | | | | | | 174 |
| 11:00 | | 29 | 82 | | | | | | | 111 |
| Total | | 5081 | 5195 | | | | | | | 10276 |
| Percent | | 49.4% | 50.6% | | | | | | | |
| AM Peak | - | 06:00 | 06:00 | - | - | - | - | - | - | 06:00 |
| Vol. | - | 461 | 309 | - | - | - | - | - | - | 770 |
| PM Peak | - | 17:00 | 17:00 | - | - | - | - | - | - | 17:00 |
| Vol. | - | 348 | 533 | - | - | - | - | - | - | 881 |
| Grand Total | | 5081 | 5195 | | | | | | | 10276 |
| Percent | | 49.4% | 50.6% | | | | | | | |
| ADT | | ADT 10,042 | | AADT 10,042 | | | | | | |

Date Start: 02-Jun-20
Date End: 02-Jun-20
E 5TH PL E.O. N GUN CLUB RD
Site Code: 8
Station ID:

| Start Time | 02-Jun-20 Tue | EB | WB | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|
| 12:00 AM | | 1 | 0 | | | | | | | 1 |
| 01:00 | | 2 | 2 | | | | | | | 4 |
| 02:00 | | 3 | 6 | | | | | | | 9 |
| 03:00 | | 0 | 4 | | | | | | | 4 |
| 04:00 | | 4 | 7 | | | | | | | 11 |
| 05:00 | | 4 | 25 | | | | | | | 29 |
| 06:00 | | 8 | 33 | | | | | | | 41 |
| 07:00 | | 13 | **42** | | | | | | | 55 |
| 08:00 | | 17 | 29 | | | | | | | 46 |
| 09:00 | | 25 | 31 | | | | | | | **56** |
| 10:00 | | 17 | 18 | | | | | | | 35 |
| 11:00 | | **28** | 27 | | | | | | | 55 |
| 12:00 PM | | 22 | 20 | | | | | | | 42 |
| 01:00 | | 25 | 28 | | | | | | | 53 |
| 02:00 | | 30 | 17 | | | | | | | 47 |
| 03:00 | | **42** | **36** | | | | | | | **78** |
| 04:00 | | 38 | 22 | | | | | | | 60 |
| 05:00 | | 39 | 16 | | | | | | | 55 |
| 06:00 | | 36 | 20 | | | | | | | 56 |
| 07:00 | | 17 | 13 | | | | | | | 30 |
| 08:00 | | 21 | 15 | | | | | | | 36 |
| 09:00 | | 13 | 6 | | | | | | | 19 |
| 10:00 | | 10 | 4 | | | | | | | 14 |
| 11:00 | | 2 | 2 | | | | | | | 4 |
| Total | | 417 | 423 | | | | | | | 840 |
| Percent | | 49.6% | 50.4% | | | | | | | |
| AM Peak | - | 11:00 | 07:00 | - | - | - | - | - | - | 09:00 |
| Vol. | - | 28 | 42 | - | - | - | - | - | - | 56 |
| PM Peak | - | 15:00 | 15:00 | - | - | - | - | - | - | 15:00 |
| Vol. | - | 42 | 36 | - | - | - | - | - | - | 78 |
| Grand Total | | 417 | 423 | | | | | | | 840 |
| Percent | | 49.6% | 50.4% | | | | | | | |
| ADT | | ADT 827 | | AADT 827 | | | | | | |

# SEPAC All Data

Date/Time: 2020-01-15 00:00:00

Intersection Name: 6thPkwyGunClubM60NEW

Intersection Alias: 4370

**Access Data**

| Access Code | Connection Method | Revision | Address | IP Address | GPS Enabled | GPS Port |
|---|---|---|---|---|---|---|
| 0 | DatabaseOnly | 5.0.0 | 0 | None | False | 8 |

**Phase Initialization Data**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Initial | 1-Inact | 2-Red | 1-Inact | 1-Inact | 1-Inact | 2-Red | None | 1-Inact | None | None | None | None | None | None | None | None |

**Phase Data Bank 1:**

**Phase Timing**

| Phase | Min Green | Passage | Max1 | Max2 | DMAX | DSTP/10 | Yel/10 | Red/10 | Green Delay | Yellow Delay | Walk Offset Time | Walk Offset Mode | Bike Green | Bike Psg | Walk | Ped Clr | Alt Walk | Alt Ped Clr | Flash Walk | Ext Ped Clr | Actuated Rest in Walk |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 3 | 15 | 15 | 0 | 0 | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 2 | 10 | 50 | 50 | 0 | 0 | 0 | 50 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 29 | 0 | 0 | False | 0 | False |
| 3 | 3 | 15 | 0 | 0 | 0 | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 4 | 5 | 30 | 35 | 0 | 0 | 0 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 5 | 3 | 15 | 30 | 0 | 0 | 0 | 30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 6 | 10 | 50 | 50 | 0 | 0 | 0 | 50 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 8 | 5 | 30 | 35 | 0 | 0 | 0 | 40 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |

| Phase | Added Initial | Max Initial | Time B4 Redu | Car B4 Redu | Time to Redu | Min Gap | Non-Act Response | Veh Recall | Recall Delay | Ped Recall | Ped Recall Delay | Non Lock | Dual Entry | Last Car Pass | Condit Service | No Simu Gap Out | Omit | Minus Yel | Omit Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | True | False | False | False | False | 0 | 0 | 0 |
| 2 | 30 | 18 | 20 | 0 | 10 | 30 | False | Min | 0 | None | 0 | False | True | False | False | False | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | True | False | False | False | False | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | True | True | False | False | False | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | True | False | False | False | False | 0 | 0 | 0 |
| 6 | 30 | 18 | 20 | 0 | 10 | 30 | False | Min | 0 | None | 0 | False | True | False | False | False | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | True | True | False | False | False | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |

**Vehicle Detector Phase Assignment**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 3 | 5 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 5 | 4 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 6 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 9 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 10 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 11 | 1 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 13 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 14 | 8 | 0 | 0 | 0 | 80 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 |
| 15 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

**Pedestrian Detector**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |

**Phase Data Bank 2:**

**Phase Timing**

| Phase | Min Green | Passage | Max1 | Max2 | DMAX | DSTP/10 | Yel/10 | Red/10 | Green Delay | Yellow Delay | Walk Offset Time | Walk Offset Mode | Bike Green | Bike Psg | Walk | Ped Clr | Alt Walk | Alt Ped Clr | Flash Walk | Ext Ped Clr | Actuated Rest in Walk |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 2 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 3 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 4 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 5 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 6 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 7 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 8 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |

| Phase | Added Initial | Max Initial | Time B4 Redu | Car B4 Redu | Time to Redu | Min Gap | Non-Act Response | Veh Recall | Recall Delay | Ped Recall | Ped Recall Delay | Non Lock | Dual Entry | Last Car Pass | Condit Service | No Simu Gap Out | Omit | Minus Yel | Omit Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |

**Vehicle Detector Phase Assignment**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Pedestrian Detector**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Phase Data Bank 3:**

**Phase Timing**

| Phase | Min Green | Passage | Max1 | Max2 | DMAX | DSTP/10 | Yel/10 | Red/10 | Green Delay | Yellow Delay | Walk Offset Time | Walk Offset Mode | Bike Green | Bike Psg | Walk | Ped Clr | Alt Walk | Alt Ped Clr | Flash Walk | Ext Ped Clr | Actuated Rest in Walk |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 2 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 3 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 4 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 5 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 6 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 8 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |

| Phase | Added Initial | Max Initial | Time B4 Redu | Car B4 Redu | Time to Redu | Min Gap | Non-Act Response | Veh Recall | Recall Delay | Ped Recall | Ped Recall Delay | Non Lock | Dual Entry | Last Car Pass | Condit Service | No Simu Gap Out | Omit | Minus Yel | Omit Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |

**Vehicle Detector Phase Assignment**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Pedestrian Detector**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Phase Data Bank 4:**

**Phase Timing**

| Phase | Min Green | Passage | Max1 | Max2 | DMAX | DSTP/10 | Yel/10 | Red/10 | Green Delay | Yellow Delay | Walk Offset Time | Walk Offset Mode | Bike Green | Bike Psg | Walk | Ped Clr | Alt Walk | Alt Ped Clr | Flash Walk | Ext Ped Clr | Actuated Rest in Walk |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 2 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 3 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 4 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 5 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 6 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 7 | 10 | 40 | 25 | 30 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 8 | 15 | 50 | 35 | 50 | 0 | 0 | 40 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | False | 0 | False |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | False | 0 | False |

| Phase | Added Initial | Max Initial | Time B4 Redu | Car B4 Redu | Time to Redu | Min Gap | Non-Act Response | Veh Recall | Recall Delay | Ped Recall | Ped Recall Delay | Non Lock | Dual Entry | Last Car Pass | Condit Service | No Simu Gap Out | Omit | Minus Yel | Omit Call |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | True | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | False | None | 0 | None | 0 | False | False | False | False | False | 0 | 0 | 0 |

**Vehicle Detector Phase Assignment**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Pedestrian Detector**

| Veh Det | Assign Phase | Mode | Switch Phase | Extend | Delay | Volume | Occupy | Lock | Call | Pass | Added Initial | Queue | Fail | QLimit |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

**Unit Data**

| Startup Time | Startup State | Red Revert | Auto Ped Clr | Stop T Reset | Sequence | Special Sequence | Test A = Flash | ABC Input(Entry) Modes | ABC Output(O/STS) Modes | D Input(Entry) Modes | D Output (O/STS) Modes | Aux Switch |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6 | All Red | 40.0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |

| Ring | Input Response | Output Selection |
|---|---|---|
| 1 | 1 | 1 |
| 2 | 2 | 2 |
| 3 | 0 | 0 |
| 4 | 0 | 0 |

**Remote Flash**

| LoadSwitch | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flash | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Red | Dark | Dark | Dark | Dark | Dark | Dark | Dark |
| Alt | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Flash Entry/Exit Phases**

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Entry | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False | Fals |
| Exit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False | Fals |

**Overlap Data**

Standard

| Overlap | Parents | Trail Grn / 10 | Trail Yel / 10 | Trail Red / 10 | Trail Grn Preempt | +Grn Phases | -G/Y Phases | -Ped Phases |
|---|---|---|---|---|---|---|---|---|

FYA

| Overlap | Delay | Perm Phases | Prot Phases | -Ped Phases | Perm Overlaps | Prot Overlaps |
|---|---|---|---|---|---|---|
| A | 20 | 2 | 1 | 2 | None | None |
| B | 20 | 4 | 3 | 4 | None | None |
| C | 20 | 6 | 5 | 6 | None | None |
| D | 20 | 8 | 7 | 8 | None | None |

PED

| Overlap | Parents | Ped Walk 1 | Ped Walk 2 | Ped Clear 1 | Ped Clear 2 |
|---|---|---|---|---|---|

PRI

| Overlap | Transit Yel / 10 | Transit Red / 10 |
|---|---|---|

**Ring**

| Phase | Ring | Concur Phases |
|---|---|---|
| 1 | 1 | 1, 5, 6 |
| 2 | 1 | 2, 5, 6 |
| 3 | 1 | 3, 7, 8 |
| 4 | 1 | 4, 7, 8 |
| 5 | 2 | 1, 2, 5 |
| 6 | 2 | 1, 2, 6 |

| | | |
|---|---|---|
| 7 | 2 | 3, 4, 7 |
| 8 | 2 | 3, 4, 8 |
| 9 | 0 | 9 |
| 10 | 0 | 10 |
| 11 | 0 | 11 |
| 12 | 0 | 12 |
| 13 | 0 | 13 |
| 14 | 0 | 14 |
| 15 | 0 | 15 |
| 16 | 0 | 16 |

**Sequence Data**

Sequence 1

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 2

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 3

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 4

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 5

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 6

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 7

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Sequence 8

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 9 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 10 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 11 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 12 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 5 | 6 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 13 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 14 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 15 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 1 | 2 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sequence 16 | | | | | | | | | | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Ring | | | | | | | | | | | | | | | | |
| 1 | 2 | 1 | 4 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 6 | 5 | 8 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Port 1 and ITS Data**

| Address | Device Present | Basic Detection | Msg 40 Frame Enables |
|---|---|---|---|
| 1 | True | False | False |
| 2 | True | False | False |
| 9 | True | False | False |
| 17 | True | False | False |

**Port Configuration**

**Port Comm**

| Port | Baud Rate | Data Bits | Parity | CTS | DCD | RTS |
|---|---|---|---|---|---|---|
| 1 | 9 | 8 | 1 | False | False | False |
| 2 | 0 | 8 | 1 | False | False | False |
| 3 | 5 | 8 | 1 | False | False | False |
| 4 | 5 | 8 | 1 | False | False | False |
| 5 | 5 | 8 | 1 | False | False | False |

**Scoot**

| Phases | Det |
|---|---|
| Stage A | RPLY |
| Stage B | Phases |
| Stage C | PHSMODE |
| Stage D | COORD PH |
| Stage E | Mode: |
| Stage F | Msg Type: |
| Stage G | |
| Stage H | |

**SPaT Data**

| ID | Destination IP | DST Port | Enabled |
|---|---|---|---|
| 1 | 0.0.0.0 | 1034 | 0 |
| 2 | 0.0.0.0 | 1034 | 0 |
| 3 | 0.0.0.0 | 1034 | 0 |
| 4 | 0.0.0.0 | 1034 | 0 |
| 5 | 0.0.0.0 | 1034 | 0 |
| 6 | 0.0.0.0 | 1034 | 0 |
| 7 | 0.0.0.0 | 1034 | 0 |
| 8 | 0.0.0.0 | 1034 | 0 |
| 9 | 0.0.0.0 | 1034 | 0 |
| 10 | 0.0.0.0 | 1034 | 0 |
| 11 | 0.0.0.0 | 1034 | 0 |
| 12 | 0.0.0.0 | 1034 | 0 |
| 13 | 0.0.0.0 | 1034 | 0 |
| 14 | 0.0.0.0 | 1034 | 0 |
| 15 | 0.0.0.0 | 1034 | 0 |
| 16 | 0.0.0.0 | 1034 | 0 |

**System**

| | |
|---|---|
| Backup Time | 900.0 |

### Output Mapping Configuration

| Load Switch | Red | Mode | Yellow | Mode | Green | Mode | FIO |
|---|---|---|---|---|---|---|---|
| 1 | Phase Vehicle 1 | Red | Phase Vehicle 1 | Yellow | Phase Vehicle 1 | Green | 1 |
| 2 | Phase Vehicle 2 | Red | Phase Vehicle 2 | Yellow | Phase Vehicle 2 | Green | 2 |
| 3 | Phase Vehicle 3 | Red | Phase Vehicle 3 | Yellow | Phase Vehicle 3 | Green | 3 |
| 4 | Phase Vehicle 4 | Red | Phase Vehicle 4 | Yellow | Phase Vehicle 4 | Green | 4 |
| 5 | Phase Vehicle 5 | Red | Phase Vehicle 5 | Yellow | Phase Vehicle 5 | Green | 5 |
| 6 | Phase Vehicle 6 | Red | Phase Vehicle 6 | Yellow | Phase Vehicle 6 | Green | 6 |
| 7 | Phase Vehicle 7 | Red | Phase Vehicle 7 | Yellow | Phase Vehicle 7 | Green | 7 |
| 8 | Phase Vehicle 8 | Red | Phase Vehicle 8 | Yellow | Phase Vehicle 8 | Green | 8 |
| 9 | Phase Pedestrian 2 | Dont Walk | Phase Pedestrian 2 | Ped Clear | Phase Pedestrian 2 | Walk | 9 |
| 10 | Phase Pedestrian 4 | Dont Walk | Phase Pedestrian 4 | Ped Clear | Phase Pedestrian 4 | Walk | 10 |
| 11 | Phase Pedestrian 6 | Dont Walk | Phase Pedestrian 6 | Ped Clear | Phase Pedestrian 6 | Walk | 11 |
| 12 | Phase Pedestrian 8 | Dont Walk | Phase Pedestrian 8 | Ped Clear | Phase Pedestrian 8 | Walk | 12 |
| 13 | Overlap A | Red | Overlap A | Yellow | Overlap A | Green | 13 |
| 14 | Overlap B | Red | Overlap B | Yellow | Overlap B | Green | 14 |
| 15 | Overlap C | Red | Overlap C | Yellow | Overlap C | Green | 15 |
| 16 | Overlap D | Red | Overlap D | Yellow | Overlap D | Green | 16 |
| 17 | None | None | None | None | None | None | 17 |
| 18 | None | None | None | None | None | None | 18 |
| 19 | None | None | None | None | None | None | 19 |
| 20 | None | None | None | None | None | None | 20 |
| 21 | None | None | None | None | None | None | 21 |
| 22 | None | None | None | None | None | None | 22 |
| 23 | None | None | None | None | None | None | 23 |
| 24 | None | None | None | None | None | None | 24 |
| 25 | None | None | None | None | None | None | 25 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 26 | None | None | None | None | None | None | 26 |
| 27 | None | None | None | None | None | None | 27 |
| 28 | None | None | None | None | None | None | 28 |
| 29 | None | None | None | None | None | None | 29 |
| 30 | None | None | None | None | None | None | 30 |
| 31 | None | None | None | None | None | None | 31 |
| 32 | None | None | None | None | None | None | 32 |

**Unit Bank: 1**

Peer to Peer Sources

| PeerID | IP | Timeout | Peer Name |
|---|---|---|---|

Peer to Peer Functions

| FunctionID | SourceID | Source Func | Source Index | Input Func | Input Index | Fail Mode |
|---|---|---|---|---|---|---|

**Unit Bank: 2**

Peer to Peer Sources

| PeerID | IP | Timeout | Peer Name |
|---|---|---|---|

Peer to Peer Functions

| FunctionID | SourceID | Source Func | Source Index | Input Func | Input Index | Fail Mode |
|---|---|---|---|---|---|---|

**Unit Bank: 3**

Peer to Peer Sources

| PeerID | IP | Timeout | Peer Name |
|---|---|---|---|

Peer to Peer Functions

| FunctionID | SourceID | Source Func | Source Index | Input Func | Input Index | Fail Mode |
|---|---|---|---|---|---|---|

**Unit Bank: 4**

Peer to Peer Sources

| PeerID | IP | Timeout | Peer Name |
|---|---|---|---|

Peer to Peer Functions

| FunctionID | SourceID | Source Func | Source Index | Input Func | Input Index | Fail Mode |
|---|---|---|---|---|---|---|

**Coord Data**

Coord Setup

| Operation | Mode | Max | Correction | Offset | Force | Max Dwell | Yield Period | Manual Pattern |
|---|---|---|---|---|---|---|---|---|
| Free | Perm | Inhibit | Short Way + | End Green | Plan | 0 | 0 | 1 |

Pattern Data

**Time Based Control Data**

DST

| Cycle Zero: 1 day, 0:00 | | | DST Type: 0 | | | TimeZoneDiff: None | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Entry Number | Begin Month | Begin Occurrences | Begin Day Of Week | Begin Day Of Month | Begin Seconds To Transition | End Month | End Occurrences | End Day Of Week | End Day Of Month | End Seconds To Transition | Seconds To Adjust |
| 1 | 3 | 2 | 1 | 1 | 7200 | 11 | 1 | 1 | 1 | 7200 | 3600 |
| 2 | 14 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 |

Schedules

| | | Month | | | | | | | | | | | | Day of Month | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day of Week | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Schedule | Plan | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1 | 1 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | | |
| 2 | 2 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | X | | | | | |
| 3 | 3 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | X | | | | |
| 4 | 4 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | X | | | |
| 5 | 5 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | X | | |
| 6 | 6 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | | X | |
| 7 | 7 | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | X | | | | | | | X |

Day Plan 1

| Event | Hour | Minute | Action |
|---|---|---|---|

| | | | |
|---|---|---|---|
| 1 | 0 | 0 | 254 |
| 2 | 0 | 1 | 109 |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 2

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 0 | 1 | 110 |
| 2 | 7 | 0 | 254 |
| 3 | 8 | 30 | 254 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 3

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 19 |
| 3 | 15 | 0 | 37 |
| 4 | 19 | 0 | 19 |
| 5 | 22 | 0 | 254 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 4

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 19 |
| 3 | 15 | 0 | 37 |
| 4 | 19 | 0 | 19 |
| 5 | 22 | 0 | 254 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 5

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 19 |
| 3 | 15 | 0 | 37 |
| 4 | 19 | 0 | 19 |
| 5 | 22 | 0 | 254 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 6

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 6 | 0 | 1 |
| 2 | 9 | 0 | 19 |
| 3 | 15 | 0 | 37 |
| 4 | 19 | 0 | 19 |
| 5 | 22 | 0 | 254 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 7

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 0 | 0 | 254 |
| 2 | 0 | 1 | 111 |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Day Plan 10

| Event | Hour | Minute | Action |
|---|---|---|---|
| 1 | 0 | 1 | 112 |
| 2 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 |

Actions

| Action | Pattern | Aux1 | Aux2 | Aux3 | SP1 | SP2 | SP3 | SP4 | SP5 | SP6 | SP7 | SP8 | DIM | Det1 | Det2 | Det3 | Ph1 | Ph2 | Ph3 | Ph4 | Ph5 | Ph6 | Ph7 | Ph8 | Ph9 | Ph10 | Ph11 | Ph12 | Ph13 | Ph14 | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 37 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 109 | 254 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 110 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 111 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 112 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 254 | 254 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Special Function Maps

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Special Function 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 6 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Special Function 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| SPC 1-8 As PHS Func 1-8 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Phase Functions

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 1 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase 1 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Max 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Phase Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase 11 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Ped Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Max Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Min Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Ped Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase 8 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 VehDet Switch Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 VehDet Switch Now | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 VehDet Switch Also | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 VehDet Switch Also | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Phase 16 VehDet Switch Also | | | | | | | | | | | | | |
| Phase 1 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Overlap Omit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Bike Recall | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 1 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 2 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 3 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 4 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 5 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 6 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 7 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 8 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 9 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 10 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 11 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 12 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 13 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 14 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 15 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Phase 16 Coord ReSvc | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt Configuration**

**Preempt 1 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 248 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 2 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 249 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 3 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 4 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 251 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 5 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 252 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 6 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 253 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 7 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 8 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 9 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 | |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 10 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 |
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 11 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 |
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Preempt 12 Data**

| DET | DELAY | MXCAL | DB/10 | NLOCK | EXTND | L OUT | SRMOD | LINK# | DURAT | GATE |
|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MIN GRN | MIN WLK | DWL GRN | EXT PED | SEL PED CLR | SEL YEL/10 | SEL RED/10 | TRK GRN | TRK PED CLR | TRK YEL/10 | TRK RED/10 | RET PED CLR | RET YEL/10 |
| 10 | 10 | 10 | 0 | 8 | 40 | 20 | 10 | 8 | 40 | 20 | 8 | 40 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Calls | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Vehicle** | | | | | | | | | | | | | | | |
| Track Green | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Ped** | | | | | | | | | | | | | | | |
| Track Green | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Dwell | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Overlap** | | | | | | | | | | | | | | | |
| Track Green | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Dwell | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cycle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Trail | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority**

**Priority 1**

| N-Lock | Delay | Extend | Default Pattern | Min Grn | Max Grn | No Lockout | LockoutA | LockoutB | Overlap | Pre Grn | Recall | ExCoPhaseSvc | Signal Type | Olp Blankout | E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Dector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority 2**

| N-Lock | Delay | Extend | Default Pattern | Min Grn | Max Grn | No Lockout | LockoutA | LockoutB | Overlap | Pre Grn | Recall | ExCoPhaseSvc | Signal Type | Olp Blankout | E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Dector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority 3**

| N-Lock | Delay | Extend | Default Pattern | Min Grn | Max Grn | No Lockout | LockoutA | LockoutB | Overlap | Pre Grn | Recall | ExCoPhaseSvc | Signal Type | Olp Blankout | E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Dector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| **PR. Dets** | **PE** | **1A** | **2A** | **3A** | **4A** | **5A** | **6A** | **BU** |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| **PR. Dets** | **PE** | **1A** | **2A** | **3A** | **4A** | **5A** | **6A** | **BU** |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

| **PR. Dets** | **PE** | **1A** | **2A** | **3A** | **4A** | **5A** | **6A** | **BU** |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority 4**

| N-Lock | Delay | Extend | Default Pattern | Min Grn | Max Grn | No Lockout | LockoutA | LockoutB | Overlap | Pre Grn | Recall | ExCoPhaseSvc | Signal Type | Olp Blankout | E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Dector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority 5**

| N-Lock | Delay | Extend | Default Pattern | Min Grn | Max Grn | No Lockout | LockoutA | LockoutB | Overlap | Pre Grn | Recall | ExCoPhaseSvc | Signal Type | Olp Blankout | E |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Dector | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| **PR. Dets** | **PE** | **1A** | **2A** | **3A** | **4A** | **5A** | **6A** | **BU** |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

| **PR. Dets** | **PE** | **1A** | **2A** | **3A** | **4A** | **5A** | **6A** | **BU** |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Level** | **Alt Seq** | **Min Walk** | **Freq** | **Ped Skip** | **FPF Override** | **FPW Lvl** | **CPE** | **Ped** | **Method** | **Return** | **Ped Wait** | **Ped Override** | **Alt Seq Enabled** | **Forcel** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| **Queue** | **1** | **2** | **3** | **4** | **5** | **6** |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

**Priority 6**

| **N-Lock** | **Delay** | **Extend** | **Default Pattern** | **Min Grn** | **Max Grn** | **No Lockout** | **LockoutA** | **LockoutB** | **Overlap** | **Pre Grn** | **Recall** | **ExCoPhaseSvc** | **Signal Type** | **Olp Blankout** | **E** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| False | 0 | 0 | 253 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| **Phase** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** | **11** | **12** | **13** | **14** | **15** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CO-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| QJ-Phase | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| **Dector** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** |
|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Detector Number | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 1

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 2

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 3

| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

Bank: 4

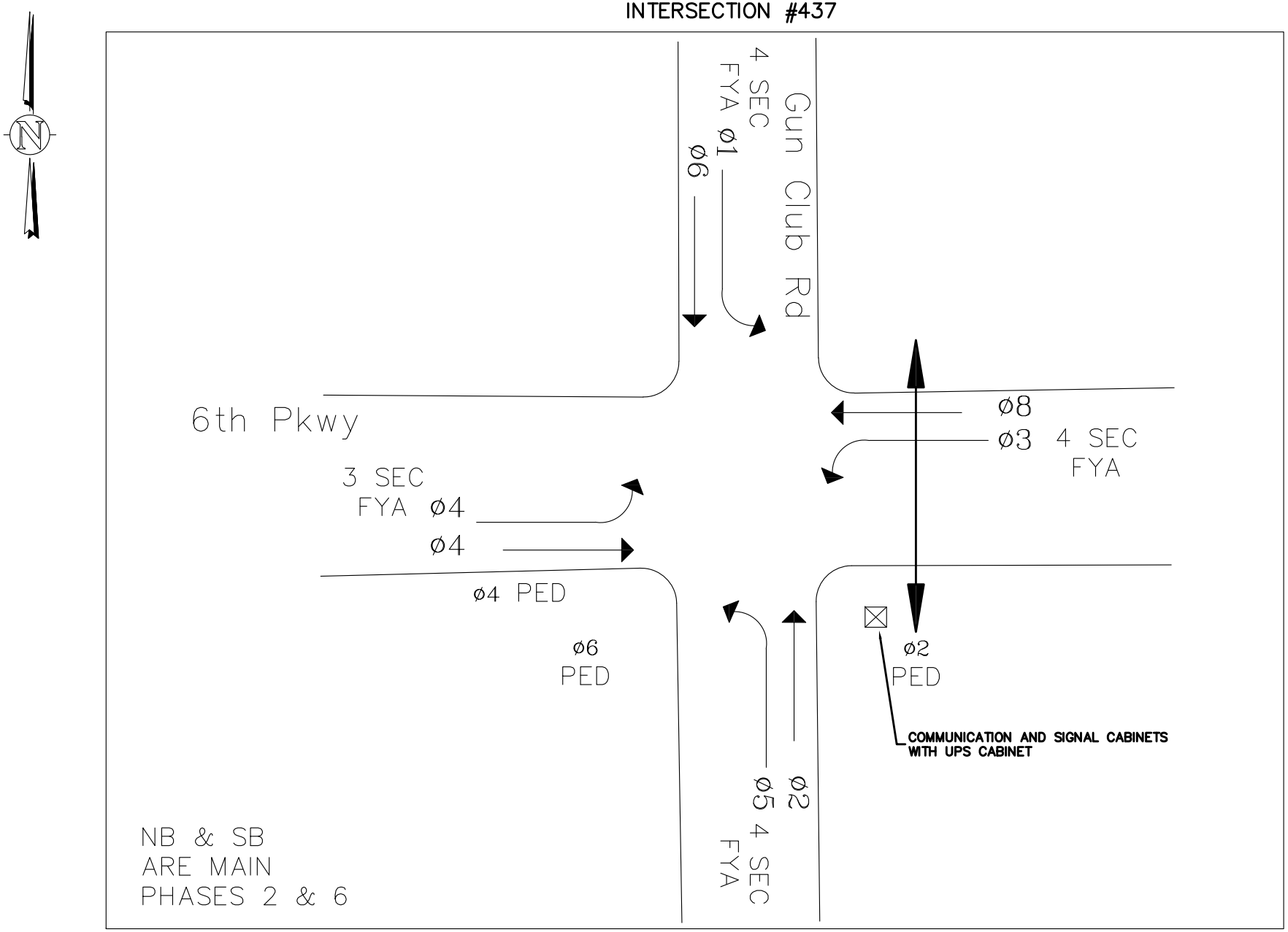
| PR. Dets | PE | 1A | 2A | 3A | 4A | 5A | 6A | BU |
|---|---|---|---|---|---|---|---|---|
| TSD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TED | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TTL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Exit Call | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Phase Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Ped Omit | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |
| Recovery | False | False | False | False | False | False | False | False | False | False | False | False | False | False | False |

| Level | Alt Seq | Min Walk | Freq | Ped Skip | FPF Override | FPW Lvl | CPE | Ped | Method | Return | Ped Wait | Ped Override | Alt Seq Enabled | Forcel |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | False | True | False | False | 0 | 0 | 0 | 0 | False | False |

| Queue | 1 | 2 | 3 | 4 | 5 | 6 |
|---|---|---|---|---|---|---|
| Queue Phase | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Det | 0 | 0 | 0 | 0 | 0 | 0 |
| Queue Time | 0 | 0 | 0 | 0 | 0 | 0 |

# 6TH PKWY – GUN CLUB RD PHASING DIAGRAM
## INTERSECTION #437



# APPENDIX B

## Level of Service Definitions

The following information can be found in the Highway Capacity Manual, Transportation Research Board, 2010: Chapter 18 – Signalized Intersections and Chapter 19 – Two-Way Stop Controlled Intersections.

## Automobile Level of Service (LOS) for Signalized Intersections

Levels of service are defined to represent reasonable ranges in control delay.

**LOS A**

Describes operations with a control delay of 10s/veh or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.

**LOS B**

Describes operations with control delay between 10 and 20 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.

**LOS C**

Describes operations with control delay between 20 and 35 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual *cycle failures* (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.

**LOS D**

Describes operations with control delay between 35 and 55 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.

**LOS E**

Describes operations with control delay between 55 and 80 s/veh and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.

**LOS F**

Describes operations with control delay exceeding 80 s/veh or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

## Level of Service (LOS) for Unsignalized TWSC Intersections

| Level of Service | Average Control Delay (s/veh) |
|---|---|
| A | 0 - 10 |
| B | > 10 - 15 |
| C | > 15 - 25 |
| D | > 25 - 35 |
| E | > 35 - 50 |
| F | > 50 |

# APPENDIX C

## Capacity Worksheets

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 15 | 90 | 60 | 75 | 242 | 128 | 87 | 597 | 37 | 55 | 347 | 33 |
| Future Volume (vph) | 15 | 90 | 60 | 75 | 242 | 128 | 87 | 597 | 37 | 55 | 347 | 33 |
| Satd. Flow (prot) | 1770 | 1751 | 0 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1839 | 0 |
| Flt Permitted | 0.597 | | | 0.472 | | | 0.353 | | | 0.185 | | |
| Satd. Flow (perm) | 1112 | 1751 | 0 | 879 | 1863 | 1583 | 658 | 1863 | 1583 | 345 | 1839 | 0 |
| Satd. Flow (RTOR) | | 28 | | | | 139 | | | 89 | | 5 | |
| Lane Group Flow (vph) | 16 | 163 | 0 | 82 | 263 | 139 | 95 | 649 | 40 | 60 | 413 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | |
| Total Split (s) | 30.0 | 30.0 | | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | |
| Total Split (%) | 27.3% | 27.3% | | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | Max | Max | | Max | Max | Max | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 26.0 | 26.0 | | 41.0 | 41.0 | 41.0 | 58.7 | 51.7 | 51.7 | 56.0 | 48.8 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.37 | 0.37 | 0.37 | 0.53 | 0.47 | 0.47 | 0.51 | 0.44 | |
| v/c Ratio | 0.06 | 0.37 | | 0.20 | 0.38 | 0.21 | 0.22 | 0.74 | 0.05 | 0.22 | 0.51 | |
| Control Delay | 33.5 | 31.9 | | 24.1 | 27.2 | 4.6 | 12.9 | 31.2 | 0.1 | 13.5 | 24.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 33.5 | 31.9 | | 24.1 | 27.2 | 4.6 | 12.9 | 31.2 | 0.1 | 13.5 | 24.7 | |
| LOS | C | C | | C | C | A | B | C | A | B | C | |
| Approach Delay | | 32.0 | | | 20.2 | | | 27.4 | | | 23.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 9 | 79 | | 38 | 134 | 0 | 30 | 375 | 0 | 19 | 202 | |
| Queue Length 95th (ft) | 28 | 143 | | 72 | 205 | 40 | 55 | 544 | 0 | 38 | 306 | |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | | 185 | | 540 | 120 | | 120 | 120 | | |
| Base Capacity (vph) | 262 | 435 | | 416 | 694 | 677 | 472 | 875 | 791 | 329 | 817 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.06 | 0.37 | | 0.20 | 0.38 | 0.21 | 0.20 | 0.74 | 0.05 | 0.18 | 0.51 | |

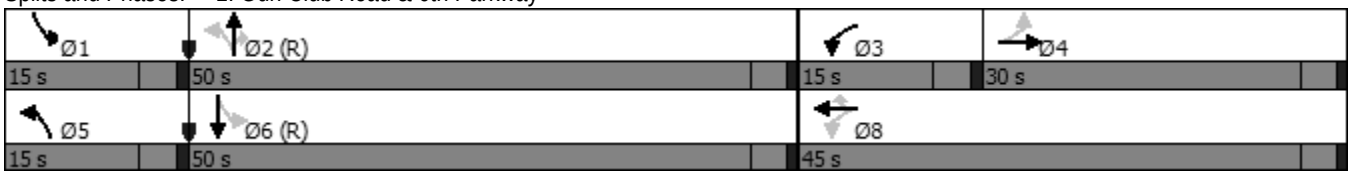
**Intersection Summary**

Cycle Length: 110
Actuated Cycle Length: 110
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: 0.74

| | |
|---|---|
| Intersection Signal Delay: 25.0 | Intersection LOS: C |
| Intersection Capacity Utilization 65.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 135 | 47 | 0 | 267 | 178 | 0 |
| Future Vol, veh/h | 135 | 47 | 0 | 267 | 178 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 147 | 51 | 0 | 290 | 193 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 198 | 0 | 289 | 99 |
| Stage 1 | - | - | - | - | 173 | - |
| Stage 2 | - | - | - | - | 116 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 953 | - | 703 | 818 |
| Stage 1 | - | - | - | - | 768 | - |
| Stage 2 | - | - | - | - | 824 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 953 | - | 703 | 818 |
| Mov Cap-2 Maneuver | - | - | - | - | 703 | - |
| Stage 1 | - | - | - | - | 768 | - |
| Stage 2 | - | - | - | - | 824 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 12.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 703 | - | - | 953 | - |
| HCM Lane V/C Ratio | 0.275 | - | - | - | - |
| HCM Control Delay (s) | 12.1 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 22 | 45 | 727 | 13 | 8 | 427 |
| Future Vol, veh/h | 22 | 45 | 727 | 13 | 8 | 427 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 100 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 24 | 49 | 790 | 14 | 9 | 464 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1279 | 797 | 0 | 0 | 804 | 0 |
| Stage 1 | 797 | - | - | - | - | - |
| Stage 2 | 482 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | *120 | *493 | - | - | *738 | - |
| Stage 1 | *465 | - | - | - | - | - |
| Stage 2 | *621 | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *119 | *493 | - | - | *738 | - |
| Mov Cap-2 Maneuver | *119 | - | - | - | - | - |
| Stage 1 | *465 | - | - | - | - | - |
| Stage 2 | *614 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 26 | 0 | 0.2 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 243 | * 738 | - |
| HCM Lane V/C Ratio | - | - | 0.3 | 0.012 | - |
| HCM Control Delay (s) | - | - | 26 | 9.9 | - |
| HCM Lane LOS | - | - | D | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.2 | 0 | - |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 4 | 0 | 38 | 4 | 2 |
| Future Vol, veh/h | 10 | 4 | 0 | 38 | 4 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 4 | 0 | 41 | 4 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 15 | 0 | 54 | 13 |
| Stage 1 | - | - | - | - | 13 | - |
| Stage 2 | - | - | - | - | 41 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1603 | - | 954 | 1067 |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 981 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1603 | - | 954 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | 954 | - |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 981 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 989 | - | - | 1603 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 12 | 42 | 0 | 2 | 25 |
| Future Vol, veh/h | 9 | 12 | 42 | 0 | 2 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 10 | 13 | 46 | 0 | 2 | 27 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 46 | 0 | - | 0 | 79 | 46 |
| Stage 1 | - | - | - | - | 46 | - |
| Stage 2 | - | - | - | - | 33 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1562 | - | - | - | 924 | 1023 |
| Stage 1 | - | - | - | - | 976 | - |
| Stage 2 | - | - | - | - | 989 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1562 | - | - | - | 918 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 918 | - |
| Stage 1 | - | - | - | - | 970 | - |
| Stage 2 | - | - | - | - | 989 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.1 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1562 | - | - | - | 1014 |
| HCM Lane V/C Ratio | 0.006 | - | - | - | 0.029 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 32 | 297 | 108 | 73 | 155 | 75 | 78 | 485 | 85 | 178 | 690 | 13 |
| Future Volume (vph) | 32 | 297 | 108 | 73 | 155 | 75 | 78 | 485 | 85 | 178 | 690 | 13 |
| Satd. Flow (prot) | 1770 | 1788 | 0 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1857 | 0 |
| Flt Permitted | 0.651 | | | 0.133 | | | 0.085 | | | 0.230 | | |
| Satd. Flow (perm) | 1213 | 1788 | 0 | 248 | 1863 | 1583 | 158 | 1863 | 1583 | 428 | 1857 | 0 |
| Satd. Flow (RTOR) | | 16 | | | | 82 | | | 89 | | 1 | |
| Lane Group Flow (vph) | 35 | 440 | 0 | 79 | 168 | 82 | 85 | 527 | 92 | 193 | 764 | 0 |
| Turn Type | Perm | NA | | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 8 | | 8 | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | |
| Minimum Split (s) | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | |
| Total Split (s) | 30.0 | 30.0 | | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | |
| Total Split (%) | 27.3% | 27.3% | | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| All-Red Time (s) | 1.0 | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Lead/Lag | Lag | Lag | | Lead | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | Yes | Yes | | Yes | | | Yes | Yes | Yes | Yes | Yes | |
| Recall Mode | Max | Max | | Max | Max | Max | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 26.0 | 26.0 | | 41.0 | 41.0 | 41.0 | 54.8 | 46.8 | 46.8 | 59.5 | 50.9 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.37 | 0.37 | 0.37 | 0.50 | 0.43 | 0.43 | 0.54 | 0.46 | |
| v/c Ratio | 0.12 | 1.01 | | 0.32 | 0.24 | 0.13 | 0.43 | 0.67 | 0.13 | 0.54 | 0.89 | |
| Control Delay | 34.5 | 87.7 | | 26.5 | 25.0 | 5.5 | 19.9 | 30.6 | 4.9 | 18.3 | 42.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 34.5 | 87.7 | | 26.5 | 25.0 | 5.5 | 19.9 | 30.6 | 4.9 | 18.3 | 42.3 | |
| LOS | C | F | | C | C | A | B | C | A | B | D | |
| Approach Delay | | 83.8 | | | 20.5 | | | 26.0 | | | 37.4 | |
| Approach LOS | | F | | | C | | | C | | | D | |
| Queue Length 50th (ft) | 20 | ~309 | | 36 | 81 | 0 | 27 | 296 | 1 | 65 | 495 | |
| Queue Length 95th (ft) | 48 | #518 | | 70 | 133 | 31 | 55 | 421 | 32 | 104 | #783 | |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | | 185 | | 540 | 120 | | 120 | 120 | | |
| Base Capacity (vph) | 286 | 434 | | 244 | 694 | 641 | 244 | 792 | 724 | 366 | 860 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 1.01 | | 0.32 | 0.24 | 0.13 | 0.35 | 0.67 | 0.13 | 0.53 | 0.89 | |

**Intersection Summary**

Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

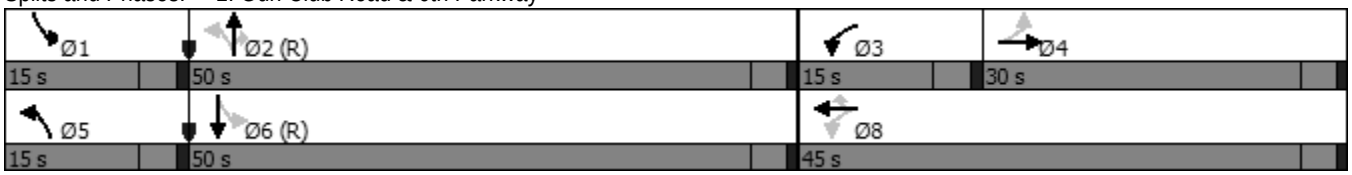
Maximum v/c Ratio: 1.01

| | |
|---|---|
| Intersection Signal Delay: 40.8 | Intersection LOS: D |
| Intersection Capacity Utilization 81.1% | ICU Level of Service D |
| Analysis Period (min) 15 | |

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

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

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 325 | 235 | 0 | 211 | 92 | 2 |
| Future Vol, veh/h | 325 | 235 | 0 | 211 | 92 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 353 | 255 | 0 | 229 | 100 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 608 | 0 | 573 | 304 |
| Stage 1 | - | - | - | - | 481 | - |
| Stage 2 | - | - | - | - | 92 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 731 | - | 617 | 803 |
| Stage 1 | - | - | - | - | 646 | - |
| Stage 2 | - | - | - | - | 848 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 731 | - | 617 | 803 |
| Mov Cap-2 Maneuver | - | - | - | - | 617 | - |
| Stage 1 | - | - | - | - | 646 | - |
| Stage 2 | - | - | - | - | 848 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 620 | - | - | 731 | - |
| HCM Lane V/C Ratio | 0.165 | - | - | - | - |
| HCM Control Delay (s) | 11.9 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 5 | 567 | 25 | 40 | 841 |
| Future Vol, veh/h | 17 | 5 | 567 | 25 | 40 | 841 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 100 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 5 | 616 | 27 | 43 | 914 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1630 | 630 | 0 | 0 | 643 | 0 |
| Stage 1 | 630 | - | - | - | - | - |
| Stage 2 | 1000 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 57 | 626 | - | - | 922 | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 356 | - | - | - | - | - |
| Platoon blocked, % | 1 | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | 54 | 626 | - | - | 922 | - |
| Mov Cap-2 Maneuver | 54 | - | - | - | - | - |
| Stage 1 | 592 | - | - | - | - | - |
| Stage 2 | 339 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 84.3 | 0 | 0.4 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 68 | 922 | - |
| HCM Lane V/C Ratio | - | - | 0.352 | 0.047 | - |
| HCM Control Delay (s) | - | - | 84.3 | 9.1 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.3 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 0 | 7 | 7 | 1 | 2 |
| Future Vol, veh/h | 40 | 0 | 7 | 7 | 1 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 0 | 8 | 8 | 1 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 43 | 0 | 67 | 43 |
| Stage 1 | - | - | - | - | 43 | - |
| Stage 2 | - | - | - | - | 24 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1566 | - | 938 | 1027 |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 999 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1566 | - | 933 | 1027 |
| Mov Cap-2 Maneuver | - | - | - | - | 933 | - |
| Stage 1 | - | - | - | - | 979 | - |
| Stage 2 | - | - | - | - | 994 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.7 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 994 | - | - | 1566 | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.005 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 40 | 8 | 3 | 0 | 14 |
| Future Vol, veh/h | 25 | 40 | 8 | 3 | 0 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 43 | 9 | 3 | 0 | 15 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 12 | 0 | - | 0 | 108 | 11 |
| Stage 1 | - | - | - | - | 11 | - |
| Stage 2 | - | - | - | - | 97 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1607 | - | - | - | 889 | 1070 |
| Stage 1 | - | - | - | - | 1012 | - |
| Stage 2 | - | - | - | - | 927 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1607 | - | - | - | 874 | 1070 |
| Mov Cap-2 Maneuver | - | - | - | - | 874 | - |
| Stage 1 | - | - | - | - | 995 | - |
| Stage 2 | - | - | - | - | 927 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.8 | 0 | 8.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1607 | - | - | - | 1070 |
| HCM Lane V/C Ratio | 0.017 | - | - | - | 0.014 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 26 | 116 | 94 | 261 | 172 | 136 | 237 | 651 | 79 | 58 | 413 | 35 |
| Future Volume (vph) | 26 | 116 | 94 | 261 | 172 | 136 | 237 | 651 | 79 | 58 | 413 | 35 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.640 | | | 0.534 | | | 0.291 | | | 0.140 | | |
| Satd. Flow (perm) | 1192 | 1863 | 1583 | 995 | 1863 | 1583 | 542 | 1863 | 1583 | 261 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 102 | | | 148 | | | 89 | | | 89 |
| Lane Group Flow (vph) | 28 | 126 | 102 | 284 | 187 | 148 | 258 | 708 | 86 | 63 | 449 | 38 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 60.3 | 51.6 | 51.6 | 53.6 | 46.3 | 46.3 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.55 | 0.47 | 0.47 | 0.49 | 0.42 | 0.42 |
| v/c Ratio | 0.10 | 0.29 | 0.23 | 0.63 | 0.27 | 0.22 | 0.62 | 0.81 | 0.11 | 0.28 | 0.57 | 0.05 |
| Control Delay | 34.2 | 36.5 | 8.0 | 33.7 | 25.4 | 4.6 | 20.1 | 35.1 | 4.0 | 14.8 | 28.0 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 34.2 | 36.5 | 8.0 | 33.7 | 25.4 | 4.6 | 20.1 | 35.1 | 4.0 | 14.8 | 28.0 | 0.1 |
| LOS | C | D | A | C | C | A | C | D | A | B | C | A |
| Approach Delay | | 24.9 | | | 24.2 | | | 28.9 | | | 24.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 16 | 73 | 0 | 148 | 91 | 0 | 90 | 431 | 0 | 20 | 238 | 0 |
| Queue Length 95th (ft) | 40 | 128 | 43 | 225 | 147 | 41 | 139 | #671 | 27 | 40 | 342 | 0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 281 | 440 | 452 | 448 | 694 | 682 | 420 | 874 | 790 | 287 | 783 | 717 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.29 | 0.23 | 0.63 | 0.27 | 0.22 | 0.61 | 0.81 | 0.11 | 0.22 | 0.57 | 0.05 |

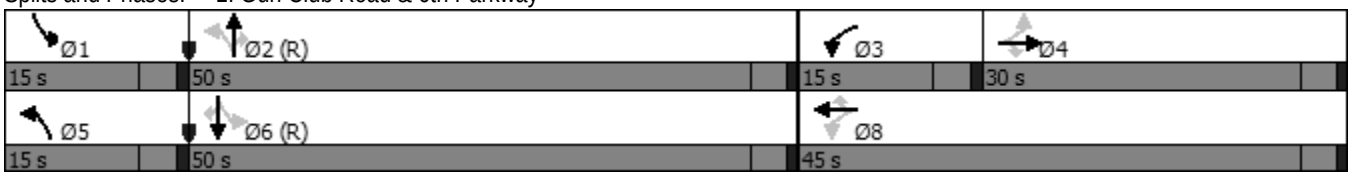
| Intersection Summary |
|---|
| Cycle Length: 110 |
| Actuated Cycle Length: 110 |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.81

| | |
|---|---|
| Intersection Signal Delay: 26.3 | Intersection LOS: C |
| Intersection Capacity Utilization 69.2% | 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 204 | 50 | 0 | 379 | 189 | 0 |
| Future Vol, veh/h | 204 | 50 | 0 | 379 | 189 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 222 | 54 | 0 | 412 | 205 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 276 | 0 | 414 | 138 |
| Stage 1 | - | - | - | - | 249 | - |
| Stage 2 | - | - | - | - | 165 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 962 | - | 673 | *889 |
| Stage 1 | - | - | - | - | 786 | - |
| Stage 2 | - | - | - | - | 779 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 962 | - | 673 | *889 |
| Mov Cap-2 Maneuver | - | - | - | - | 673 | - |
| Stage 1 | - | - | - | - | 786 | - |
| Stage 2 | - | - | - | - | 779 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 673 | - | - | 962 | - |
| HCM Lane V/C Ratio | 0.305 | - | - | - | - |
| HCM Control Delay (s) | 12.7 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.3 | - | - | 0 | - |

Notes

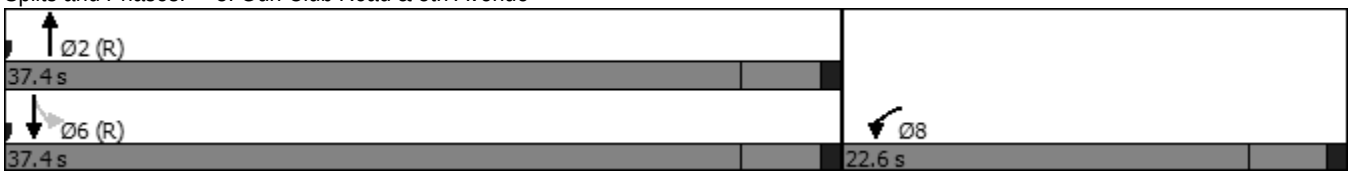
~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 23 | 48 | 799 | 14 | 8 | 498 |
| Future Volume (vph) | 23 | 48 | 799 | 14 | 8 | 498 |
| Satd. Flow (prot) | 1666 | 0 | 1859 | 0 | 1770 | 1863 |
| Flt Permitted | 0.984 | | | | 0.273 | |
| Satd. Flow (perm) | 1666 | 0 | 1859 | 0 | 509 | 1863 |
| Satd. Flow (RTOR) | 52 | | 2 | | | |
| Lane Group Flow (vph) | 77 | 0 | 883 | 0 | 9 | 541 |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Detector Phase | 8 | | 2 | | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 22.6 | | 37.4 | | 37.4 | 37.4 |
| Total Split (%) | 37.7% | | 62.3% | | 62.3% | 62.3% |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | | C-Max | C-Max |
| Act Effct Green (s) | 6.9 | | 49.9 | | 49.9 | 49.9 |
| Actuated g/C Ratio | 0.12 | | 0.83 | | 0.83 | 0.83 |
| v/c Ratio | 0.33 | | 0.57 | | 0.02 | 0.35 |
| Control Delay | 15.3 | | 5.5 | | 2.9 | 3.4 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 15.3 | | 5.5 | | 2.9 | 3.4 |
| LOS | B | | A | | A | A |
| Approach Delay | 15.3 | | 5.5 | | | 3.4 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 8 | | 109 | | 1 | 49 |
| Queue Length 95th (ft) | 39 | | 253 | | 4 | 110 |
| Internal Link Dist (ft) | 406 | | 1466 | | | 444 |
| Turn Bay Length (ft) | | | | | 100 | |
| Base Capacity (vph) | 538 | | 1547 | | 423 | 1550 |
| 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 | 0.14 | | 0.57 | | 0.02 | 0.35 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.57 | |
| Intersection Signal Delay: 5.2 | Intersection LOS: A |
| Intersection Capacity Utilization 54.6% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 11 | 4 | 0 | 40 | 4 | 2 |
| Future Vol, veh/h | 11 | 4 | 0 | 40 | 4 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 12 | 4 | 0 | 43 | 4 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 16 | 0 | 57 | 14 |
| Stage 1 | - | - | - | - | 14 | - |
| Stage 2 | - | - | - | - | 43 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1602 | - | 950 | 1066 |
| Stage 1 | - | - | - | - | 1009 | - |
| Stage 2 | - | - | - | - | 979 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 950 | 1066 |
| Mov Cap-2 Maneuver | - | - | - | - | 950 | - |
| Stage 1 | - | - | - | - | 1009 | - |
| Stage 2 | - | - | - | - | 979 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 986 | - | - | 1602 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | - | - |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 13 | 45 | 0 | 2 | 27 |
| Future Vol, veh/h | 10 | 13 | 45 | 0 | 2 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 14 | 49 | 0 | 2 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 49 | 0 | - | 0 | 85 | 49 |
| Stage 1 | - | - | - | - | 49 | - |
| Stage 2 | - | - | - | - | 36 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1558 | - | - | - | 916 | 1020 |
| Stage 1 | - | - | - | - | 973 | - |
| Stage 2 | - | - | - | - | 986 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1558 | - | - | - | 910 | 1020 |
| Mov Cap-2 Maneuver | - | - | - | - | 910 | - |
| Stage 1 | - | - | - | - | 966 | - |
| Stage 2 | - | - | - | - | 986 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.2 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1558 | - | - | - | 1012 |
| HCM Lane V/C Ratio | 0.007 | - | - | - | 0.031 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 380 | 164 | 317 | 94 | 80 | 329 | 566 | 202 | 189 | 811 | 14 |
| Future Volume (vph) | 64 | 380 | 164 | 317 | 94 | 80 | 329 | 566 | 202 | 189 | 811 | 14 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.691 | | | 0.133 | | | 0.086 | | | 0.166 | | |
| Satd. Flow (perm) | 1287 | 1863 | 1583 | 248 | 1863 | 1583 | 160 | 1863 | 1583 | 309 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 166 | | | 87 | | | 117 | | | 89 |
| Lane Group Flow (vph) | 70 | 413 | 178 | 345 | 102 | 87 | 358 | 615 | 220 | 205 | 882 | 15 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 57.6 | 46.6 | 46.6 | 56.4 | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.52 | 0.42 | 0.42 | 0.51 | 0.42 | 0.42 |
| v/c Ratio | 0.23 | 0.94 | 0.36 | 1.41 | 0.15 | 0.14 | 1.47 | 0.78 | 0.30 | 0.69 | 1.13 | 0.02 |
| Control Delay | 36.4 | 72.2 | 8.7 | 234.2 | 23.7 | 5.4 | 257.3 | 35.9 | 10.9 | 26.4 | 106.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 36.4 | 72.2 | 8.7 | 234.2 | 23.7 | 5.4 | 257.3 | 35.9 | 10.9 | 26.4 | 106.5 | 0.1 |
| LOS | D | E | A | F | C | A | F | D | B | C | F | A |
| Approach Delay | | 51.3 | | | 156.7 | | | 97.7 | | | 90.2 | |
| Approach LOS | | D | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 40 | 288 | 7 | ~279 | 47 | 0 | ~300 | 370 | 44 | 69 | ~725 | 0 |
| Queue Length 95th (ft) | 81 | #477 | 63 | #464 | 86 | 33 | #486 | 521 | 99 | 119 | #966 | 0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 304 | 440 | 500 | 244 | 694 | 644 | 244 | 788 | 737 | 306 | 779 | 713 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.23 | 0.94 | 0.36 | 1.41 | 0.15 | 0.14 | 1.47 | 0.78 | 0.30 | 0.67 | 1.13 | 0.02 |

| Intersection Summary |
|---|
| Cycle Length: 110 |
| Actuated Cycle Length: 110 |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 110 |
| Control Type: Actuated-Coordinated |

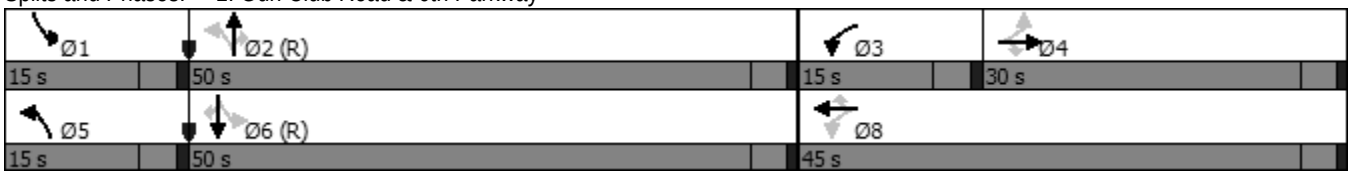
Maximum v/c Ratio: 1.47

| | |
|---|---|
| Intersection Signal Delay: 95.6 | Intersection LOS: F |
| Intersection Capacity Utilization 111.8% | ICU Level of Service H |
| 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 520 | 249 | 0 | 394 | 98 | 2 |
| Future Vol, veh/h | 520 | 249 | 0 | 394 | 98 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 565 | 271 | 0 | 428 | 107 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 836 | 0 | 872 | 418 |
| Stage 1 | - | - | - | - | 701 | - |
| Stage 2 | - | - | - | - | 171 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 678 | - | 525 | *818 |
| Stage 1 | - | - | - | - | 610 | - |
| Stage 2 | - | - | - | - | 773 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 678 | - | 525 | *818 |
| Mov Cap-2 Maneuver | - | - | - | - | 525 | - |
| Stage 1 | - | - | - | - | 610 | - |
| Stage 2 | - | - | - | - | 773 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 13.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 529 | - | - | 678 | - |
| HCM Lane V/C Ratio | 0.205 | - | - | - | - |
| HCM Control Delay (s) | 13.6 | - | - | 0 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0 | - |

Notes

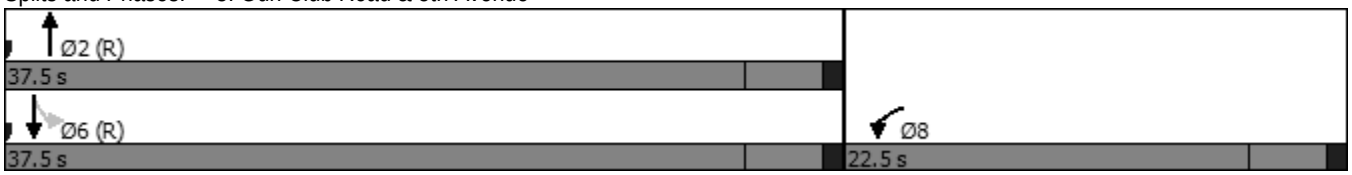
~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 18 | 5 | 683 | 27 | 42 | 971 |
| Future Volume (vph) | 18 | 5 | 683 | 27 | 42 | 971 |
| Satd. Flow (prot) | 1744 | 0 | 1853 | 0 | 1770 | 1863 |
| Flt Permitted | 0.962 | | | | 0.347 | |
| Satd. Flow (perm) | 1744 | 0 | 1853 | 0 | 646 | 1863 |
| Satd. Flow (RTOR) | 5 | | 5 | | | |
| Lane Group Flow (vph) | 25 | 0 | 771 | 0 | 46 | 1055 |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Detector Phase | 8 | | 2 | | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | | C-Max | C-Max |
| Act Effct Green (s) | 6.3 | | 56.6 | | 56.6 | 56.6 |
| Actuated g/C Ratio | 0.10 | | 0.94 | | 0.94 | 0.94 |
| v/c Ratio | 0.13 | | 0.44 | | 0.08 | 0.60 |
| Control Delay | 22.2 | | 2.3 | | 1.5 | 4.1 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 22.2 | | 2.3 | | 1.5 | 4.1 |
| LOS | C | | A | | A | A |
| Approach Delay | 22.2 | | 2.3 | | | 4.0 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 7 | | 0 | | 0 | 0 |
| Queue Length 95th (ft) | 25 | | 167 | | 11 | 343 |
| Internal Link Dist (ft) | 406 | | 1466 | | | 444 |
| Turn Bay Length (ft) | | | | | 100 | |
| Base Capacity (vph) | 526 | | 1749 | | 610 | 1759 |
| 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 | 0.05 | | 0.44 | | 0.08 | 0.60 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 75 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.60 | |
| Intersection Signal Delay: 3.5 | Intersection LOS: A |
| Intersection Capacity Utilization 62.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 42 | 0 | 7 | 7 | 1 | 2 |
| Future Vol, veh/h | 42 | 0 | 7 | 7 | 1 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 46 | 0 | 8 | 8 | 1 | 2 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 46 | 0 | 70 | 46 |
| Stage 1 | - | - | - | - | 46 | - |
| Stage 2 | - | - | - | - | 24 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1562 | - | 934 | 1023 |
| Stage 1 | - | - | - | - | 976 | - |
| Stage 2 | - | - | - | - | 999 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1562 | - | 929 | 1023 |
| Mov Cap-2 Maneuver | - | - | - | - | 929 | - |
| Stage 1 | - | - | - | - | 976 | - |
| Stage 2 | - | - | - | - | 994 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.7 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 990 | - | - | 1562 | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.005 | - |
| HCM Control Delay (s) | 8.6 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 42 | 8 | 3 | 0 | 15 |
| Future Vol, veh/h | 27 | 42 | 8 | 3 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 46 | 9 | 3 | 0 | 16 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 12 | 0 | - | 0 | 115 | 11 |
| Stage 1 | - | - | - | - | 11 | - |
| Stage 2 | - | - | - | - | 104 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1607 | - | - | - | 881 | 1070 |
| Stage 1 | - | - | - | - | 1012 | - |
| Stage 2 | - | - | - | - | 920 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1607 | - | - | - | 864 | 1070 |
| Mov Cap-2 Maneuver | - | - | - | - | 864 | - |
| Stage 1 | - | - | - | - | 993 | - |
| Stage 2 | - | - | - | - | 920 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.8 | 0 | 8.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1607 | - | - | - | 1070 |
| HCM Lane V/C Ratio | 0.018 | - | - | - | 0.015 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.4 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0 |

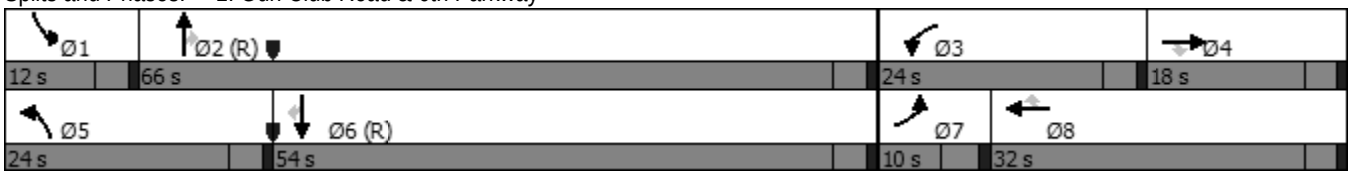
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 37 | 183 | 138 | 316 | 351 | 230 | 302 | 1093 | 107 | 99 | 670 | 59 |
| Future Volume (vph) | 37 | 183 | 138 | 316 | 351 | 230 | 302 | 1093 | 107 | 99 | 670 | 59 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 159 | | | 190 | | | 123 | | | 159 |
| Lane Group Flow (vph) | 40 | 199 | 150 | 343 | 382 | 250 | 328 | 1188 | 116 | 108 | 728 | 64 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 10.0 | 18.0 | 18.0 | 24.0 | 32.0 | 32.0 | 24.0 | 66.0 | 66.0 | 12.0 | 54.0 | 54.0 |
| Total Split (%) | 8.3% | 15.0% | 15.0% | 20.0% | 26.7% | 26.7% | 20.0% | 55.0% | 55.0% | 10.0% | 45.0% | 45.0% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 5.5 | 14.0 | 14.0 | 20.0 | 30.0 | 30.0 | 16.5 | 62.3 | 62.3 | 7.7 | 53.5 | 53.5 |
| Actuated g/C Ratio | 0.05 | 0.12 | 0.12 | 0.17 | 0.25 | 0.25 | 0.14 | 0.52 | 0.52 | 0.06 | 0.45 | 0.45 |
| v/c Ratio | 0.25 | 0.34 | 0.46 | 0.60 | 0.30 | 0.46 | 0.70 | 0.65 | 0.13 | 0.49 | 0.46 | 0.08 |
| Control Delay | 59.5 | 50.5 | 11.4 | 51.3 | 37.9 | 13.8 | 57.4 | 23.0 | 2.6 | 58.2 | 22.1 | 1.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 59.5 | 50.5 | 11.4 | 51.3 | 37.9 | 13.8 | 57.4 | 23.0 | 2.6 | 58.2 | 22.1 | 1.9 |
| LOS | E | D | B | D | D | B | E | C | A | E | C | A |
| Approach Delay | | 36.3 | | | 36.4 | | | 28.5 | | | 25.0 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 15 | 52 | 0 | 128 | 90 | 37 | 126 | 340 | 0 | 42 | 181 | 0 |
| Queue Length 95th (ft) | 34 | 79 | 55 | 178 | 121 | 115 | 170 | 414 | 26 | 73 | 218 | 8 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 157 | 593 | 325 | 572 | 1271 | 538 | 572 | 1836 | 880 | 228 | 1578 | 794 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.25 | 0.34 | 0.46 | 0.60 | 0.30 | 0.46 | 0.57 | 0.65 | 0.13 | 0.47 | 0.46 | 0.08 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.70

| | |
|---|---|
| Intersection Signal Delay: 30.5 | Intersection LOS: C |
| Intersection Capacity Utilization 60.1% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 5.2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 304 | 85 | 0 | 577 | 320 | 0 |
| Future Vol, veh/h | 304 | 85 | 0 | 577 | 320 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 330 | 92 | 0 | 627 | 348 | 0 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 422 | 0 | 627 | 211 |
| Stage 1 | - | - | - | - | 376 | - |
| Stage 2 | - | - | - | - | 251 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 887 | - | 570 | *870 |
| Stage 1 | - | - | - | - | 732 | - |
| Stage 2 | - | - | - | - | 705 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 887 | - | 570 | *870 |
| Mov Cap-2 Maneuver | - | - | - | - | 570 | - |
| Stage 1 | - | - | - | - | 732 | - |
| Stage 2 | - | - | - | - | 705 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 20.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 570 | - | - | 887 | - |
| HCM Lane V/C Ratio | 0.61 | - | - | - | - |
| HCM Control Delay (s) | 20.7 | - | - | 0 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 4.1 | - | - | 0 | - |

Notes

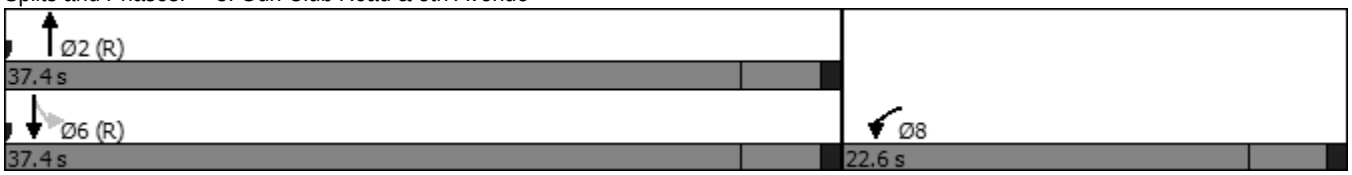
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 81 | 1337 | 23 | 14 | 814 |
| Future Volume (vph) | 40 | 81 | 1337 | 23 | 14 | 814 |
| Satd. Flow (prot) | 1666 | 0 | 3529 | 0 | 1770 | 3539 |
| Flt Permitted | 0.984 | | | | 0.143 | |
| Satd. Flow (perm) | 1666 | 0 | 3529 | 0 | 266 | 3539 |
| Satd. Flow (RTOR) | 30 | | 4 | | | |
| Lane Group Flow (vph) | 131 | 0 | 1478 | 0 | 15 | 885 |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Detector Phase | 8 | | 2 | | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 22.6 | | 37.4 | | 37.4 | 37.4 |
| Total Split (%) | 37.7% | | 62.3% | | 62.3% | 62.3% |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | | C-Max | C-Max |
| Act Effct Green (s) | 9.1 | | 44.8 | | 44.8 | 44.8 |
| Actuated g/C Ratio | 0.15 | | 0.75 | | 0.75 | 0.75 |
| v/c Ratio | 0.47 | | 0.56 | | 0.08 | 0.34 |
| Control Delay | 23.1 | | 7.6 | | 5.0 | 4.2 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 23.1 | | 7.6 | | 5.0 | 4.2 |
| LOS | C | | A | | A | A |
| Approach Delay | 23.1 | | 7.6 | | | 4.2 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 34 | | 235 | | 1 | 52 |
| Queue Length 95th (ft) | 72 | | 345 | | 8 | 98 |
| Internal Link Dist (ft) | 406 | | 1466 | | | 444 |
| Turn Bay Length (ft) | | | | | 100 | |
| Base Capacity (vph) | 523 | | 2634 | | 198 | 2641 |
| 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 | 0.25 | | 0.56 | | 0.08 | 0.34 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.56 | |
| Intersection Signal Delay: 7.2 | Intersection LOS: A |
| Intersection Capacity Utilization 52.4% | ICU Level of Service A |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 18 | 7 | 0 | 68 | 7 | 4 |
| Future Vol, veh/h | 18 | 7 | 0 | 68 | 7 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 8 | 0 | 74 | 8 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 28 | 0 | 98 | 24 |
| Stage 1 | - | - | - | - | 24 | - |
| Stage 2 | - | - | - | - | 74 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1585 | - | 901 | 1052 |
| Stage 1 | - | - | - | - | 999 | - |
| Stage 2 | - | - | - | - | 949 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1585 | - | 901 | 1052 |
| Mov Cap-2 Maneuver | - | - | - | - | 901 | - |
| Stage 1 | - | - | - | - | 999 | - |
| Stage 2 | - | - | - | - | 949 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 951 | - | - | 1585 | - |
| HCM Lane V/C Ratio | 0.013 | - | - | - | - |
| HCM Control Delay (s) | 8.8 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 22 | 76 | 0 | 4 | 45 |
| Future Vol, veh/h | 16 | 22 | 76 | 0 | 4 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 24 | 83 | 0 | 4 | 49 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 83 | 0 | - | 0 | 141 | 83 |
| Stage 1 | - | - | - | - | 83 | - |
| Stage 2 | - | - | - | - | 58 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1514 | - | - | - | 852 | 976 |
| Stage 1 | - | - | - | - | 940 | - |
| Stage 2 | - | - | - | - | 965 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1514 | - | - | - | 843 | 976 |
| Mov Cap-2 Maneuver | - | - | - | - | 843 | - |
| Stage 1 | - | - | - | - | 930 | - |
| Stage 2 | - | - | - | - | 965 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 3.1 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1514 | - | - | - | 964 |
| HCM Lane V/C Ratio | 0.011 | - | - | - | 0.055 |
| HCM Control Delay (s) | 7.4 | 0 | - | - | 9 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 88 | 600 | 244 | 371 | 209 | 135 | 386 | 925 | 263 | 320 | 1322 | 23 |
| Future Volume (vph) | 88 | 600 | 244 | 371 | 209 | 135 | 386 | 925 | 263 | 320 | 1322 | 23 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 242 | | | 147 | | | 166 | | | 123 |
| Lane Group Flow (vph) | 96 | 652 | 265 | 403 | 227 | 147 | 420 | 1005 | 286 | 348 | 1437 | 25 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 11.7 | 21.0 | 21.0 | 20.0 | 29.3 | 29.3 | 21.0 | 56.0 | 56.0 | 23.0 | 58.0 | 58.0 |
| Total Split (%) | 9.8% | 17.5% | 17.5% | 16.7% | 24.4% | 24.4% | 17.5% | 46.7% | 46.7% | 19.2% | 48.3% | 48.3% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 7.0 | 17.0 | 17.0 | 16.0 | 25.5 | 25.5 | 16.7 | 54.3 | 54.3 | 16.7 | 54.3 | 54.3 |
| Actuated g/C Ratio | 0.06 | 0.14 | 0.14 | 0.13 | 0.21 | 0.21 | 0.14 | 0.45 | 0.45 | 0.14 | 0.45 | 0.45 |
| v/c Ratio | 0.48 | 0.91 | 0.61 | 0.88 | 0.21 | 0.33 | 0.88 | 0.63 | 0.35 | 0.73 | 0.90 | 0.03 |
| Control Delay | 62.9 | 68.0 | 14.8 | 72.5 | 39.7 | 8.3 | 70.7 | 27.7 | 10.3 | 54.8 | 36.1 | 0.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 62.9 | 68.0 | 14.8 | 72.5 | 39.7 | 8.3 | 70.7 | 27.7 | 10.3 | 54.8 | 36.1 | 0.0 |
| LOS | E | E | B | E | D | A | E | C | B | D | D | A |
| Approach Delay | | 53.6 | | | 50.7 | | | 35.4 | | | 39.2 | |
| Approach LOS | | D | | | D | | | D | | | D | |
| Queue Length 50th (ft) | 37 | 184 | 16 | 160 | 53 | 0 | 165 | 309 | 54 | 134 | 533 | 0 |
| Queue Length 95th (ft) | 66 | #256 | 100 | #246 | 78 | 54 | #251 | 392 | 122 | 182 | #651 | m0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 1466 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 205 | 720 | 431 | 457 | 1079 | 451 | 486 | 1600 | 807 | 543 | 1600 | 783 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.47 | 0.91 | 0.61 | 0.88 | 0.21 | 0.33 | 0.86 | 0.63 | 0.35 | 0.64 | 0.90 | 0.03 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

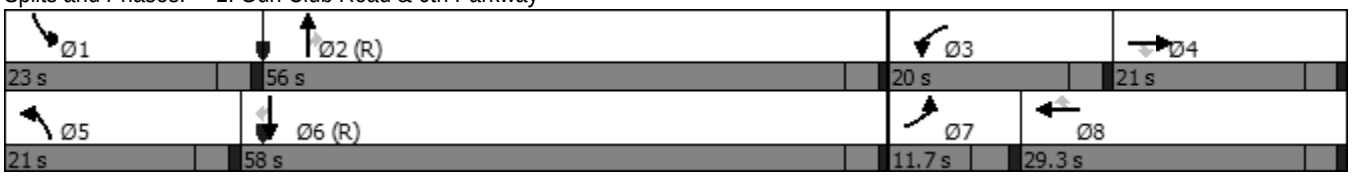
Maximum v/c Ratio: 0.91

| | |
|---|---|
| Intersection Signal Delay: 42.4 | Intersection LOS: D |
| Intersection Capacity Utilization 83.1% | ICU Level of Service E |
| Analysis Period (min) 15 | |

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

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

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 2 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 760 | 423 | 0 | 550 | 166 | 4 |
| Future Vol, veh/h | 760 | 423 | 0 | 550 | 166 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 230 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 826 | 460 | 0 | 598 | 180 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1286 | 0 | 1295 | 643 |
| Stage 1 | - | - | - | - | 1056 | - |
| Stage 2 | - | - | - | - | 239 | - |
| Critical Hdwy | - | - | 5.34 | - | 5.74 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | 6.64 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 6.04 | - |
| Follow-up Hdwy | - | - | 3.12 | - | 3.82 | 3.92 |
| Pot Cap-1 Maneuver | - | - | 489 | - | 389 | *761 |
| Stage 1 | - | - | - | - | 490 | - |
| Stage 2 | - | - | - | - | 714 | - |
| Platoon blocked, % | - | - | 1 | - | 1 | 1 |
| Mov Cap-1 Maneuver | - | - | 489 | - | 389 | *761 |
| Mov Cap-2 Maneuver | - | - | - | - | 389 | - |
| Stage 1 | - | - | - | - | 490 | - |
| Stage 2 | - | - | - | - | 714 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 22 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 394 | - | - | 489 | - |
| HCM Lane V/C Ratio | 0.469 | - | - | - | - |
| HCM Control Delay (s) | 22 | - | - | 0 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 2.4 | - | - | 0 | - |

Notes

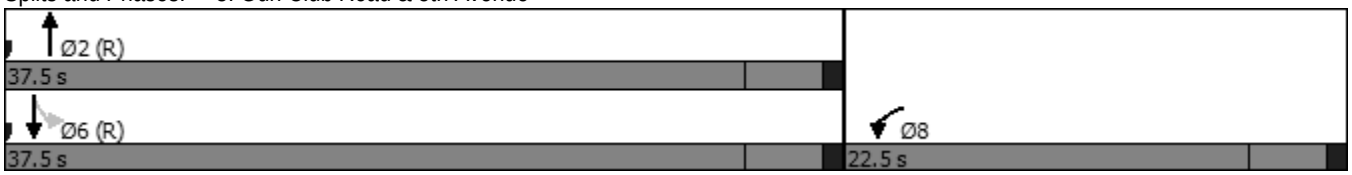
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 31 | 9 | 1103 | 45 | 72 | 1594 |
| Future Volume (vph) | 31 | 9 | 1103 | 45 | 72 | 1594 |
| Satd. Flow (prot) | 1738 | 0 | 3518 | 0 | 1770 | 3539 |
| Flt Permitted | 0.963 | | | | 0.212 | |
| Satd. Flow (perm) | 1738 | 0 | 3518 | 0 | 395 | 3539 |
| Satd. Flow (RTOR) | 10 | | 11 | | | |
| Lane Group Flow (vph) | 44 | 0 | 1248 | 0 | 78 | 1733 |
| Turn Type | Prot | | NA | | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | | 6 | |
| Detector Phase | 8 | | 2 | | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | | C-Max | C-Max |
| Act Effct Green (s) | 6.8 | | 53.1 | | 53.1 | 53.1 |
| Actuated g/C Ratio | 0.11 | | 0.88 | | 0.88 | 0.88 |
| v/c Ratio | 0.21 | | 0.40 | | 0.22 | 0.55 |
| Control Delay | 22.1 | | 5.6 | | 4.3 | 3.4 |
| Queue Delay | 0.0 | | 0.0 | | 0.0 | 0.0 |
| Total Delay | 22.1 | | 5.6 | | 4.3 | 3.4 |
| LOS | C | | A | | A | A |
| Approach Delay | 22.1 | | 5.6 | | | 3.5 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 11 | | 14 | | 0 | 0 |
| Queue Length 95th (ft) | 35 | | 398 | | 25 | 207 |
| Internal Link Dist (ft) | 406 | | 1466 | | | 444 |
| Turn Bay Length (ft) | | | | | 100 | |
| Base Capacity (vph) | 528 | | 3117 | | 350 | 3134 |
| 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 | 0.08 | | 0.40 | | 0.22 | 0.55 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.55 | |
| Intersection Signal Delay: 4.6 | Intersection LOS: A |
| Intersection Capacity Utilization 55.7% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 72 | 0 | 13 | 13 | 2 | 4 |
| Future Vol, veh/h | 72 | 0 | 13 | 13 | 2 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 78 | 0 | 14 | 14 | 2 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 78 | 0 | 120 | 78 |
| Stage 1 | - | - | - | - | 78 | - |
| Stage 2 | - | - | - | - | 42 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1520 | - | 876 | 983 |
| Stage 1 | - | - | - | - | 945 | - |
| Stage 2 | - | - | - | - | 980 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1520 | - | 868 | 983 |
| Mov Cap-2 Maneuver | - | - | - | - | 868 | - |
| Stage 1 | - | - | - | - | 945 | - |
| Stage 2 | - | - | - | - | 971 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.7 | 8.9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 941 | - | - | 1520 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.009 | - |
| HCM Control Delay (s) | 8.9 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 72 | 14 | 5 | 0 | 25 |
| Future Vol, veh/h | 45 | 72 | 14 | 5 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 78 | 15 | 5 | 0 | 27 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 20 | 0 | - | 0 | 194 | 18 |
| Stage 1 | - | - | - | - | 18 | - |
| Stage 2 | - | - | - | - | 176 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 1596 | - | - | - | 795 | 1061 |
| Stage 1 | - | - | - | - | 1005 | - |
| Stage 2 | - | - | - | - | 855 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1596 | - | - | - | 770 | 1061 |
| Mov Cap-2 Maneuver | - | - | - | - | 770 | - |
| Stage 1 | - | - | - | - | 973 | - |
| Stage 2 | - | - | - | - | 855 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 2.8 | 0 | 8.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1596 | - | - | - | 1061 |
| HCM Lane V/C Ratio | 0.031 | - | - | - | 0.026 |
| HCM Control Delay (s) | 7.3 | 0 | - | - | 8.5 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | 0.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 134 | 193 | 94 | 318 | 327 | 136 | 237 | 705 | 99 | 59 | 432 | 70 |
| Future Volume (vph) | 134 | 193 | 94 | 318 | 327 | 136 | 237 | 705 | 99 | 59 | 432 | 70 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.549 | | | 0.395 | | | 0.273 | | | 0.089 | | |
| Satd. Flow (perm) | 1023 | 1863 | 1583 | 736 | 1863 | 1583 | 509 | 1863 | 1583 | 166 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 102 | | | 148 | | | 89 | | | 89 |
| Lane Group Flow (vph) | 146 | 210 | 102 | 346 | 355 | 148 | 258 | 766 | 108 | 64 | 470 | 76 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 60.3 | 51.6 | 51.6 | 53.6 | 46.3 | 46.3 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.55 | 0.47 | 0.47 | 0.49 | 0.42 | 0.42 |
| v/c Ratio | 0.61 | 0.48 | 0.23 | 0.92 | 0.51 | 0.22 | 0.64 | 0.88 | 0.14 | 0.34 | 0.60 | 0.11 |
| Control Delay | 49.5 | 40.4 | 8.0 | 60.4 | 30.0 | 4.6 | 21.1 | 40.5 | 5.9 | 16.9 | 28.8 | 3.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 49.5 | 40.4 | 8.0 | 60.4 | 30.0 | 4.6 | 21.1 | 40.5 | 5.9 | 16.9 | 28.8 | 3.5 |
| LOS | D | D | A | E | C | A | C | D | A | B | C | A |
| Approach Delay | | 36.1 | | | 38.0 | | | 32.8 | | | 24.4 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 92 | 128 | 0 | 188 | 192 | 0 | 90 | 491 | 7 | 20 | 253 | 0 |
| Queue Length 95th (ft) | 164 | 202 | 43 | #366 | 282 | 41 | 139 | #762 | 40 | 40 | 363 | 22 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 241 | 440 | 452 | 377 | 694 | 682 | 405 | 873 | 789 | 246 | 783 | 717 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.61 | 0.48 | 0.23 | 0.92 | 0.51 | 0.22 | 0.64 | 0.88 | 0.14 | 0.26 | 0.60 | 0.11 |

**Intersection Summary**

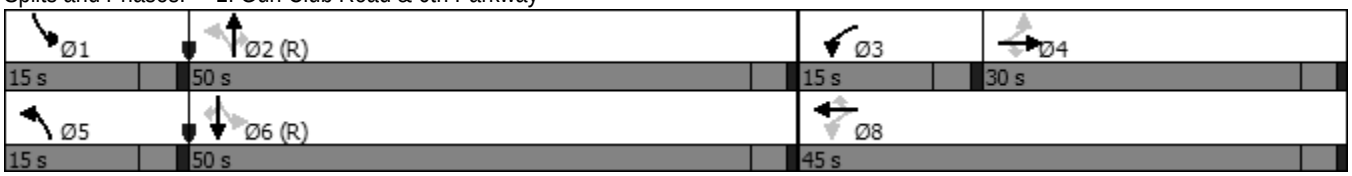
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

| | |
|---|---|
| Intersection Signal Delay: 33.0 | Intersection LOS: C |
| Intersection Capacity Utilization 81.5% | 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 10.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 94 | 208 | 50 | 0 | 393 | 36 | 189 | 0 | 0 | 36 | 0 | 199 |
| Future Vol, veh/h | 94 | 208 | 50 | 0 | 393 | 36 | 189 | 0 | 0 | 36 | 0 | 199 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 226 | 54 | 0 | 427 | 39 | 205 | 0 | 0 | 39 | 0 | 216 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 466 | 0 | 0 | 280 | 0 | 0 | 628 | 923 | 140 | 721 | 911 | 214 |
| Stage 1 | - | - | - | - | - | - | 457 | 457 | - | 427 | 427 | - |
| Stage 2 | - | - | - | - | - | - | 171 | 466 | - | 294 | 484 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 703 | - | - | 959 | - | - | 478 | 303 | 888 | 422 | 308 | 673 |
| Stage 1 | - | - | - | - | - | - | 553 | 625 | - | 491 | 584 | - |
| Stage 2 | - | - | - | - | - | - | 748 | 561 | - | 736 | 608 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 703 | - | - | 959 | - | - | 288 | 259 | 888 | 375 | 264 | 673 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 288 | 259 | - | 375 | 264 | - |
| Stage 1 | - | - | - | - | - | - | 473 | 535 | - | 420 | 584 | - |
| Stage 2 | - | - | - | - | - | - | 508 | 561 | - | 629 | 520 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.9 | 0 | 43.4 | 15.4 |
| HCM LOS | | | E | C |

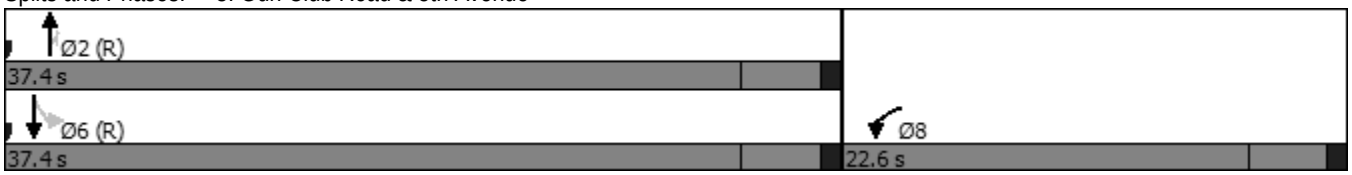
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 288 | 703 | - | - | 959 | - | - | 600 |
| HCM Lane V/C Ratio | 0.713 | 0.145 | - | - | - | - | - | 0.426 |
| HCM Control Delay (s) | 43.4 | 11 | - | - | 0 | - | - | 15.4 |
| HCM Lane LOS | E | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 5 | 0.5 | - | - | 0 | - | - | 2.1 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 70 | 835 | 16 | 28 | 534 |
| Future Volume (vph) | 28 | 70 | 835 | 16 | 28 | 534 |
| Satd. Flow (prot) | 1659 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.986 | | | | 0.249 | |
| Satd. Flow (perm) | 1659 | 0 | 1863 | 1583 | 464 | 1863 |
| Satd. Flow (RTOR) | 76 | | | 8 | | |
| Lane Group Flow (vph) | 106 | 0 | 908 | 17 | 30 | 580 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.6 | | 37.4 | 37.4 | 37.4 | 37.4 |
| Total Split (%) | 37.7% | | 62.3% | 62.3% | 62.3% | 62.3% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 7.2 | | 46.7 | 46.7 | 46.7 | 46.7 |
| Actuated g/C Ratio | 0.12 | | 0.78 | 0.78 | 0.78 | 0.78 |
| v/c Ratio | 0.40 | | 0.63 | 0.01 | 0.08 | 0.40 |
| Control Delay | 14.6 | | 6.9 | 2.2 | 3.5 | 4.3 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.6 | | 6.9 | 2.2 | 3.5 | 4.3 |
| LOS | B | | A | A | A | A |
| Approach Delay | 14.6 | | 6.8 | | | 4.2 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 10 | | 118 | 1 | 2 | 56 |
| Queue Length 95th (ft) | 45 | | 286 | 5 | 10 | 129 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 553 | | 1450 | 1234 | 361 | 1450 |
| 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 | 0.19 | | 0.63 | 0.01 | 0.08 | 0.40 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.63 | |
| Intersection Signal Delay: 6.4 | Intersection LOS: A |
| Intersection Capacity Utilization 57.3% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 5 | 0 | 57 | 6 | 4 |
| Future Vol, veh/h | 27 | 5 | 0 | 57 | 6 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 5 | 0 | 62 | 7 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 34 | 0 | 94 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 62 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1578 | - | 906 | 1042 |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 961 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1578 | - | 906 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 906 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 961 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 956 | - | - | 1578 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 8.8 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 4 | 240 | 416 | 1 |
| Future Vol, veh/h | 3 | 13 | 4 | 240 | 416 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 4 | 261 | 452 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 565 | 227 | 453 | 0 | - | 0 |
| Stage 1 | 453 | - | - | - | - | - |
| Stage 2 | 112 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 509 | 661 | 713 | - | - | - |
| Stage 1 | 515 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 506 | 661 | 713 | - | - | - |
| Mov Cap-2 Maneuver | 506 | - | - | - | - | - |
| Stage 1 | 512 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 713 | - | 625 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.028 | - | - |
| HCM Control Delay (s) | 10.1 | - | 10.9 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 20 | 868 | 107 | 18 | 537 |
| Future Vol, veh/h | 24 | 20 | 868 | 107 | 18 | 537 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 22 | 943 | 116 | 20 | 584 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1567 | 943 | 0 | 0 | 1059 | 0 |
| Stage 1 | 943 | - | - | - | - | - |
| Stage 2 | 624 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | *122 | *382 | - | - | 464 | - |
| Stage 1 | *360 | - | - | - | - | - |
| Stage 2 | *583 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *117 | *382 | - | - | 464 | - |
| Mov Cap-2 Maneuver | *117 | - | - | - | - | - |
| Stage 1 | *360 | - | - | - | - | - |
| Stage 2 | *558 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 34 | 0 | 0.4 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 171 | 464 | - |
| HCM Lane V/C Ratio | - | - | 0.28 | 0.042 | - |
| HCM Control Delay (s) | - | - | 34 | 13.1 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 1.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 16 | 835 | 53 | 17 | 530 |
| Future Vol, veh/h | 25 | 16 | 835 | 53 | 17 | 530 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 17 | 908 | 58 | 18 | 576 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1520 | 908 | 0 | 0 | 966 | 0 |
| Stage 1 | 908 | - | - | - | - | - |
| Stage 2 | 612 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | *131 | *409 | - | - | 570 | - |
| Stage 1 | *386 | - | - | - | - | - |
| Stage 2 | *595 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *127 | *409 | - | - | 570 | - |
| Mov Cap-2 Maneuver | *127 | - | - | - | - | - |
| Stage 1 | *386 | - | - | - | - | - |
| Stage 2 | *576 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 32.7 | 0 | 0.4 |
| HCM LOS | D | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 174 | 570 | - |
| HCM Lane V/C Ratio | - | - | 0.256 | 0.032 | - |
| HCM Control Delay (s) | - | - | 32.7 | 11.5 | - |
| HCM Lane LOS | - | - | D | B | - |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 10 | 14 | 21 | 17 | 47 | 0 | 25 | 0 | 16 | 2 | 0 | 27 |
| Future Vol, veh/h | 10 | 14 | 21 | 17 | 47 | 0 | 25 | 0 | 16 | 2 | 0 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 15 | 23 | 18 | 51 | 0 | 27 | 0 | 17 | 2 | 0 | 29 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 51 | 0 | 0 | 38 | 0 | 0 | 151 | 136 | 27 | 144 | 147 | 51 |
| Stage 1 | - | - | - | - | - | - | 49 | 49 | - | 87 | 87 | - |
| Stage 2 | - | - | - | - | - | - | 102 | 87 | - | 57 | 60 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1555 | - | - | 1572 | - | - | 816 | 755 | 1048 | 825 | 744 | 1017 |
| Stage 1 | - | - | - | - | - | - | 964 | 854 | - | 921 | 823 | - |
| Stage 2 | - | - | - | - | - | - | 904 | 823 | - | 955 | 845 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1555 | - | - | 1572 | - | - | 781 | 741 | 1048 | 799 | 730 | 1017 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 781 | 741 | - | 799 | 730 | - |
| Stage 1 | - | - | - | - | - | - | 957 | 848 | - | 915 | 813 | - |
| Stage 2 | - | - | - | - | - | - | 867 | 813 | - | 933 | 839 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.6 | 1.9 | 9.4 | 8.7 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 867 | 1555 | - | - | 1572 | - | - | 998 |
| HCM Lane V/C Ratio | 0.051 | 0.007 | - | - | 0.012 | - | - | 0.032 |
| HCM Control Delay (s) | 9.4 | 7.3 | 0 | - | 7.3 | 0 | - | 8.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 34 | 0 | 209 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 16 | 37 |
| Future Vol, veh/h | 34 | 0 | 209 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 16 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 0 | 227 | 5 | 1 | 0 | 108 | 4 | 2 | 0 | 17 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 259 | 259 | 37 | 372 | 278 | 5 | 57 | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 37 | 37 | - | 221 | 221 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 222 | - | 151 | 57 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 1035 | 585 | 630 | 1078 | 1547 | - | - | 1615 | - | - |
| Stage 1 | 978 | 864 | - | 781 | 720 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 720 | - | 851 | 847 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 656 | 600 | 1035 | 432 | 586 | 1078 | 1547 | - | - | 1615 | - | - |
| Mov Cap-2 Maneuver | 656 | 600 | - | 432 | 586 | - | - | - | - | - | - | - |
| Stage 1 | 910 | 864 | - | 726 | 670 | - | - | - | - | - | - | - |
| Stage 2 | 724 | 670 | - | 664 | 847 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 13.1 | 7.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1547 | - | - | 656 | 1035 | 452 | 1615 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | - | 0.056 | 0.219 | 0.014 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 10.8 | 9.5 | 13.1 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0.8 | 0 | 0 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 181 | 476 | 164 | 380 | 263 | 80 | 329 | 625 | 229 | 192 | 832 | 54 |
| Future Volume (vph) | 181 | 476 | 164 | 380 | 263 | 80 | 329 | 625 | 229 | 192 | 832 | 54 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.584 | | | 0.133 | | | 0.087 | | | 0.102 | | |
| Satd. Flow (perm) | 1088 | 1863 | 1583 | 248 | 1863 | 1583 | 162 | 1863 | 1583 | 190 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 133 | | | 87 | | | 120 | | | 89 |
| Lane Group Flow (vph) | 197 | 517 | 178 | 413 | 286 | 87 | 358 | 679 | 249 | 209 | 904 | 59 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 57.2 | 46.2 | 46.2 | 56.8 | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.52 | 0.42 | 0.42 | 0.52 | 0.42 | 0.42 |
| v/c Ratio | 0.77 | 1.18 | 0.37 | 1.69 | 0.41 | 0.14 | 1.47 | 0.87 | 0.34 | 0.83 | 1.16 | 0.08 |
| Control Delay | 60.0 | 138.6 | 13.1 | 352.0 | 27.8 | 5.4 | 256.3 | 42.6 | 12.2 | 48.5 | 117.3 | 1.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.0 | 138.6 | 13.1 | 352.0 | 27.8 | 5.4 | 256.3 | 42.6 | 12.2 | 48.5 | 117.3 | 1.9 |
| LOS | E | F | B | F | C | A | F | D | B | D | F | A |
| Approach Delay | | 96.2 | | | 195.7 | | | 96.2 | | | 99.2 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 130 | ~437 | 25 | ~381 | 148 | 0 | ~298 | 431 | 57 | 84 | ~758 | 0 |
| Queue Length 95th (ft) | #247 | #645 | 86 | #578 | 224 | 33 | #484 | #652 | 117 | #210 | #999 | 12 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 257 | 440 | 475 | 244 | 694 | 644 | 244 | 783 | 734 | 256 | 779 | 713 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.77 | 1.18 | 0.37 | 1.69 | 0.41 | 0.14 | 1.47 | 0.87 | 0.34 | 0.82 | 1.16 | 0.08 |

| Intersection Summary |
|---|
| Cycle Length: 110 |
| Actuated Cycle Length: 110 |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 110 |
| Control Type: Actuated-Coordinated |

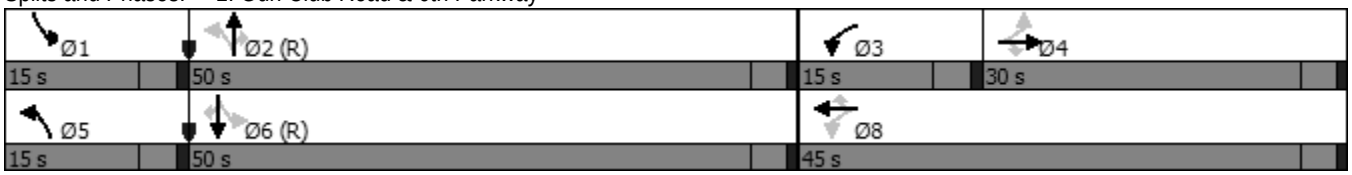
Maximum v/c Ratio: 1.69

| | |
|---|---|
| Intersection Signal Delay: 116.0 | Intersection LOS: F |
| Intersection Capacity Utilization 121.5% | ICU Level of Service H |
| 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 6.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 113 | 533 | 249 | 0 | 401 | 40 | 98 | 0 | 2 | 41 | 0 | 224 |
| Future Vol, veh/h | 113 | 533 | 249 | 0 | 401 | 40 | 98 | 0 | 2 | 41 | 0 | 224 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 123 | 579 | 271 | 0 | 436 | 43 | 107 | 0 | 2 | 45 | 0 | 243 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 479 | 0 | 0 | 850 | 0 | 0 | 1135 | 1440 | 425 | 914 | 1532 | 218 |
| Stage 1 | - | - | - | - | - | - | 961 | 961 | - | 436 | 436 | - |
| Stage 2 | - | - | - | - | - | - | 174 | 479 | - | 478 | 1096 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 693 | - | - | 667 | - | - | 328 | 196 | *818 | *454 | 170 | 670 |
| Stage 1 | - | - | - | - | - | - | 371 | 467 | - | *484 | 578 | - |
| Stage 2 | - | - | - | - | - | - | 745 | 553 | - | *839 | 399 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 693 | - | - | 667 | - | - | 181 | 162 | *818 | *391 | 140 | 670 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 181 | 162 | - | *391 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 305 | 384 | - | *398 | 578 | - |
| Stage 2 | - | - | - | - | - | - | 474 | 553 | - | *689 | 328 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.4 | 0 | 49.4 | 16.3 |
| HCM LOS | | | E | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 184 | 693 | - | - | 667 | - | - | 603 |
| HCM Lane V/C Ratio | 0.591 | 0.177 | - | - | - | - | - | 0.478 |
| HCM Control Delay (s) | 49.4 | 11.3 | - | - | 0 | - | - | 16.3 |
| HCM Lane LOS | E | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 3.2 | 0.6 | - | - | 0 | - | - | 2.6 |

Notes

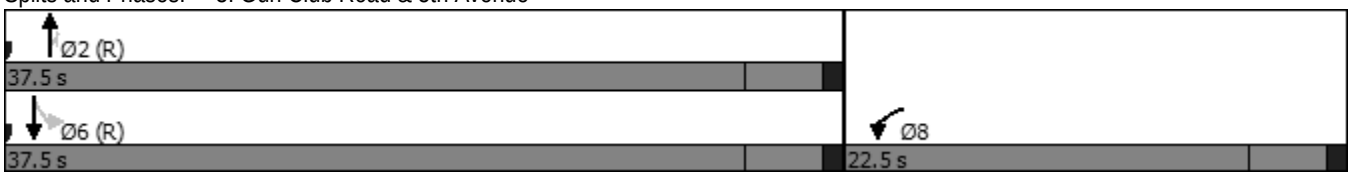
~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 27 | 723 | 32 | 66 | 1011 |
| Future Volume (vph) | 21 | 27 | 723 | 32 | 66 | 1011 |
| Satd. Flow (prot) | 1685 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.978 | | | | 0.321 | |
| Satd. Flow (perm) | 1685 | 0 | 1863 | 1583 | 598 | 1863 |
| Satd. Flow (RTOR) | 29 | | | 20 | | |
| Lane Group Flow (vph) | 52 | 0 | 786 | 35 | 72 | 1099 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 6.7 | | 50.1 | 50.1 | 50.1 | 50.1 |
| Actuated g/C Ratio | 0.11 | | 0.84 | 0.84 | 0.84 | 0.84 |
| v/c Ratio | 0.25 | | 0.50 | 0.03 | 0.14 | 0.71 |
| Control Delay | 17.0 | | 4.5 | 1.7 | 3.3 | 8.5 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.0 | | 4.5 | 1.7 | 3.3 | 8.5 |
| LOS | B | | A | A | A | A |
| Approach Delay | 17.0 | | 4.4 | | | 8.2 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 8 | | 87 | 1 | 5 | 172 |
| Queue Length 95th (ft) | 34 | | 189 | 7 | 18 | #556 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 525 | | 1557 | 1326 | 499 | 1557 |
| 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 | 0.10 | | 0.50 | 0.03 | 0.14 | 0.71 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.71 | |
| Intersection Signal Delay: 6.9 | Intersection LOS: A |
| Intersection Capacity Utilization 64.9% | 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. | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 2 | 9 | 26 | 2 | 3 |
| Future Vol, veh/h | 61 | 2 | 9 | 26 | 2 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 66 | 2 | 10 | 28 | 2 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 68 | 0 | 115 | 67 |
| Stage 1 | - | - | - | - | 67 | - |
| Stage 2 | - | - | - | - | 48 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1533 | - | 881 | 997 |
| Stage 1 | - | - | - | - | 956 | - |
| Stage 2 | - | - | - | - | 974 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1533 | - | 875 | 997 |
| Mov Cap-2 Maneuver | - | - | - | - | 875 | - |
| Stage 1 | - | - | - | - | 956 | - |
| Stage 2 | - | - | - | - | 967 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.9 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 944 | - | - | 1533 | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 13 | 563 | 433 | 2 |
| Future Vol, veh/h | 2 | 8 | 13 | 563 | 433 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 14 | 612 | 471 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 745 | 237 | 473 | 0 | - | 0 |
| Stage 1 | 472 | - | - | - | - | - |
| Stage 2 | 273 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 416 | 651 | 697 | - | - | - |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 408 | 651 | 697 | - | - | - |
| Mov Cap-2 Maneuver | 408 | - | - | - | - | - |
| Stage 1 | 492 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 697 | - | 582 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | 0.019 | - | - |
| HCM Control Delay (s) | 10.3 | - | 11.3 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 21 | 771 | 115 | 19 | 1049 |
| Future Vol, veh/h | 29 | 21 | 771 | 115 | 19 | 1049 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 23 | 838 | 125 | 21 | 1140 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2020 | 838 | 0 | 0 | 963 | 0 |
| Stage 1 | 838 | - | - | - | - | - |
| Stage 2 | 1182 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | *64 | *465 | - | - | 565 | - |
| Stage 1 | *439 | - | - | - | - | - |
| Stage 2 | *207 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *62 | *465 | - | - | 565 | - |
| Mov Cap-2 Maneuver | *62 | - | - | - | - | - |
| Stage 1 | *439 | - | - | - | - | - |
| Stage 2 | *199 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 81.5 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 97 | 565 | - |
| HCM Lane V/C Ratio | - | - | 0.56 | 0.037 | - |
| HCM Control Delay (s) | - | - | 81.5 | 11.6 | - |
| HCM Lane LOS | - | - | F | B | - |
| HCM 95th %tile Q(veh) | - | - | 2.6 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 19 | 736 | 56 | 18 | 1039 |
| Future Vol, veh/h | 29 | 19 | 736 | 56 | 18 | 1039 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 21 | 800 | 61 | 20 | 1129 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1969 | 800 | 0 | 0 | 861 | 0 |
| Stage 1 | 800 | - | - | - | - | - |
| Stage 2 | 1169 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | *69 | *493 | - | - | 682 | - |
| Stage 1 | *465 | - | - | - | - | - |
| Stage 2 | *218 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *67 | *493 | - | - | 682 | - |
| Mov Cap-2 Maneuver | *67 | - | - | - | - | - |
| Stage 1 | *465 | - | - | - | - | - |
| Stage 2 | *212 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 72.5 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 102 | 682 | - |
| HCM Lane V/C Ratio | - | - | 0.512 | 0.029 | - |
| HCM Control Delay (s) | - | - | 72.5 | 10.4 | - |
| HCM Lane LOS | - | - | F | B | - |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 27 | 44 | 27 | 19 | 9 | 3 | 24 | 0 | 19 | 0 | 0 | 15 |
| Future Vol, veh/h | 27 | 44 | 27 | 19 | 9 | 3 | 24 | 0 | 19 | 0 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 48 | 29 | 21 | 10 | 3 | 26 | 0 | 21 | 0 | 0 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 13 | 0 | 0 | 77 | 0 | 0 | 183 | 176 | 63 | 185 | 189 | 12 |
| Stage 1 | - | - | - | - | - | - | 121 | 121 | - | 54 | 54 | - |
| Stage 2 | - | - | - | - | - | - | 62 | 55 | - | 131 | 135 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1606 | - | - | 1522 | - | - | 778 | 717 | 1002 | 776 | 706 | 1069 |
| Stage 1 | - | - | - | - | - | - | 883 | 796 | - | 958 | 850 | - |
| Stage 2 | - | - | - | - | - | - | 949 | 849 | - | 873 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1606 | - | - | 1522 | - | - | 747 | 693 | 1002 | 741 | 683 | 1069 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 747 | 693 | - | 741 | 683 | - |
| Stage 1 | - | - | - | - | - | - | 866 | 781 | - | 940 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 921 | 837 | - | 839 | 770 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2 | 4.5 | 9.5 | 8.4 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 842 | 1606 | - | - | 1522 | - | - | 1069 |
| HCM Lane V/C Ratio | 0.056 | 0.018 | - | - | 0.014 | - | - | 0.015 |
| HCM Control Delay (s) | 9.5 | 7.3 | 0 | - | 7.4 | 0 | - | 8.4 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 1 | 248 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 10 | 39 |
| Future Vol, veh/h | 40 | 1 | 248 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 10 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1 | 270 | 3 | 0 | 0 | 55 | 17 | 7 | 0 | 11 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 163 | 166 | 32 | 299 | 184 | 21 | 53 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 32 | 32 | - | 131 | 131 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 134 | - | 168 | 53 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 802 | 727 | 1042 | 653 | 710 | 1056 | 1553 | - | - | 1591 | - | - |
| Stage 1 | 984 | 868 | - | 873 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 785 | - | 834 | 851 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 780 | 702 | 1042 | 470 | 685 | 1056 | 1553 | - | - | 1591 | - | - |
| Mov Cap-2 Maneuver | 780 | 702 | - | 470 | 685 | - | - | - | - | - | - | - |
| Stage 1 | 950 | 868 | - | 842 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 842 | 758 | - | 617 | 851 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 12.7 | 5.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1553 | - | - | 780 | 1040 | 470 | 1591 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | - | 0.056 | 0.26 | 0.007 | - | - | - |
| HCM Control Delay (s) | 7.4 | - | - | 9.9 | 9.7 | 12.7 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 1 | 0 | 0 | - | - |

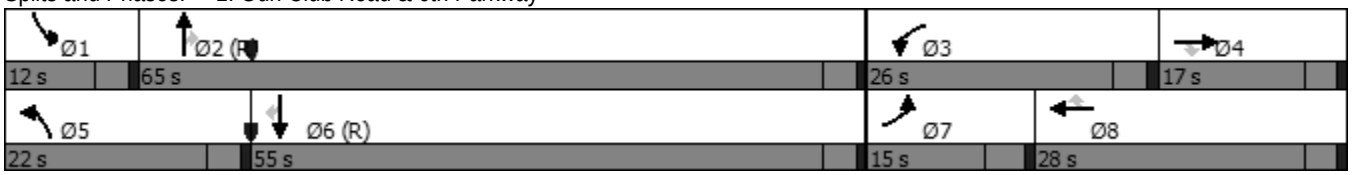
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 145 | 260 | 138 | 373 | 506 | 230 | 302 | 1147 | 127 | 100 | 689 | 94 |
| Future Volume (vph) | 145 | 260 | 138 | 373 | 506 | 230 | 302 | 1147 | 127 | 100 | 689 | 94 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 159 | | | 160 | | | 123 | | | 159 |
| Lane Group Flow (vph) | 158 | 283 | 150 | 405 | 550 | 250 | 328 | 1247 | 138 | 109 | 749 | 102 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 15.0 | 17.0 | 17.0 | 26.0 | 28.0 | 28.0 | 22.0 | 65.0 | 65.0 | 12.0 | 55.0 | 55.0 |
| Total Split (%) | 12.5% | 14.2% | 14.2% | 21.7% | 23.3% | 23.3% | 18.3% | 54.2% | 54.2% | 10.0% | 45.8% | 45.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.8 | 13.0 | 13.0 | 22.0 | 24.7 | 24.7 | 16.0 | 61.3 | 61.3 | 7.7 | 53.0 | 53.0 |
| Actuated g/C Ratio | 0.08 | 0.11 | 0.11 | 0.18 | 0.21 | 0.21 | 0.13 | 0.51 | 0.51 | 0.06 | 0.44 | 0.44 |
| v/c Ratio | 0.57 | 0.51 | 0.48 | 0.64 | 0.53 | 0.55 | 0.72 | 0.69 | 0.16 | 0.49 | 0.48 | 0.13 |
| Control Delay | 61.1 | 54.2 | 12.0 | 50.8 | 44.7 | 20.9 | 59.1 | 24.8 | 4.0 | 58.0 | 22.4 | 3.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 61.1 | 54.2 | 12.0 | 50.8 | 44.7 | 20.9 | 59.1 | 24.8 | 4.0 | 58.0 | 22.4 | 3.9 |
| LOS | E | D | B | D | D | C | E | C | A | E | C | A |
| Approach Delay | | 45.3 | | | 41.8 | | | 29.7 | | | 24.5 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 61 | 76 | 0 | 151 | 141 | 60 | 126 | 373 | 6 | 42 | 186 | 1 |
| Queue Length 95th (ft) | 97 | 109 | 55 | 205 | 181 | 147 | 174 | 453 | 38 | 73 | 224 | 27 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 300 | 550 | 313 | 629 | 1047 | 453 | 514 | 1806 | 868 | 228 | 1564 | 788 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.51 | 0.48 | 0.64 | 0.53 | 0.55 | 0.64 | 0.69 | 0.16 | 0.48 | 0.48 | 0.13 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.72

| | |
|---|---|
| Intersection Signal Delay: 33.9 | Intersection LOS: C |
| Intersection Capacity Utilization 64.0% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 71.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 94 | 308 | 85 | 0 | 590 | 36 | 320 | 0 | 0 | 36 | 0 | 199 |
| Future Vol, veh/h | 94 | 308 | 85 | 0 | 590 | 36 | 320 | 0 | 0 | 36 | 0 | 199 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 335 | 92 | 0 | 641 | 39 | 348 | 0 | 0 | 39 | 0 | 216 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 680 | 0 | 0 | 427 | 0 | 0 | 841 | 1265 | 214 | 979 | 1272 | 321 |
| Stage 1 | - | - | - | - | - | - | 585 | 585 | - | 641 | 641 | - |
| Stage 2 | - | - | - | - | - | - | 256 | 680 | - | 338 | 631 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 557 | - | - | 882 | - | - | 392 | 203 | *870 | 322 | 201 | 576 |
| Stage 1 | - | - | - | - | - | - | 507 | 586 | - | 352 | 468 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 449 | - | 770 | 558 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 557 | - | - | 882 | - | - | ~ 210 | 166 | *870 | 277 | 164 | 576 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 210 | 166 | - | 277 | 164 | - |
| Stage 1 | - | - | - | - | - | - | 414 | 479 | - | 288 | 468 | - |
| Stage 2 | - | - | - | - | - | - | 416 | 449 | - | 629 | 456 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.5 | 0 | $ 355.8 | 19.8 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 210 | 557 | - | - | 882 | - | - | 494 |
| HCM Lane V/C Ratio | 1.656 | 0.183 | - | - | - | - | - | 0.517 |
| HCM Control Delay (s) | $ 355.8 | 12.9 | - | - | 0 | - | - | 19.8 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 22.9 | 0.7 | - | - | 0 | - | - | 2.9 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 103 | 1373 | 25 | 34 | 850 |
| Future Volume (vph) | 45 | 103 | 1373 | 25 | 34 | 850 |
| Satd. Flow (prot) | 1662 | 0 | 3539 | 1583 | 1770 | 3539 |
| Flt Permitted | 0.985 | | | | 0.136 | |
| Satd. Flow (perm) | 1662 | 0 | 3539 | 1583 | 253 | 3539 |
| Satd. Flow (RTOR) | 28 | | | 16 | | |
| Lane Group Flow (vph) | 161 | 0 | 1492 | 27 | 37 | 924 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 10.2 | | 43.8 | 43.8 | 43.8 | 43.8 |
| Actuated g/C Ratio | 0.17 | | 0.73 | 0.73 | 0.73 | 0.73 |
| v/c Ratio | 0.53 | | 0.58 | 0.02 | 0.20 | 0.36 |
| Control Delay | 24.3 | | 8.0 | 3.7 | 8.2 | 4.8 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.3 | | 8.0 | 3.7 | 8.2 | 4.8 |
| LOS | C | | A | A | A | A |
| Approach Delay | 24.3 | | 8.0 | | | 5.0 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 44 | | 239 | 4 | 4 | 60 |
| Queue Length 95th (ft) | 86 | | 351 | m8 | 22 | 114 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 518 | | 2582 | 1159 | 184 | 2582 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | | 0.58 | 0.02 | 0.20 | 0.36 |

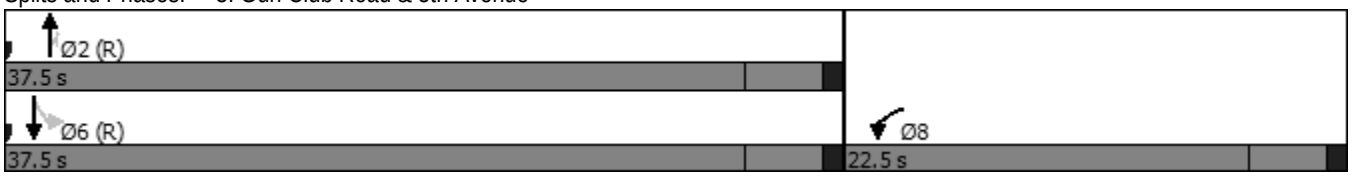
| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.58

| | |
|---|---|
| Intersection Signal Delay: 7.9 | Intersection LOS: A |
| Intersection Capacity Utilization 54.3% | ICU Level of Service A |
| Analysis Period (min) 15 | |

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

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 8 | 0 | 85 | 9 | 6 |
| Future Vol, veh/h | 34 | 8 | 0 | 85 | 9 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 9 | 0 | 92 | 10 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 46 | 0 | 134 | 42 |
| Stage 1 | - | - | - | - | 42 | - |
| Stage 2 | - | - | - | - | 92 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1562 | - | 860 | 1029 |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 932 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1562 | - | 860 | 1029 |
| Mov Cap-2 Maneuver | - | - | - | - | 860 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 932 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 920 | - | - | 1562 | - |
| HCM Lane V/C Ratio | 0.018 | - | - | - | - |
| HCM Control Delay (s) | 9 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 4 | 340 | 613 | 1 |
| Future Vol, veh/h | 3 | 13 | 4 | 340 | 613 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 4 | 370 | 666 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 823 | 334 | 667 | 0 | - | 0 |
| Stage 1 | 667 | - | - | - | - | - |
| Stage 2 | 156 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 380 | 565 | 565 | - | - | - |
| Stage 1 | 384 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 377 | 565 | 565 | - | - | - |
| Mov Cap-2 Maneuver | 377 | - | - | - | - | - |
| Stage 1 | 381 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 12.2 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 565 | - | 517 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.034 | - | - |
| HCM Control Delay (s) | 11.4 | - | 12.2 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 20 | 1415 | 107 | 18 | 859 |
| Future Vol, veh/h | 24 | 20 | 1415 | 107 | 18 | 859 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 26 | 22 | 1538 | 116 | 20 | 934 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2045 | 769 | 0 | 0 | 1654 | 0 |
| Stage 1 | 1538 | - | - | - | - | - |
| Stage 2 | 507 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | *49 | *491 | - | - | 716 | - |
| Stage 1 | *463 | - | - | - | - | - |
| Stage 2 | *723 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *48 | *491 | - | - | 716 | - |
| Mov Cap-2 Maneuver | *48 | - | - | - | - | - |
| Stage 1 | *463 | - | - | - | - | - |
| Stage 2 | *703 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 99.8 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 81 | 716 | - |
| HCM Lane V/C Ratio | - | - | 0.59 | 0.027 | - |
| HCM Control Delay (s) | - | - | 99.8 | 10.2 | - |
| HCM Lane LOS | - | - | F | B | - |
| HCM 95th %tile Q(veh) | - | - | 2.6 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 16 | 1382 | 53 | 17 | 852 |
| Future Vol, veh/h | 25 | 16 | 1382 | 53 | 17 | 852 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 17 | 1502 | 58 | 18 | 926 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2001 | 751 | 0 | 0 | 1560 | 0 |
| Stage 1 | 1502 | - | - | - | - | - |
| Stage 2 | 499 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | *52 | *516 | - | - | *772 | - |
| Stage 1 | *487 | - | - | - | - | - |
| Stage 2 | *723 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *51 | *516 | - | - | *772 | - |
| Mov Cap-2 Maneuver | *51 | - | - | - | - | - |
| Stage 1 | *487 | - | - | - | - | - |
| Stage 2 | *707 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 98.1 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 79 | * 772 | - |
| HCM Lane V/C Ratio | - | - | 0.564 | 0.024 | - |
| HCM Control Delay (s) | - | - | 98.1 | 9.8 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.5 | 0.1 | - |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 16 | 23 | 21 | 17 | 78 | 0 | 25 | 0 | 16 | 4 | 0 | 45 |
| Future Vol, veh/h | 16 | 23 | 21 | 17 | 78 | 0 | 25 | 0 | 16 | 4 | 0 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 25 | 23 | 18 | 85 | 0 | 27 | 0 | 17 | 4 | 0 | 49 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 0 | 0 | 48 | 0 | 0 | 217 | 192 | 37 | 200 | 203 | 85 |
| Stage 1 | - | - | - | - | - | - | 71 | 71 | - | 121 | 121 | - |
| Stage 2 | - | - | - | - | - | - | 146 | 121 | - | 79 | 82 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1512 | - | - | 1559 | - | - | 739 | 703 | 1035 | 759 | 693 | 974 |
| Stage 1 | - | - | - | - | - | - | 939 | 836 | - | 883 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 857 | 796 | - | 930 | 827 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1512 | - | - | 1559 | - | - | 689 | 686 | 1035 | 732 | 676 | 974 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 689 | 686 | - | 732 | 676 | - |
| Stage 1 | - | - | - | - | - | - | 928 | 826 | - | 872 | 786 | - |
| Stage 2 | - | - | - | - | - | - | 804 | 786 | - | 903 | 817 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2 | 1.3 | 9.8 | 9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 792 | 1512 | - | - | 1559 | - | - | 948 |
| HCM Lane V/C Ratio | 0.056 | 0.012 | - | - | 0.012 | - | - | 0.056 |
| HCM Control Delay (s) | 9.8 | 7.4 | 0 | - | 7.3 | 0 | - | 9 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 34 | 0 | 209 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 16 | 37 |
| Future Vol, veh/h | 34 | 0 | 209 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 16 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 0 | 227 | 5 | 1 | 0 | 108 | 4 | 2 | 0 | 17 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 259 | 259 | 37 | 372 | 278 | 5 | 57 | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 37 | 37 | - | 221 | 221 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 222 | - | 151 | 57 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 1035 | 585 | 630 | 1078 | 1547 | - | - | 1615 | - | - |
| Stage 1 | 978 | 864 | - | 781 | 720 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 720 | - | 851 | 847 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 656 | 600 | 1035 | 432 | 586 | 1078 | 1547 | - | - | 1615 | - | - |
| Mov Cap-2 Maneuver | 656 | 600 | - | 432 | 586 | - | - | - | - | - | - | - |
| Stage 1 | 910 | 864 | - | 726 | 670 | - | - | - | - | - | - | - |
| Stage 2 | 724 | 670 | - | 664 | 847 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 13.1 | 7.1 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1547 | - | - | 656 | 1035 | 452 | 1615 | - | - |
| HCM Lane V/C Ratio | 0.07 | - | - | 0.056 | 0.219 | 0.014 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 10.8 | 9.5 | 13.1 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 0.8 | 0 | 0 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 205 | 696 | 244 | 434 | 378 | 135 | 386 | 984 | 290 | 323 | 1343 | 63 |
| Future Volume (vph) | 205 | 696 | 244 | 434 | 378 | 135 | 386 | 984 | 290 | 323 | 1343 | 63 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 219 | | | 147 | | | 167 | | | 86 |
| Lane Group Flow (vph) | 223 | 757 | 265 | 472 | 411 | 147 | 420 | 1070 | 315 | 351 | 1460 | 68 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 17.7 | 22.0 | 22.0 | 21.0 | 25.3 | 25.3 | 19.0 | 54.0 | 54.0 | 23.0 | 58.0 | 58.0 |
| Total Split (%) | 14.8% | 18.3% | 18.3% | 17.5% | 21.1% | 21.1% | 15.8% | 45.0% | 45.0% | 19.2% | 48.3% | 48.3% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 12.1 | 18.0 | 18.0 | 17.0 | 22.4 | 22.4 | 15.0 | 52.2 | 52.2 | 16.8 | 54.0 | 54.0 |
| Actuated g/C Ratio | 0.10 | 0.15 | 0.15 | 0.14 | 0.19 | 0.19 | 0.12 | 0.44 | 0.44 | 0.14 | 0.45 | 0.45 |
| v/c Ratio | 0.64 | 0.99 | 0.63 | 0.97 | 0.43 | 0.36 | 0.98 | 0.70 | 0.40 | 0.73 | 0.92 | 0.09 |
| Control Delay | 60.8 | 82.1 | 17.6 | 85.8 | 45.2 | 9.3 | 91.1 | 30.8 | 12.4 | 53.7 | 36.7 | 4.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.8 | 82.1 | 17.6 | 85.8 | 45.2 | 9.3 | 91.1 | 30.8 | 12.4 | 53.7 | 36.7 | 4.2 |
| LOS | E | F | B | F | D | A | F | C | B | D | D | A |
| Approach Delay | | 64.6 | | | 58.7 | | | 41.6 | | | 38.7 | |
| Approach LOS | | E | | | E | | | D | | | D | |
| Queue Length 50th (ft) | 86 | 217 | 32 | 190 | 105 | 0 | 169 | 350 | 71 | 135 | 547 | 3 |
| Queue Length 95th (ft) | 128 | #309 | 120 | #297 | 141 | 56 | #274 | 440 | 150 | 185 | #703 | m20 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 377 | 762 | 423 | 486 | 948 | 414 | 429 | 1539 | 783 | 543 | 1592 | 759 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.59 | 0.99 | 0.63 | 0.97 | 0.43 | 0.36 | 0.98 | 0.70 | 0.40 | 0.65 | 0.92 | 0.09 |

**Intersection Summary**

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated

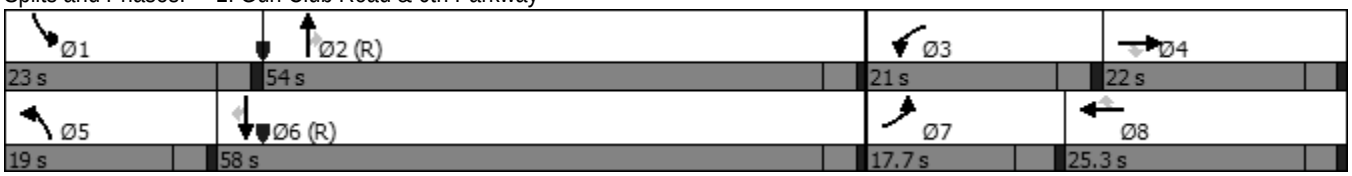
Maximum v/c Ratio: 0.99

| | |
|---|---|
| Intersection Signal Delay: 48.4 | Intersection LOS: D |
| Intersection Capacity Utilization 87.3% | 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.

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

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 25.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 113 | 773 | 423 | 0 | 558 | 40 | 166 | 0 | 4 | 41 | 0 | 224 |
| Future Vol, veh/h | 113 | 773 | 423 | 0 | 558 | 40 | 166 | 0 | 4 | 41 | 0 | 224 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 123 | 840 | 460 | 0 | 607 | 43 | 180 | 0 | 4 | 45 | 0 | 243 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 650 | 0 | 0 | 1300 | 0 | 0 | 1559 | 1966 | 650 | 1189 | 2153 | 304 |
| Stage 1 | - | - | - | - | - | - | 1316 | 1316 | - | 607 | 607 | - |
| Stage 2 | - | - | - | - | - | - | 243 | 650 | - | 582 | 1546 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 575 | - | - | 527 | - | - | 251 | 119 | *740 | *458 | 86 | 590 |
| Stage 1 | - | - | - | - | - | - | 325 | 413 | - | *371 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 463 | - | *759 | 307 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 575 | - | - | 527 | - | - | ~ 123 | 93 | *740 | *380 | 67 | 590 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 123 | 93 | - | *380 | 67 | - |
| Stage 1 | - | - | - | - | - | - | 256 | 325 | - | *292 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 398 | 463 | - | *593 | 241 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0 | $ 316.7 | 18.8 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 125 | 575 | - | - | 527 | - | - | 544 |
| HCM Lane V/C Ratio | 1.478 | 0.214 | - | - | - | - | - | 0.529 |
| HCM Control Delay (s) | $ 316.7 | 13 | - | - | 0 | - | - | 18.8 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 12.9 | 0.8 | - | - | 0 | - | - | 3.1 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 34 | 31 | 1143 | 50 | 96 | 1634 |
| Future Volume (vph) | 34 | 31 | 1143 | 50 | 96 | 1634 |
| Satd. Flow (prot) | 1698 | 0 | 3539 | 1583 | 1770 | 3539 |
| Flt Permitted | 0.975 | | | | 0.208 | |
| Satd. Flow (perm) | 1698 | 0 | 3539 | 1583 | 387 | 3539 |
| Satd. Flow (RTOR) | 34 | | | 37 | | |
| Lane Group Flow (vph) | 71 | 0 | 1242 | 54 | 104 | 1776 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 7.1 | | 49.7 | 49.7 | 49.7 | 49.7 |
| Actuated g/C Ratio | 0.12 | | 0.83 | 0.83 | 0.83 | 0.83 |
| v/c Ratio | 0.31 | | 0.42 | 0.04 | 0.33 | 0.61 |
| Control Delay | 18.1 | | 6.1 | 2.3 | 6.7 | 4.8 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.1 | | 6.1 | 2.3 | 6.7 | 4.8 |
| LOS | B | | A | A | A | A |
| Approach Delay | 18.1 | | 5.9 | | | 4.9 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 12 | | 251 | 7 | 10 | 126 |
| Queue Length 95th (ft) | 42 | | 366 | m13 | 41 | 235 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 533 | | 2934 | 1318 | 320 | 2934 |
| 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 | 0.13 | | 0.42 | 0.04 | 0.33 | 0.61 |

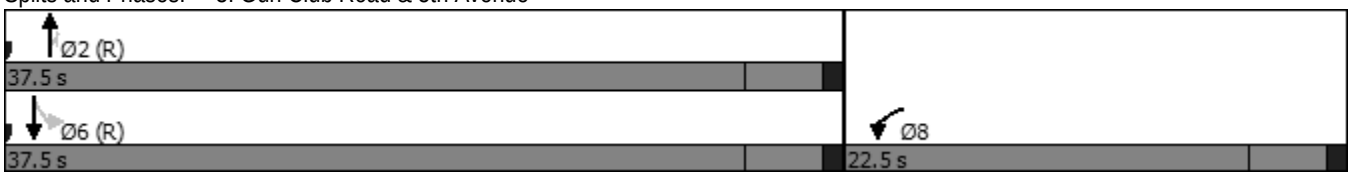
| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.61

| | |
|---|---|
| Intersection Signal Delay: 5.6 | Intersection LOS: A |
| Intersection Capacity Utilization 56.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

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

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 2 | 15 | 32 | 3 | 5 |
| Future Vol, veh/h | 91 | 2 | 15 | 32 | 3 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 2 | 16 | 35 | 3 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 101 | 0 | 167 | 100 |
| Stage 1 | - | - | - | - | 100 | - |
| Stage 2 | - | - | - | - | 67 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1491 | - | 823 | 956 |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 956 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1491 | - | 814 | 956 |
| Mov Cap-2 Maneuver | - | - | - | - | 814 | - |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 945 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.4 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 897 | - | - | 1491 | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.011 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 13 | 805 | 590 | 2 |
| Future Vol, veh/h | 2 | 8 | 13 | 805 | 590 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 14 | 875 | 641 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1020 | 322 | 643 | 0 | - | 0 |
| Stage 1 | 642 | - | - | - | - | - |
| Stage 2 | 378 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 303 | 575 | 580 | - | - | - |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 296 | 575 | 580 | - | - | - |
| Mov Cap-2 Maneuver | 296 | - | - | - | - | - |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 12.6 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 580 | - | 484 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.022 | - | - |
| HCM Control Delay (s) | 11.4 | - | 12.6 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 21 | 1209 | 115 | 19 | 1700 |
| Future Vol, veh/h | 29 | 21 | 1209 | 115 | 19 | 1700 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 23 | 1314 | 125 | 21 | 1848 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2280 | 657 | 0 | 0 | 1439 | 0 |
| Stage 1 | 1314 | - | - | - | - | - |
| Stage 2 | 966 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | *34 | *593 | - | - | 783 | - |
| Stage 1 | *560 | - | - | - | - | - |
| Stage 2 | *386 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *33 | *593 | - | - | 783 | - |
| Mov Cap-2 Maneuver | *33 | - | - | - | - | - |
| Stage 1 | *560 | - | - | - | - | - |
| Stage 2 | *376 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 238.4 | 0 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 55 | 783 | - |
| HCM Lane V/C Ratio | - | - | 0.988 | 0.026 | - |
| HCM Control Delay (s) | - | - | 238.4 | 9.7 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 4.5 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 29 | 19 | 1174 | 56 | 18 | 1690 |
| Future Vol, veh/h | 29 | 19 | 1174 | 56 | 18 | 1690 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 32 | 21 | 1276 | 61 | 20 | 1837 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2235 | 638 | 0 | 0 | 1337 | 0 |
| Stage 1 | 1276 | - | - | - | - | - |
| Stage 2 | 959 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | *36 | *593 | - | - | *887 | - |
| Stage 1 | *560 | - | - | - | - | - |
| Stage 2 | *386 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | *35 | *593 | - | - | *887 | - |
| Mov Cap-2 Maneuver | *35 | - | - | - | - | - |
| Stage 1 | *560 | - | - | - | - | - |
| Stage 2 | *377 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 218.8 | 0 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 56 | * 887 | - |
| HCM Lane V/C Ratio | - | - | 0.932 | 0.022 | - |
| HCM Control Delay (s) | - | - | 218.8 | 9.2 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 4.2 | 0.1 | - |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 45 | 74 | 27 | 19 | 15 | 5 | 24 | 0 | 19 | 0 | 0 | 25 |
| Future Vol, veh/h | 45 | 74 | 27 | 19 | 15 | 5 | 24 | 0 | 19 | 0 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 80 | 29 | 21 | 16 | 5 | 26 | 0 | 21 | 0 | 0 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 21 | 0 | 0 | 109 | 0 | 0 | 267 | 256 | 95 | 264 | 268 | 19 |
| Stage 1 | - | - | - | - | - | - | 193 | 193 | - | 61 | 61 | - |
| Stage 2 | - | - | - | - | - | - | 74 | 63 | - | 203 | 207 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1595 | - | - | 1481 | - | - | 686 | 648 | 962 | 689 | 638 | 1059 |
| Stage 1 | - | - | - | - | - | - | 809 | 741 | - | 950 | 844 | - |
| Stage 2 | - | - | - | - | - | - | 935 | 842 | - | 799 | 731 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1595 | - | - | 1481 | - | - | 645 | 618 | 962 | 650 | 608 | 1059 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 645 | 618 | - | 650 | 608 | - |
| Stage 1 | - | - | - | - | - | - | 782 | 717 | - | 919 | 832 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 830 | - | 756 | 707 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.3 | 3.6 | 10.1 | 8.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 755 | 1595 | - | - | 1481 | - | - | 1059 |
| HCM Lane V/C Ratio | 0.062 | 0.031 | - | - | 0.014 | - | - | 0.026 |
| HCM Control Delay (s) | 10.1 | 7.3 | 0 | - | 7.5 | 0 | - | 8.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 1 | 248 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 10 | 39 |
| Future Vol, veh/h | 40 | 1 | 248 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 10 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1 | 270 | 3 | 0 | 0 | 55 | 17 | 7 | 0 | 11 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 163 | 166 | 32 | 299 | 184 | 21 | 53 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 32 | 32 | - | 131 | 131 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 134 | - | 168 | 53 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 802 | 727 | 1042 | 653 | 710 | 1056 | 1553 | - | - | 1591 | - | - |
| Stage 1 | 984 | 868 | - | 873 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 785 | - | 834 | 851 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 780 | 702 | 1042 | 470 | 685 | 1056 | 1553 | - | - | 1591 | - | - |
| Mov Cap-2 Maneuver | 780 | 702 | - | 470 | 685 | - | - | - | - | - | - | - |
| Stage 1 | 950 | 868 | - | 842 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 842 | 758 | - | 617 | 851 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 9.7 | 12.7 | 5.2 | 0 |
| HCM LOS | A | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1553 | - | - | 780 | 1040 | 470 | 1591 | - | - |
| HCM Lane V/C Ratio | 0.036 | - | - | 0.056 | 0.26 | 0.007 | - | - | - |
| HCM Control Delay (s) | 7.4 | - | - | 9.9 | 9.7 | 12.7 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 1 | 0 | 0 | - | - |

# APPENDIX D

## Capacity Worksheets – Access C & Access D as ¾-Movement

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 134 | 193 | 94 | 332 | 362 | 136 | 237 | 705 | 99 | 59 | 416 | 37 |
| Future Volume (vph) | 134 | 193 | 94 | 332 | 362 | 136 | 237 | 705 | 99 | 59 | 416 | 37 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.524 | | | 0.395 | | | 0.289 | | | 0.089 | | |
| Satd. Flow (perm) | 976 | 1863 | 1583 | 736 | 1863 | 1583 | 538 | 1863 | 1583 | 166 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 102 | | | 148 | | | 89 | | | 89 |
| Lane Group Flow (vph) | 146 | 210 | 102 | 361 | 393 | 148 | 258 | 766 | 108 | 64 | 452 | 40 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 60.3 | 51.6 | 51.6 | 53.6 | 46.3 | 46.3 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.55 | 0.47 | 0.47 | 0.49 | 0.42 | 0.42 |
| v/c Ratio | 0.63 | 0.48 | 0.23 | 0.96 | 0.57 | 0.22 | 0.62 | 0.88 | 0.14 | 0.34 | 0.58 | 0.06 |
| Control Delay | 51.7 | 40.4 | 8.0 | 68.3 | 31.3 | 4.6 | 20.2 | 40.5 | 5.9 | 16.9 | 28.1 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.7 | 40.4 | 8.0 | 68.3 | 31.3 | 4.6 | 20.2 | 40.5 | 5.9 | 16.9 | 28.1 | 0.1 |
| LOS | D | D | A | E | C | A | C | D | A | B | C | A |
| Approach Delay | | 36.8 | | | 41.8 | | | 32.6 | | | 24.8 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 93 | 128 | 0 | 198 | 218 | 0 | 90 | 491 | 7 | 20 | 241 | 0 |
| Queue Length 95th (ft) | #170 | 202 | 43 | #397 | 317 | 41 | 139 | #762 | 40 | 40 | 346 | 0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 230 | 440 | 452 | 377 | 694 | 682 | 418 | 873 | 789 | 246 | 783 | 717 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.63 | 0.48 | 0.23 | 0.96 | 0.57 | 0.22 | 0.62 | 0.88 | 0.14 | 0.26 | 0.58 | 0.06 |

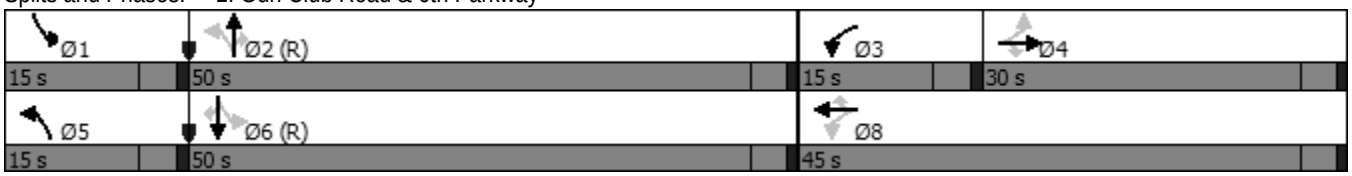
| Intersection Summary |
|---|
| Cycle Length: 110 |
| Actuated Cycle Length: 110 |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.96

| | |
|---|---|
| Intersection Signal Delay: 34.5 | Intersection LOS: C |
| Intersection Capacity Utilization 82.3% | 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 13.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 94 | 208 | 50 | 0 | 393 | 36 | 189 | 0 | 0 | 36 | 0 | 248 |
| Future Vol, veh/h | 94 | 208 | 50 | 0 | 393 | 36 | 189 | 0 | 0 | 36 | 0 | 248 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 226 | 54 | 0 | 427 | 39 | 205 | 0 | 0 | 39 | 0 | 270 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 466 | 0 | 0 | 280 | 0 | 0 | 628 | 923 | 140 | 721 | 911 | 214 |
| Stage 1 | - | - | - | - | - | - | 457 | 457 | - | 427 | 427 | - |
| Stage 2 | - | - | - | - | - | - | 171 | 466 | - | 294 | 484 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 703 | - | - | 959 | - | - | 478 | 303 | 888 | 422 | 308 | 673 |
| Stage 1 | - | - | - | - | - | - | 553 | 625 | - | 491 | 584 | - |
| Stage 2 | - | - | - | - | - | - | 748 | 561 | - | 736 | 608 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 703 | - | - | 959 | - | - | 255 | 259 | 888 | 375 | 264 | 673 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 255 | 259 | - | 375 | 264 | - |
| Stage 1 | - | - | - | - | - | - | 473 | 535 | - | 420 | 584 | - |
| Stage 2 | - | - | - | - | - | - | 448 | 561 | - | 629 | 520 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.9 | 0 | 59.2 | 16.8 |
| HCM LOS | | | F | C |

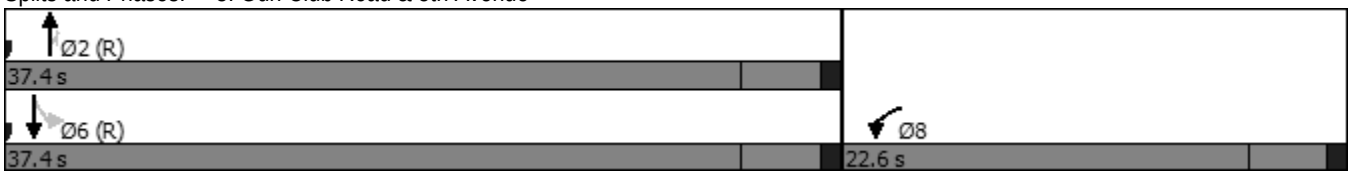
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 255 | 703 | - | - | 959 | - | - | 611 |
| HCM Lane V/C Ratio | 0.806 | 0.145 | - | - | - | - | - | 0.505 |
| HCM Control Delay (s) | 59.2 | 11 | - | - | 0 | - | - | 16.8 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 6.2 | 0.5 | - | - | 0 | - | - | 2.8 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 28 | 70 | 835 | 16 | 28 | 534 |
| Future Volume (vph) | 28 | 70 | 835 | 16 | 28 | 534 |
| Satd. Flow (prot) | 1659 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.986 | | | | 0.249 | |
| Satd. Flow (perm) | 1659 | 0 | 1863 | 1583 | 464 | 1863 |
| Satd. Flow (RTOR) | 76 | | | 8 | | |
| Lane Group Flow (vph) | 106 | 0 | 908 | 17 | 30 | 580 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.6 | | 37.4 | 37.4 | 37.4 | 37.4 |
| Total Split (%) | 37.7% | | 62.3% | 62.3% | 62.3% | 62.3% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 7.2 | | 46.7 | 46.7 | 46.7 | 46.7 |
| Actuated g/C Ratio | 0.12 | | 0.78 | 0.78 | 0.78 | 0.78 |
| v/c Ratio | 0.40 | | 0.63 | 0.01 | 0.08 | 0.40 |
| Control Delay | 14.6 | | 6.9 | 2.2 | 3.5 | 4.3 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.6 | | 6.9 | 2.2 | 3.5 | 4.3 |
| LOS | B | | A | A | A | A |
| Approach Delay | 14.6 | | 6.8 | | | 4.2 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 10 | | 118 | 1 | 2 | 56 |
| Queue Length 95th (ft) | 45 | | 286 | 5 | 10 | 129 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 553 | | 1450 | 1234 | 361 | 1450 |
| 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 | 0.19 | | 0.63 | 0.01 | 0.08 | 0.40 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.63 | |
| Intersection Signal Delay: 6.4 | Intersection LOS: A |
| Intersection Capacity Utilization 57.3% | ICU Level of Service B |
| Analysis Period (min) 15 | |

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 5 | 0 | 57 | 6 | 4 |
| Future Vol, veh/h | 27 | 5 | 0 | 57 | 6 | 4 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 5 | 0 | 62 | 7 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 34 | 0 | 94 | 32 |
| Stage 1 | - | - | - | - | 32 | - |
| Stage 2 | - | - | - | - | 62 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1578 | - | 906 | 1042 |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 961 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1578 | - | 906 | 1042 |
| Mov Cap-2 Maneuver | - | - | - | - | 906 | - |
| Stage 1 | - | - | - | - | 991 | - |
| Stage 2 | - | - | - | - | 961 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 956 | - | - | 1578 | - |
| HCM Lane V/C Ratio | 0.011 | - | - | - | - |
| HCM Control Delay (s) | 8.8 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 4 | 240 | 416 | 1 |
| Future Vol, veh/h | 3 | 13 | 4 | 240 | 416 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 4 | 261 | 452 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 565 | 227 | 453 | 0 | - | 0 |
| Stage 1 | 453 | - | - | - | - | - |
| Stage 2 | 112 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 509 | 661 | 713 | - | - | - |
| Stage 1 | 515 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 506 | 661 | 713 | - | - | - |
| Mov Cap-2 Maneuver | 506 | - | - | - | - | - |
| Stage 1 | 512 | - | - | - | - | - |
| Stage 2 | 828 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 10.9 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 713 | - | 625 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.028 | - | - |
| HCM Control Delay (s) | 10.1 | - | 10.9 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑ | ↱ | ↰ | ↑ |
| Traffic Vol, veh/h | 0 | 20 | 868 | 107 | 18 | 512 |
| Future Vol, veh/h | 0 | 20 | 868 | 107 | 18 | 512 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 22 | 943 | 116 | 20 | 557 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 943 | 0 | 0 | 1059 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | *382 | - | - | 464 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *382 | - | - | 464 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15 | 0 | 0.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 382 | 464 | - |
| HCM Lane V/C Ratio | - | - | 0.057 | 0.042 | - |
| HCM Control Delay (s) | - | - | 15 | 13.1 | - |
| HCM Lane LOS | - | - | C | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑ | ↱ | ↰ | ↑ |
| Traffic Vol, veh/h | 0 | 16 | 835 | 53 | 17 | 530 |
| Future Vol, veh/h | 0 | 16 | 835 | 53 | 17 | 530 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 908 | 58 | 18 | 576 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 908 | 0 | 0 | 966 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | *409 | - | - | 570 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *409 | - | - | 570 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.2 | 0 | 0.4 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 409 | 570 | - |
| HCM Lane V/C Ratio | - | - | 0.043 | 0.032 | - |
| HCM Control Delay (s) | - | - | 14.2 | 11.5 | - |
| HCM Lane LOS | - | - | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 10 | 14 | 21 | 17 | 47 | 0 | 25 | 0 | 16 | 2 | 0 | 27 |
| Future Vol, veh/h | 10 | 14 | 21 | 17 | 47 | 0 | 25 | 0 | 16 | 2 | 0 | 27 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 15 | 23 | 18 | 51 | 0 | 27 | 0 | 17 | 2 | 0 | 29 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 51 | 0 | 0 | 38 | 0 | 0 | 151 | 136 | 27 | 144 | 147 | 51 |
| Stage 1 | - | - | - | - | - | - | 49 | 49 | - | 87 | 87 | - |
| Stage 2 | - | - | - | - | - | - | 102 | 87 | - | 57 | 60 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1555 | - | - | 1572 | - | - | 816 | 755 | 1048 | 825 | 744 | 1017 |
| Stage 1 | - | - | - | - | - | - | 964 | 854 | - | 921 | 823 | - |
| Stage 2 | - | - | - | - | - | - | 904 | 823 | - | 955 | 845 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1555 | - | - | 1572 | - | - | 781 | 741 | 1048 | 799 | 730 | 1017 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 781 | 741 | - | 799 | 730 | - |
| Stage 1 | - | - | - | - | - | - | 957 | 848 | - | 915 | 813 | - |
| Stage 2 | - | - | - | - | - | - | 867 | 813 | - | 933 | 839 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.6 | 1.9 | 9.4 | 8.7 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 867 | 1555 | - | - | 1572 | - | - | 998 |
| HCM Lane V/C Ratio | 0.051 | 0.007 | - | - | 0.012 | - | - | 0.032 |
| HCM Control Delay (s) | 9.4 | 7.3 | 0 | - | 7.3 | 0 | - | 8.7 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 34 | 0 | 233 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 41 | 37 |
| Future Vol, veh/h | 34 | 0 | 233 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 41 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 0 | 253 | 5 | 1 | 0 | 108 | 4 | 2 | 0 | 45 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 287 | 287 | 65 | 413 | 306 | 5 | 85 | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 65 | 65 | - | 221 | 221 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 222 | - | 192 | 85 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 665 | 623 | 999 | 549 | 608 | 1078 | 1512 | - | - | 1615 | - | - |
| Stage 1 | 946 | 841 | - | 781 | 720 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 720 | - | 810 | 824 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 628 | 579 | 999 | 388 | 565 | 1078 | 1512 | - | - | 1615 | - | - |
| Mov Cap-2 Maneuver | 628 | 579 | - | 388 | 565 | - | - | - | - | - | - | - |
| Stage 1 | 879 | 841 | - | 726 | 669 | - | - | - | - | - | - | - |
| Stage 2 | 723 | 669 | - | 605 | 824 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10 | 13.9 | 7.1 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1512 | - | - | 628 | 999 | 409 | 1615 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.059 | 0.254 | 0.016 | - | - | - |
| HCM Control Delay (s) | 7.6 | - | - | 11.1 | 9.8 | 13.9 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 1 | 0 | 0 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 181 | 476 | 164 | 396 | 305 | 80 | 329 | 625 | 229 | 192 | 813 | 15 |
| Future Volume (vph) | 181 | 476 | 164 | 396 | 305 | 80 | 329 | 625 | 229 | 192 | 813 | 15 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 |
| Flt Permitted | 0.560 | | | 0.133 | | | 0.087 | | | 0.102 | | |
| Satd. Flow (perm) | 1043 | 1863 | 1583 | 248 | 1863 | 1583 | 162 | 1863 | 1583 | 190 | 1863 | 1583 |
| Satd. Flow (RTOR) | | | 133 | | | 87 | | | 120 | | | 89 |
| Lane Group Flow (vph) | 197 | 517 | 178 | 430 | 332 | 87 | 358 | 679 | 249 | 209 | 884 | 16 |
| Turn Type | Perm | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm | pm+pt | NA | Perm |
| Protected Phases | | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | 8 | 2 | | 2 | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 30.0 | 30.0 | 30.0 | 15.0 | 45.0 | 45.0 | 15.0 | 50.0 | 50.0 | 15.0 | 50.0 | 50.0 |
| Total Split (%) | 27.3% | 27.3% | 27.3% | 13.6% | 40.9% | 40.9% | 13.6% | 45.5% | 45.5% | 13.6% | 45.5% | 45.5% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lag | Lag | Lag | Lead | | | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | Max | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 26.0 | 26.0 | 26.0 | 41.0 | 41.0 | 41.0 | 57.2 | 46.2 | 46.2 | 56.8 | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.24 | 0.37 | 0.37 | 0.37 | 0.52 | 0.42 | 0.42 | 0.52 | 0.42 | 0.42 |
| v/c Ratio | 0.80 | 1.18 | 0.37 | 1.76 | 0.48 | 0.14 | 1.47 | 0.87 | 0.34 | 0.83 | 1.13 | 0.02 |
| Control Delay | 64.4 | 138.6 | 13.1 | 382.1 | 29.2 | 5.4 | 256.3 | 42.6 | 12.2 | 48.5 | 107.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 64.4 | 138.6 | 13.1 | 382.1 | 29.2 | 5.4 | 256.3 | 42.6 | 12.2 | 48.5 | 107.5 | 0.1 |
| LOS | E | F | B | F | C | A | F | D | B | D | F | A |
| Approach Delay | | 97.1 | | | 205.5 | | | 96.2 | | | 94.8 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 132 | ~437 | 25 | ~407 | 177 | 0 | ~298 | 431 | 57 | 84 | ~728 | 0 |
| Queue Length 95th (ft) | #254 | #645 | 86 | #606 | 262 | 33 | #484 | #652 | 117 | #210 | #970 | 0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 246 | 440 | 475 | 244 | 694 | 644 | 244 | 783 | 734 | 256 | 779 | 713 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 1.18 | 0.37 | 1.76 | 0.48 | 0.14 | 1.47 | 0.87 | 0.34 | 0.82 | 1.13 | 0.02 |

| Intersection Summary |
|---|
| Cycle Length: 110 |
| Actuated Cycle Length: 110 |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: 100 |
| Control Type: Actuated-Coordinated |

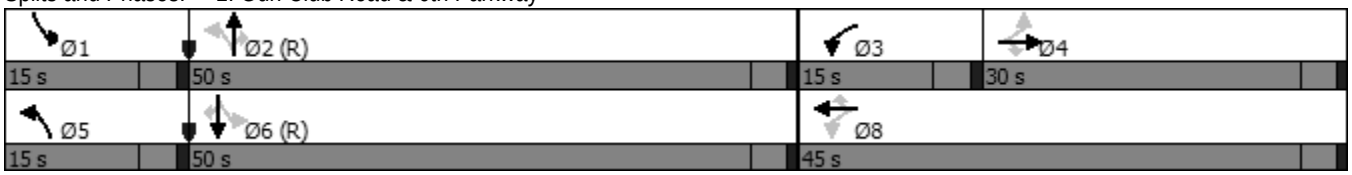
Maximum v/c Ratio: 1.76

| | |
|---|---|
| Intersection Signal Delay: 118.5 | Intersection LOS: F |
| Intersection Capacity Utilization 121.3% | ICU Level of Service H |
| 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: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 113 | 533 | 249 | 0 | 401 | 40 | 98 | 0 | 2 | 41 | 0 | 282 |
| Future Vol, veh/h | 113 | 533 | 249 | 0 | 401 | 40 | 98 | 0 | 2 | 41 | 0 | 282 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 123 | 579 | 271 | 0 | 436 | 43 | 107 | 0 | 2 | 45 | 0 | 307 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 479 | 0 | 0 | 850 | 0 | 0 | 1135 | 1440 | 425 | 914 | 1532 | 218 |
| Stage 1 | - | - | - | - | - | - | 961 | 961 | - | 436 | 436 | - |
| Stage 2 | - | - | - | - | - | - | 174 | 479 | - | 478 | 1096 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 693 | - | - | 667 | - | - | 328 | 196 | *818 | *454 | 170 | 670 |
| Stage 1 | - | - | - | - | - | - | 371 | 467 | - | *484 | 578 | - |
| Stage 2 | - | - | - | - | - | - | 745 | 553 | - | *839 | 399 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 693 | - | - | 667 | - | - | 154 | 162 | *818 | *391 | 140 | 670 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 154 | 162 | - | *391 | 140 | - |
| Stage 1 | - | - | - | - | - | - | 305 | 384 | - | *398 | 578 | - |
| Stage 2 | - | - | - | - | - | - | 404 | 553 | - | *689 | 328 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.4 | 0 | 68 | 18.4 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 157 | 693 | - | - | 667 | - | - | 614 |
| HCM Lane V/C Ratio | 0.692 | 0.177 | - | - | - | - | - | 0.572 |
| HCM Control Delay (s) | 68 | 11.3 | - | - | 0 | - | - | 18.4 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 4 | 0.6 | - | - | 0 | - | - | 3.6 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

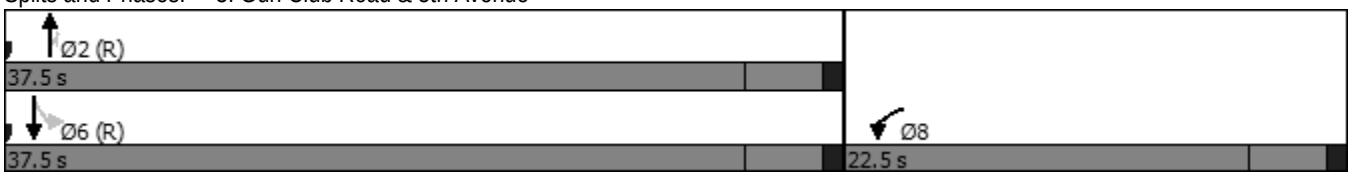
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 21 | 27 | 723 | 32 | 66 | 1011 |
| Future Volume (vph) | 21 | 27 | 723 | 32 | 66 | 1011 |
| Satd. Flow (prot) | 1685 | 0 | 1863 | 1583 | 1770 | 1863 |
| Flt Permitted | 0.978 | | | | 0.321 | |
| Satd. Flow (perm) | 1685 | 0 | 1863 | 1583 | 598 | 1863 |
| Satd. Flow (RTOR) | 29 | | | 20 | | |
| Lane Group Flow (vph) | 52 | 0 | 786 | 35 | 72 | 1099 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 6.7 | | 50.1 | 50.1 | 50.1 | 50.1 |
| Actuated g/C Ratio | 0.11 | | 0.84 | 0.84 | 0.84 | 0.84 |
| v/c Ratio | 0.25 | | 0.50 | 0.03 | 0.14 | 0.71 |
| Control Delay | 17.0 | | 4.5 | 1.7 | 3.3 | 8.5 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 17.0 | | 4.5 | 1.7 | 3.3 | 8.5 |
| LOS | B | | A | A | A | A |
| Approach Delay | 17.0 | | 4.4 | | | 8.2 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 8 | | 87 | 1 | 5 | 172 |
| Queue Length 95th (ft) | 34 | | 189 | 7 | 18 | #556 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 525 | | 1557 | 1326 | 499 | 1557 |
| 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 | 0.10 | | 0.50 | 0.03 | 0.14 | 0.71 |

| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 80 |
| Control Type: Actuated-Coordinated |

| | |
|---|---|
| Maximum v/c Ratio: 0.71 | |
| Intersection Signal Delay: 6.9 | Intersection LOS: A |
| Intersection Capacity Utilization 64.9% | 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.

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 61 | 2 | 9 | 26 | 2 | 3 |
| Future Vol, veh/h | 61 | 2 | 9 | 26 | 2 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 66 | 2 | 10 | 28 | 2 | 3 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 68 | 0 | 115 | 67 |
| Stage 1 | - | - | - | - | 67 | - |
| Stage 2 | - | - | - | - | 48 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1533 | - | 881 | 997 |
| Stage 1 | - | - | - | - | 956 | - |
| Stage 2 | - | - | - | - | 974 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1533 | - | 875 | 997 |
| Mov Cap-2 Maneuver | - | - | - | - | 875 | - |
| Stage 1 | - | - | - | - | 956 | - |
| Stage 2 | - | - | - | - | 967 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 1.9 | 8.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 944 | - | - | 1533 | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.006 | - |
| HCM Control Delay (s) | 8.8 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 13 | 563 | 433 | 2 |
| Future Vol, veh/h | 2 | 8 | 13 | 563 | 433 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 14 | 612 | 471 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 745 | 237 | 473 | 0 | - | 0 |
| Stage 1 | 472 | - | - | - | - | - |
| Stage 2 | 273 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 416 | 651 | 697 | - | - | - |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 408 | 651 | 697 | - | - | - |
| Mov Cap-2 Maneuver | 408 | - | - | - | - | - |
| Stage 1 | 492 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 697 | - | 582 | - | - |
| HCM Lane V/C Ratio | 0.02 | - | 0.019 | - | - |
| HCM Control Delay (s) | 10.3 | - | 11.3 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑ | ↱ | ↰ | ↑ |
| Traffic Vol, veh/h | 0 | 21 | 771 | 115 | 19 | 1020 |
| Future Vol, veh/h | 0 | 21 | 771 | 115 | 19 | 1020 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 23 | 838 | 125 | 21 | 1109 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 838 | 0 | 0 | 963 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | *465 | - | - | 565 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *465 | - | - | 565 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 13.1 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 465 | 565 | - |
| HCM Lane V/C Ratio | - | - | 0.049 | 0.037 | - |
| HCM Control Delay (s) | - | - | 13.1 | 11.6 | - |
| HCM Lane LOS | - | - | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑ | ↱ | ↰ | ↑ |
| Traffic Vol, veh/h | 0 | 19 | 736 | 56 | 18 | 1039 |
| Future Vol, veh/h | 0 | 19 | 736 | 56 | 18 | 1039 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 21 | 800 | 61 | 20 | 1129 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 800 | 0 | 0 | 861 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 0 | *493 | - | - | 682 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *493 | - | - | 682 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.6 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 493 | 682 | - |
| HCM Lane V/C Ratio | - | - | 0.042 | 0.029 | - |
| HCM Control Delay (s) | - | - | 12.6 | 10.4 | - |
| HCM Lane LOS | - | - | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 27 | 44 | 27 | 19 | 9 | 3 | 24 | 0 | 19 | 0 | 0 | 15 |
| Future Vol, veh/h | 27 | 44 | 27 | 19 | 9 | 3 | 24 | 0 | 19 | 0 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 48 | 29 | 21 | 10 | 3 | 26 | 0 | 21 | 0 | 0 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 13 | 0 | 0 | 77 | 0 | 0 | 183 | 176 | 63 | 185 | 189 | 12 |
| Stage 1 | - | - | - | - | - | - | 121 | 121 | - | 54 | 54 | - |
| Stage 2 | - | - | - | - | - | - | 62 | 55 | - | 131 | 135 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1606 | - | - | 1522 | - | - | 778 | 717 | 1002 | 776 | 706 | 1069 |
| Stage 1 | - | - | - | - | - | - | 883 | 796 | - | 958 | 850 | - |
| Stage 2 | - | - | - | - | - | - | 949 | 849 | - | 873 | 785 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1606 | - | - | 1522 | - | - | 747 | 693 | 1002 | 741 | 683 | 1069 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 747 | 693 | - | 741 | 683 | - |
| Stage 1 | - | - | - | - | - | - | 866 | 781 | - | 940 | 838 | - |
| Stage 2 | - | - | - | - | - | - | 921 | 837 | - | 839 | 770 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2 | 4.5 | 9.5 | 8.4 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 842 | 1606 | - | - | 1522 | - | - | 1069 |
| HCM Lane V/C Ratio | 0.056 | 0.018 | - | - | 0.014 | - | - | 0.015 |
| HCM Control Delay (s) | 9.5 | 7.3 | 0 | - | 7.4 | 0 | - | 8.4 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 1 | 277 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 39 | 39 |
| Future Vol, veh/h | 40 | 1 | 277 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 39 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1 | 301 | 3 | 0 | 0 | 55 | 17 | 7 | 0 | 42 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 194 | 197 | 63 | 345 | 215 | 21 | 84 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 131 | 131 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 134 | - | 214 | 84 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 765 | 699 | 1002 | 609 | 683 | 1056 | 1513 | - | - | 1591 | - | - |
| Stage 1 | 948 | 842 | - | 873 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 785 | - | 788 | 825 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 744 | 674 | 1002 | 414 | 658 | 1056 | 1513 | - | - | 1591 | - | - |
| Mov Cap-2 Maneuver | 744 | 674 | - | 414 | 658 | - | - | - | - | - | - | - |
| Stage 1 | 914 | 842 | - | 842 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 841 | 757 | - | 551 | 825 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.2 | 13.8 | 5.2 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1513 | - | - | 744 | 1000 | 414 | 1591 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | - | 0.058 | 0.302 | 0.008 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 10.1 | 10.2 | 13.8 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 1.3 | 0 | 0 | - | - |

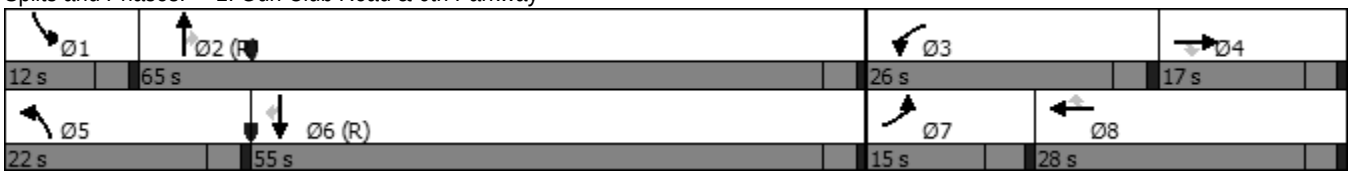
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 145 | 260 | 138 | 387 | 541 | 230 | 302 | 1147 | 127 | 100 | 673 | 61 |
| Future Volume (vph) | 145 | 260 | 138 | 387 | 541 | 230 | 302 | 1147 | 127 | 100 | 673 | 61 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 159 | | | 160 | | | 123 | | | 159 |
| Lane Group Flow (vph) | 158 | 283 | 150 | 421 | 588 | 250 | 328 | 1247 | 138 | 109 | 732 | 66 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 15.0 | 17.0 | 17.0 | 26.0 | 28.0 | 28.0 | 22.0 | 65.0 | 65.0 | 12.0 | 55.0 | 55.0 |
| Total Split (%) | 12.5% | 14.2% | 14.2% | 21.7% | 23.3% | 23.3% | 18.3% | 54.2% | 54.2% | 10.0% | 45.8% | 45.8% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 9.8 | 13.0 | 13.0 | 22.0 | 24.7 | 24.7 | 16.0 | 61.3 | 61.3 | 7.7 | 53.0 | 53.0 |
| Actuated g/C Ratio | 0.08 | 0.11 | 0.11 | 0.18 | 0.21 | 0.21 | 0.13 | 0.51 | 0.51 | 0.06 | 0.44 | 0.44 |
| v/c Ratio | 0.57 | 0.51 | 0.48 | 0.67 | 0.56 | 0.55 | 0.72 | 0.69 | 0.16 | 0.49 | 0.47 | 0.08 |
| Control Delay | 61.1 | 54.2 | 12.0 | 51.6 | 45.4 | 20.9 | 59.1 | 24.8 | 4.0 | 57.7 | 22.1 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 61.1 | 54.2 | 12.0 | 51.6 | 45.4 | 20.9 | 59.1 | 24.8 | 4.0 | 57.7 | 22.1 | 2.1 |
| LOS | E | D | B | D | D | C | E | C | A | E | C | A |
| Approach Delay | | 45.3 | | | 42.6 | | | 29.7 | | | 24.9 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 61 | 76 | 0 | 158 | 152 | 60 | 126 | 373 | 6 | 42 | 181 | 0 |
| Queue Length 95th (ft) | 97 | 109 | 55 | 213 | 193 | 147 | 174 | 453 | 38 | 73 | 217 | 9 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 300 | 550 | 313 | 629 | 1047 | 453 | 514 | 1806 | 868 | 228 | 1564 | 788 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.51 | 0.48 | 0.67 | 0.56 | 0.55 | 0.64 | 0.69 | 0.16 | 0.48 | 0.47 | 0.08 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection |
| Natural Cycle: 65 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.72

| | |
|---|---|
| Intersection Signal Delay: 34.4 | Intersection LOS: C |
| Intersection Capacity Utilization 64.4% | ICU Level of Service C |
| Analysis Period (min) 15 | |

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 95.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 94 | 308 | 85 | 0 | 590 | 36 | 320 | 0 | 0 | 36 | 0 | 248 |
| Future Vol, veh/h | 94 | 308 | 85 | 0 | 590 | 36 | 320 | 0 | 0 | 36 | 0 | 248 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 102 | 335 | 92 | 0 | 641 | 39 | 348 | 0 | 0 | 39 | 0 | 270 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 680 | 0 | 0 | 427 | 0 | 0 | 841 | 1265 | 214 | 979 | 1272 | 321 |
| Stage 1 | - | - | - | - | - | - | 585 | 585 | - | 641 | 641 | - |
| Stage 2 | - | - | - | - | - | - | 256 | 680 | - | 338 | 631 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 557 | - | - | 882 | - | - | 392 | 203 | *870 | 322 | 201 | 576 |
| Stage 1 | - | - | - | - | - | - | 507 | 586 | - | 352 | 468 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 449 | - | 770 | 558 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 557 | - | - | 882 | - | - | ~ 179 | 166 | *870 | 277 | 164 | 576 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 179 | 166 | - | 277 | 164 | - |
| Stage 1 | - | - | - | - | - | - | 414 | 479 | - | 288 | 468 | - |
| Stage 2 | - | - | - | - | - | - | 354 | 449 | - | 629 | 456 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.5 | 0 | $ 487.6 | 22.5 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 179 | 557 | - | - | 882 | - | - | 507 |
| HCM Lane V/C Ratio | 1.943 | 0.183 | - | - | - | - | - | 0.609 |
| HCM Control Delay (s) | $ 487.6 | 12.9 | - | - | 0 | - | - | 22.5 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 26.1 | 0.7 | - | - | 0 | - | - | 4 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 45 | 103 | 1373 | 25 | 34 | 850 |
| Future Volume (vph) | 45 | 103 | 1373 | 25 | 34 | 850 |
| Satd. Flow (prot) | 1662 | 0 | 3539 | 1583 | 1770 | 3539 |
| Flt Permitted | 0.985 | | | | 0.136 | |
| Satd. Flow (perm) | 1662 | 0 | 3539 | 1583 | 253 | 3539 |
| Satd. Flow (RTOR) | 28 | | | 16 | | |
| Lane Group Flow (vph) | 161 | 0 | 1492 | 27 | 37 | 924 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 10.2 | | 43.8 | 43.8 | 43.8 | 43.8 |
| Actuated g/C Ratio | 0.17 | | 0.73 | 0.73 | 0.73 | 0.73 |
| v/c Ratio | 0.53 | | 0.58 | 0.02 | 0.20 | 0.36 |
| Control Delay | 24.3 | | 8.0 | 3.7 | 8.2 | 4.8 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 24.3 | | 8.0 | 3.7 | 8.2 | 4.8 |
| LOS | C | | A | A | A | A |
| Approach Delay | 24.3 | | 8.0 | | | 5.0 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 44 | | 239 | 4 | 4 | 60 |
| Queue Length 95th (ft) | 86 | | 351 | m8 | 22 | 114 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 518 | | 2582 | 1159 | 184 | 2582 |
| Starvation Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.31 | | 0.58 | 0.02 | 0.20 | 0.36 |

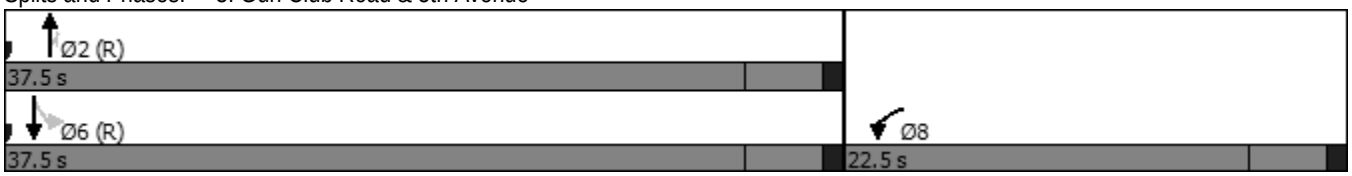
| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.58

| | |
|---|---|
| Intersection Signal Delay: 7.9 | Intersection LOS: A |
| Intersection Capacity Utilization 54.3% | ICU Level of Service A |
| Analysis Period (min) 15 | |

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

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 34 | 8 | 0 | 85 | 9 | 6 |
| Future Vol, veh/h | 34 | 8 | 0 | 85 | 9 | 6 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 9 | 0 | 92 | 10 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 46 | 0 | 134 | 42 |
| Stage 1 | - | - | - | - | 42 | - |
| Stage 2 | - | - | - | - | 92 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1562 | - | 860 | 1029 |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 932 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1562 | - | 860 | 1029 |
| Mov Cap-2 Maneuver | - | - | - | - | 860 | - |
| Stage 1 | - | - | - | - | 980 | - |
| Stage 2 | - | - | - | - | 932 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 920 | - | - | 1562 | - |
| HCM Lane V/C Ratio | 0.018 | - | - | - | - |
| HCM Control Delay (s) | 9 | - | - | 0 | - |
| HCM Lane LOS | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 13 | 4 | 340 | 613 | 1 |
| Future Vol, veh/h | 3 | 13 | 4 | 340 | 613 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 14 | 4 | 370 | 666 | 1 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 823 | 334 | 667 | 0 | - | 0 |
| Stage 1 | 667 | - | - | - | - | - |
| Stage 2 | 156 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 380 | 565 | 565 | - | - | - |
| Stage 1 | 384 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 377 | 565 | 565 | - | - | - |
| Mov Cap-2 Maneuver | 377 | - | - | - | - | - |
| Stage 1 | 381 | - | - | - | - | - |
| Stage 2 | 787 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 12.2 | 0.1 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 565 | - | 517 | - | - |
| HCM Lane V/C Ratio | 0.008 | - | 0.034 | - | - |
| HCM Control Delay (s) | 11.4 | - | 12.2 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | ↰ | ↑↑ |
| Traffic Vol, veh/h | 0 | 20 | 1415 | 107 | 18 | 834 |
| Future Vol, veh/h | 0 | 20 | 1415 | 107 | 18 | 834 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 22 | 1538 | 116 | 20 | 907 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 769 | 0 | 0 | 1654 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 0 | *491 | - | - | 716 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *491 | - | - | 716 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.7 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 491 | 716 | - |
| HCM Lane V/C Ratio | - | - | 0.044 | 0.027 | - |
| HCM Control Delay (s) | - | - | 12.7 | 10.2 | - |
| HCM Lane LOS | - | - | B | B | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | ↰ | ↑↑ |
| Traffic Vol, veh/h | 0 | 16 | 1382 | 53 | 17 | 852 |
| Future Vol, veh/h | 0 | 16 | 1382 | 53 | 17 | 852 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 17 | 1502 | 58 | 18 | 926 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 751 | 0 | 0 | 1560 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 0 | *516 | - | - | *772 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *516 | - | - | *772 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.2 | 0 | 0.2 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 516 | * 772 | - |
| HCM Lane V/C Ratio | - | - | 0.034 | 0.024 | - |
| HCM Control Delay (s) | - | - | 12.2 | 9.8 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 16 | 23 | 21 | 17 | 78 | 0 | 25 | 0 | 16 | 4 | 0 | 45 |
| Future Vol, veh/h | 16 | 23 | 21 | 17 | 78 | 0 | 25 | 0 | 16 | 4 | 0 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 25 | 23 | 18 | 85 | 0 | 27 | 0 | 17 | 4 | 0 | 49 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 0 | 0 | 48 | 0 | 0 | 217 | 192 | 37 | 200 | 203 | 85 |
| Stage 1 | - | - | - | - | - | - | 71 | 71 | - | 121 | 121 | - |
| Stage 2 | - | - | - | - | - | - | 146 | 121 | - | 79 | 82 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1512 | - | - | 1559 | - | - | 739 | 703 | 1035 | 759 | 693 | 974 |
| Stage 1 | - | - | - | - | - | - | 939 | 836 | - | 883 | 796 | - |
| Stage 2 | - | - | - | - | - | - | 857 | 796 | - | 930 | 827 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1512 | - | - | 1559 | - | - | 689 | 686 | 1035 | 732 | 676 | 974 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 689 | 686 | - | 732 | 676 | - |
| Stage 1 | - | - | - | - | - | - | 928 | 826 | - | 872 | 786 | - |
| Stage 2 | - | - | - | - | - | - | 804 | 786 | - | 903 | 817 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2 | 1.3 | 9.8 | 9 |
| HCM LOS | | | A | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 792 | 1512 | - | - | 1559 | - | - | 948 |
| HCM Lane V/C Ratio | 0.056 | 0.012 | - | - | 0.012 | - | - | 0.056 |
| HCM Control Delay (s) | 9.8 | 7.4 | 0 | - | 7.3 | 0 | - | 9 |
| HCM Lane LOS | A | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 34 | 0 | 233 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 41 | 37 |
| Future Vol, veh/h | 34 | 0 | 233 | 5 | 1 | 0 | 99 | 4 | 2 | 0 | 41 | 37 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 37 | 0 | 253 | 5 | 1 | 0 | 108 | 4 | 2 | 0 | 45 | 40 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 287 | 287 | 65 | 413 | 306 | 5 | 85 | 0 | 0 | 6 | 0 | 0 |
| Stage 1 | 65 | 65 | - | 221 | 221 | - | - | - | - | - | - | - |
| Stage 2 | 222 | 222 | - | 192 | 85 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 665 | 623 | 999 | 549 | 608 | 1078 | 1512 | - | - | 1615 | - | - |
| Stage 1 | 946 | 841 | - | 781 | 720 | - | - | - | - | - | - | - |
| Stage 2 | 780 | 720 | - | 810 | 824 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 628 | 579 | 999 | 388 | 565 | 1078 | 1512 | - | - | 1615 | - | - |
| Mov Cap-2 Maneuver | 628 | 579 | - | 388 | 565 | - | - | - | - | - | - | - |
| Stage 1 | 879 | 841 | - | 726 | 669 | - | - | - | - | - | - | - |
| Stage 2 | 723 | 669 | - | 605 | 824 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10 | 13.9 | 7.1 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1512 | - | - | 628 | 999 | 409 | 1615 | - | - |
| HCM Lane V/C Ratio | 0.071 | - | - | 0.059 | 0.254 | 0.016 | - | - | - |
| HCM Control Delay (s) | 7.6 | - | - | 11.1 | 9.8 | 13.9 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | A | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0.2 | 1 | 0 | 0 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 205 | 696 | 244 | 450 | 420 | 135 | 386 | 984 | 290 | 323 | 1324 | 24 |
| Future Volume (vph) | 205 | 696 | 244 | 450 | 420 | 135 | 386 | 984 | 290 | 323 | 1324 | 24 |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 | 3433 | 3539 | 1583 | 3433 | 3539 | 1583 |
| Satd. Flow (RTOR) | | | 211 | | | 147 | | | 174 | | | 123 |
| Lane Group Flow (vph) | 223 | 757 | 265 | 489 | 457 | 147 | 420 | 1070 | 315 | 351 | 1439 | 26 |
| Turn Type | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm | Prot | NA | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Detector Phase | 7 | 4 | 4 | 3 | 8 | 8 | 5 | 2 | 2 | 1 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 3.0 | 10.0 | 10.0 | 3.0 | 10.0 | 10.0 |
| Minimum Split (s) | 9.5 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 7.0 | 38.0 | 38.0 | 7.0 | 14.0 | 14.0 |
| Total Split (s) | 17.7 | 22.0 | 22.0 | 22.0 | 26.3 | 26.3 | 19.0 | 57.0 | 57.0 | 19.0 | 57.0 | 57.0 |
| Total Split (%) | 14.8% | 18.3% | 18.3% | 18.3% | 21.9% | 21.9% | 15.8% | 47.5% | 47.5% | 15.8% | 47.5% | 47.5% |
| Yellow Time (s) | 3.5 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag | Lead | Lag | Lag |
| Lead-Lag Optimize? | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Recall Mode | None | Max | Max | Max | Max | Max | None | C-Max | C-Max | None | C-Max | C-Max |
| Act Effct Green (s) | 12.1 | 18.0 | 18.0 | 18.0 | 23.4 | 23.4 | 15.0 | 53.3 | 53.3 | 14.7 | 53.0 | 53.0 |
| Actuated g/C Ratio | 0.10 | 0.15 | 0.15 | 0.15 | 0.20 | 0.20 | 0.12 | 0.44 | 0.44 | 0.12 | 0.44 | 0.44 |
| v/c Ratio | 0.64 | 0.99 | 0.64 | 0.95 | 0.46 | 0.35 | 0.98 | 0.68 | 0.39 | 0.84 | 0.92 | 0.03 |
| Control Delay | 60.8 | 82.1 | 19.2 | 80.1 | 44.8 | 9.0 | 91.1 | 29.4 | 11.2 | 63.1 | 37.5 | 0.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 60.8 | 82.1 | 19.2 | 80.1 | 44.8 | 9.0 | 91.1 | 29.4 | 11.2 | 63.1 | 37.5 | 0.1 |
| LOS | E | F | B | F | D | A | F | C | B | E | D | A |
| Approach Delay | | 64.9 | | | 55.8 | | | 40.6 | | | 41.9 | |
| Approach LOS | | E | | | E | | | D | | | D | |
| Queue Length 50th (ft) | 86 | 217 | 37 | 195 | 116 | 0 | 169 | 342 | 66 | 138 | 542 | 0 |
| Queue Length 95th (ft) | 128 | #309 | 128 | #300 | 154 | 56 | #274 | 420 | 138 | #211 | #698 | m0 |
| Internal Link Dist (ft) | | 647 | | | 613 | | | 474 | | | 416 | |
| Turn Bay Length (ft) | 125 | | 200 | 185 | | 540 | 120 | | 120 | 120 | | 200 |
| Base Capacity (vph) | 377 | 762 | 416 | 514 | 990 | 426 | 429 | 1572 | 800 | 429 | 1563 | 767 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.59 | 0.99 | 0.64 | 0.95 | 0.46 | 0.35 | 0.98 | 0.68 | 0.39 | 0.82 | 0.92 | 0.03 |

| Intersection Summary |
|---|
| Cycle Length: 120 |
| Actuated Cycle Length: 120 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green, Master Intersection |
| Natural Cycle: 90 |
| Control Type: Actuated-Coordinated |

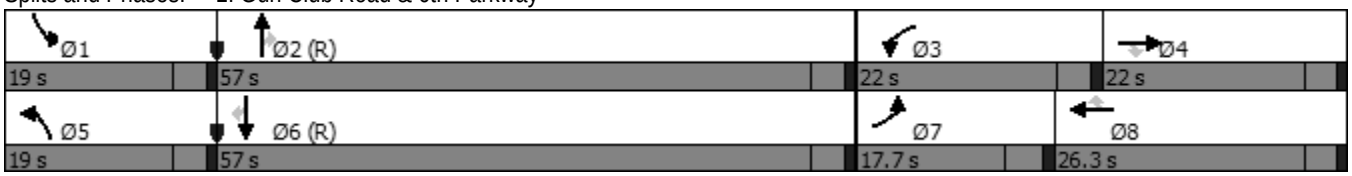
Maximum v/c Ratio: 0.99

| | |
|---|---|
| Intersection Signal Delay: 48.9 | Intersection LOS: D |
| Intersection Capacity Utilization 87.2% | ICU Level of Service E |
| Analysis Period (min) 15 | |

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

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

Splits and Phases: 1: Gun Club Road & 6th Parkway



| Intersection | |
|---|---|
| Int Delay, s/veh | 36.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 113 | 773 | 423 | 0 | 558 | 40 | 166 | 0 | 4 | 41 | 0 | 282 |
| Future Vol, veh/h | 113 | 773 | 423 | 0 | 558 | 40 | 166 | 0 | 4 | 41 | 0 | 282 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 230 | - | - | 230 | - | 50 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 123 | 840 | 460 | 0 | 607 | 43 | 180 | 0 | 4 | 45 | 0 | 307 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 650 | 0 | 0 | 1300 | 0 | 0 | 1559 | 1966 | 650 | 1189 | 2153 | 304 |
| Stage 1 | - | - | - | - | - | - | 1316 | 1316 | - | 607 | 607 | - |
| Stage 2 | - | - | - | - | - | - | 243 | 650 | - | 582 | 1546 | - |
| Critical Hdwy | 5.34 | - | - | 5.34 | - | - | 6.44 | 6.54 | 7.14 | 6.44 | 6.54 | 7.14 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 7.34 | 5.54 | - | 7.34 | 5.54 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.74 | 5.54 | - | 6.74 | 5.54 | - |
| Follow-up Hdwy | 3.12 | - | - | 3.12 | - | - | 3.82 | 4.02 | 3.92 | 3.82 | 4.02 | 3.92 |
| Pot Cap-1 Maneuver | 575 | - | - | 527 | - | - | 251 | 119 | *740 | *458 | 86 | 590 |
| Stage 1 | - | - | - | - | - | - | 325 | 413 | - | *371 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 463 | - | *759 | 307 | - |
| Platoon blocked, % | | - | - | 1 | - | - | 1 | 1 | 1 | 1 | 1 | |
| Mov Cap-1 Maneuver | 575 | - | - | 527 | - | - | ~ 101 | 93 | *740 | *380 | 67 | 590 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | ~ 101 | 93 | - | *380 | 67 | - |
| Stage 1 | - | - | - | - | - | - | 256 | 325 | - | *292 | 485 | - |
| Stage 2 | - | - | - | - | - | - | 326 | 463 | - | *593 | 241 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 1.1 | 0 | $ 463.8 | 22.3 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 103 | 575 | - | - | 527 | - | - | 551 |
| HCM Lane V/C Ratio | 1.794 | 0.214 | - | - | - | - | - | 0.637 |
| HCM Control Delay (s) | $ 463.8 | 13 | - | - | 0 | - | - | 22.3 |
| HCM Lane LOS | F | B | - | - | A | - | - | C |
| HCM 95th %tile Q(veh) | 14.9 | 0.8 | - | - | 0 | - | - | 4.5 |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 34 | 31 | 1143 | 50 | 96 | 1634 |
| Future Volume (vph) | 34 | 31 | 1143 | 50 | 96 | 1634 |
| Satd. Flow (prot) | 1698 | 0 | 3539 | 1583 | 1770 | 3539 |
| Flt Permitted | 0.975 | | | | 0.208 | |
| Satd. Flow (perm) | 1698 | 0 | 3539 | 1583 | 387 | 3539 |
| Satd. Flow (RTOR) | 34 | | | 37 | | |
| Lane Group Flow (vph) | 71 | 0 | 1242 | 54 | 104 | 1776 |
| Turn Type | Prot | | NA | Perm | Perm | NA |
| Protected Phases | 8 | | 2 | | | 6 |
| Permitted Phases | | | | 2 | 6 | |
| Detector Phase | 8 | | 2 | 2 | 6 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 |
| Minimum Split (s) | 22.5 | | 22.5 | 22.5 | 22.5 | 22.5 |
| Total Split (s) | 22.5 | | 37.5 | 37.5 | 37.5 | 37.5 |
| Total Split (%) | 37.5% | | 62.5% | 62.5% | 62.5% | 62.5% |
| Yellow Time (s) | 3.5 | | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | 4.5 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Max | C-Max | C-Max | C-Max |
| Act Effct Green (s) | 7.1 | | 49.7 | 49.7 | 49.7 | 49.7 |
| Actuated g/C Ratio | 0.12 | | 0.83 | 0.83 | 0.83 | 0.83 |
| v/c Ratio | 0.31 | | 0.42 | 0.04 | 0.33 | 0.61 |
| Control Delay | 18.1 | | 5.9 | 2.3 | 6.7 | 4.8 |
| Queue Delay | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 18.1 | | 5.9 | 2.3 | 6.7 | 4.8 |
| LOS | B | | A | A | A | A |
| Approach Delay | 18.1 | | 5.8 | | | 4.9 |
| Approach LOS | B | | A | | | A |
| Queue Length 50th (ft) | 12 | | 262 | 7 | 10 | 126 |
| Queue Length 95th (ft) | 42 | | 353 | m14 | 41 | 235 |
| Internal Link Dist (ft) | 406 | | 430 | | | 444 |
| Turn Bay Length (ft) | | | | 60 | 100 | |
| Base Capacity (vph) | 533 | | 2934 | 1318 | 320 | 2934 |
| 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 | 0.13 | | 0.42 | 0.04 | 0.33 | 0.61 |

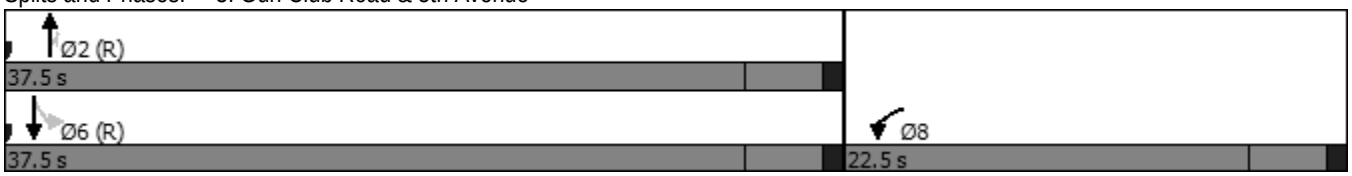
| Intersection Summary |
|---|
| Cycle Length: 60 |
| Actuated Cycle Length: 60 |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green |
| Natural Cycle: 60 |
| Control Type: Actuated-Coordinated |

Maximum v/c Ratio: 0.61

| | |
|---|---|
| Intersection Signal Delay: 5.5 | Intersection LOS: A |
| Intersection Capacity Utilization 56.8% | ICU Level of Service B |
| Analysis Period (min) 15 | |

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

Splits and Phases: 3: Gun Club Road & 5th Avenue



| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 91 | 2 | 15 | 32 | 3 | 5 |
| Future Vol, veh/h | 91 | 2 | 15 | 32 | 3 | 5 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 99 | 2 | 16 | 35 | 3 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 101 | 0 | 167 | 100 |
| Stage 1 | - | - | - | - | 100 | - |
| Stage 2 | - | - | - | - | 67 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1491 | - | 823 | 956 |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 956 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1491 | - | 814 | 956 |
| Mov Cap-2 Maneuver | - | - | - | - | 814 | - |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 945 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.4 | 9.1 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 897 | - | - | 1491 | - |
| HCM Lane V/C Ratio | 0.01 | - | - | 0.011 | - |
| HCM Control Delay (s) | 9.1 | - | - | 7.4 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | SEL | SER | NEL | NET | SWT | SWR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 8 | 13 | 805 | 590 | 2 |
| Future Vol, veh/h | 2 | 8 | 13 | 805 | 590 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | 225 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 9 | 14 | 875 | 641 | 2 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1020 | 322 | 643 | 0 | - | 0 |
| Stage 1 | 642 | - | - | - | - | - |
| Stage 2 | 378 | - | - | - | - | - |
| Critical Hdwy | 5.74 | 7.14 | 5.34 | - | - | - |
| Critical Hdwy Stg 1 | 6.64 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.04 | - | - | - | - | - |
| Follow-up Hdwy | 3.82 | 3.92 | 3.12 | - | - | - |
| Pot Cap-1 Maneuver | 303 | 575 | 580 | - | - | - |
| Stage 1 | 398 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 296 | 575 | 580 | - | - | - |
| Mov Cap-2 Maneuver | 296 | - | - | - | - | - |
| Stage 1 | 388 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |

| Approach | SE | NE | SW |
|---|---|---|---|
| HCM Control Delay, s | 12.6 | 0.2 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NEL | NET | SELn1 | SWT | SWR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 580 | - | 484 | - | - |
| HCM Lane V/C Ratio | 0.024 | - | 0.022 | - | - |
| HCM Control Delay (s) | 11.4 | - | 12.6 | - | - |
| HCM Lane LOS | B | - | B | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | 0.1 | - | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | ↰ | ↑↑ |
| Traffic Vol, veh/h | 0 | 21 | 1209 | 115 | 19 | 1671 |
| Future Vol, veh/h | 0 | 21 | 1209 | 115 | 19 | 1671 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 115 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 23 | 1314 | 125 | 21 | 1816 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 657 | 0 | 0 | 1439 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 0 | *593 | - | - | 783 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *593 | - | - | 783 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 593 | 783 | - |
| HCM Lane V/C Ratio | - | - | 0.038 | 0.026 | - |
| HCM Control Delay (s) | - | - | 11.3 | 9.7 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | ↱ | ↑↑ | ↱ | ↰ | ↑↑ |
| Traffic Vol, veh/h | 0 | 19 | 1174 | 56 | 18 | 1690 |
| Future Vol, veh/h | 0 | 19 | 1174 | 56 | 18 | 1690 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | 0 | - | 60 | 25 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 21 | 1276 | 61 | 20 | 1837 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 638 | 0 | 0 | 1337 | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 0 | *593 | - | - | *887 | - |
| Stage 1 | 0 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Platoon blocked, % | | 1 | - | - | 1 | - |
| Mov Cap-1 Maneuver | - | *593 | - | - | *887 | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.3 | 0 | 0.1 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 593 | * 887 | - |
| HCM Lane V/C Ratio | - | - | 0.035 | 0.022 | - |
| HCM Control Delay (s) | - | - | 11.3 | 9.2 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0.1 | - |

Notes

~: Volume exceeds capacity  $: Delay exceeds 300s  +: Computation Not Defined  *: All major volume in platoon

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ✥ | | | ✥ | | | ✥ | | | ✥ | |
| Traffic Vol, veh/h | 45 | 74 | 27 | 19 | 15 | 5 | 24 | 0 | 19 | 0 | 0 | 25 |
| Future Vol, veh/h | 45 | 74 | 27 | 19 | 15 | 5 | 24 | 0 | 19 | 0 | 0 | 25 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 49 | 80 | 29 | 21 | 16 | 5 | 26 | 0 | 21 | 0 | 0 | 27 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 21 | 0 | 0 | 109 | 0 | 0 | 267 | 256 | 95 | 264 | 268 | 19 |
| Stage 1 | - | - | - | - | - | - | 193 | 193 | - | 61 | 61 | - |
| Stage 2 | - | - | - | - | - | - | 74 | 63 | - | 203 | 207 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - | 6.12 | 5.52 | - | 6.12 | 5.52 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 1595 | - | - | 1481 | - | - | 686 | 648 | 962 | 689 | 638 | 1059 |
| Stage 1 | - | - | - | - | - | - | 809 | 741 | - | 950 | 844 | - |
| Stage 2 | - | - | - | - | - | - | 935 | 842 | - | 799 | 731 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 1595 | - | - | 1481 | - | - | 645 | 618 | 962 | 650 | 608 | 1059 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 645 | 618 | - | 650 | 608 | - |
| Stage 1 | - | - | - | - | - | - | 782 | 717 | - | 919 | 832 | - |
| Stage 2 | - | - | - | - | - | - | 898 | 830 | - | 756 | 707 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 2.3 | 3.6 | 10.1 | 8.5 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 755 | 1595 | - | - | 1481 | - | - | 1059 |
| HCM Lane V/C Ratio | 0.062 | 0.031 | - | - | 0.014 | - | - | 0.026 |
| HCM Control Delay (s) | 10.1 | 7.3 | 0 | - | 7.5 | 0 | - | 8.5 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 40 | 1 | 277 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 39 | 39 |
| Future Vol, veh/h | 40 | 1 | 277 | 3 | 0 | 0 | 51 | 16 | 6 | 0 | 39 | 39 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 180 | - | - | - | - | - | 0 | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 1 | 301 | 3 | 0 | 0 | 55 | 17 | 7 | 0 | 42 | 42 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 194 | 197 | 63 | 345 | 215 | 21 | 84 | 0 | 0 | 24 | 0 | 0 |
| Stage 1 | 63 | 63 | - | 131 | 131 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 134 | - | 214 | 84 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 765 | 699 | 1002 | 609 | 683 | 1056 | 1513 | - | - | 1591 | - | - |
| Stage 1 | 948 | 842 | - | 873 | 788 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 785 | - | 788 | 825 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 744 | 674 | 1002 | 414 | 658 | 1056 | 1513 | - | - | 1591 | - | - |
| Mov Cap-2 Maneuver | 744 | 674 | - | 414 | 658 | - | - | - | - | - | - | - |
| Stage 1 | 914 | 842 | - | 842 | 760 | - | - | - | - | - | - | - |
| Stage 2 | 841 | 757 | - | 551 | 825 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 10.2 | 13.8 | 5.2 | 0 |
| HCM LOS | B | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1513 | - | - | 744 | 1000 | 414 | 1591 | - | - |
| HCM Lane V/C Ratio | 0.037 | - | - | 0.058 | 0.302 | 0.008 | - | - | - |
| HCM Control Delay (s) | 7.5 | - | - | 10.1 | 10.2 | 13.8 | 0 | - | - |
| HCM Lane LOS | A | - | - | B | B | B | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.2 | 1.3 | 0 | 0 | - | - |

# APPENDIX E

## Warrant Analysis Forms

**Standard:**

04 **The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:**

**A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or**

**B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.**

**In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.**

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

*Guidance:*

06 *The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.*

**Standard:**

07 **The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:**

**A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and**

**B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.**

**These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.**

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## Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

**Condition A—Minimum Vehicular Volume**

| Number of lanes for moving traffic on each approach | | Vehicles per hour on major street (total of both approaches) | | | | Vehicles per hour on higher-volume minor-street approach (one direction only) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Major Street | Minor Street | 100%[a] | 80%[b] | 70%[c] | 56%[d] | 100%[a] | 80%[b] | 70%[c] | 56%[d] |
| 1 | 1 | 500 | 400 | 350 | 280 | 150 | 120 | 105 | 84 |
| 2 or more | 1 | 600 | 480 | 420 | 336 | 150 | 120 | 105 | 84 |
| 2 or more | 2 or more | 600 | 480 | 420 | 336 | 200 | 160 | 140 | 112 |
| 1 | 2 or more | 500 | 400 | 350 | 280 | 200 | 160 | 140 | 112 |

**Condition B—Interruption of Continuous Traffic**

| Number of lanes for moving traffic on each approach | | Vehicles per hour on major street (total of both approaches) | | | | Vehicles per hour on higher-volume minor-street approach (one direction only) | | | |
|---|---|---|---|---|---|---|---|---|---|
| Major Street | Minor Street | 100%[a] | 80%[b] | 70%[c] | 56%[d] | 100%[a] | 80%[b] | 70%[c] | 56%[d] |
| 1 | 1 | 750 | 600 | 525 | 420 | 75 | 60 | 53 | 42 |
| 2 or more | 1 | 900 | 720 | 630 | 504 | 75 | 60 | 53 | 42 |
| 2 or more | 2 or more | 900 | 720 | 630 | 504 | 100 | 80 | 70 | 56 |
| 1 | 2 or more | 750 | 600 | 525 | 420 | 100 | 80 | 70 | 56 |

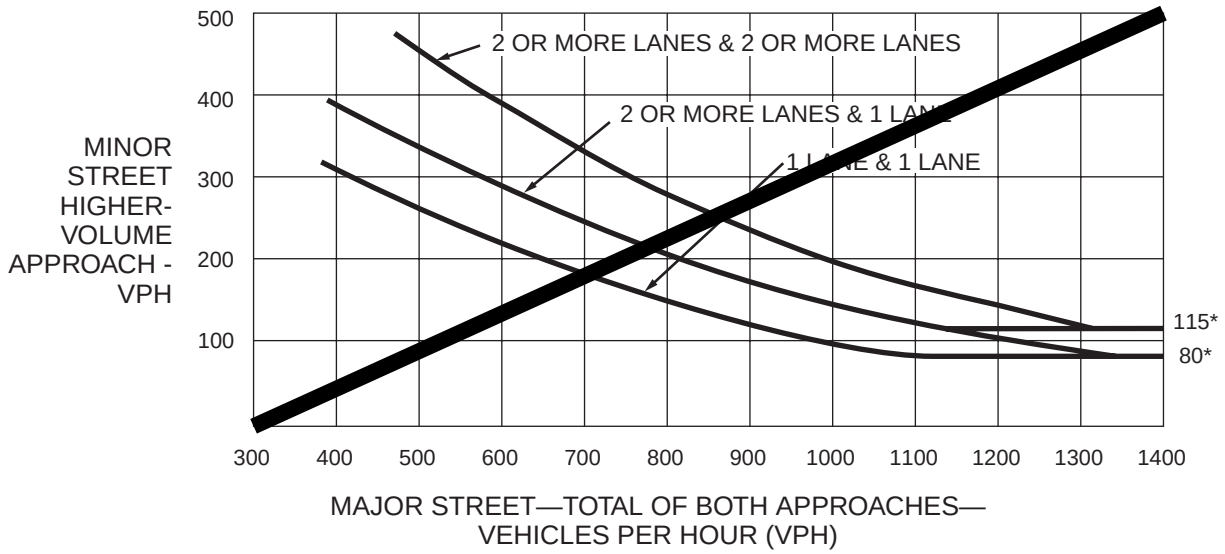
[a] Basic minimum hourly volume

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures

[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

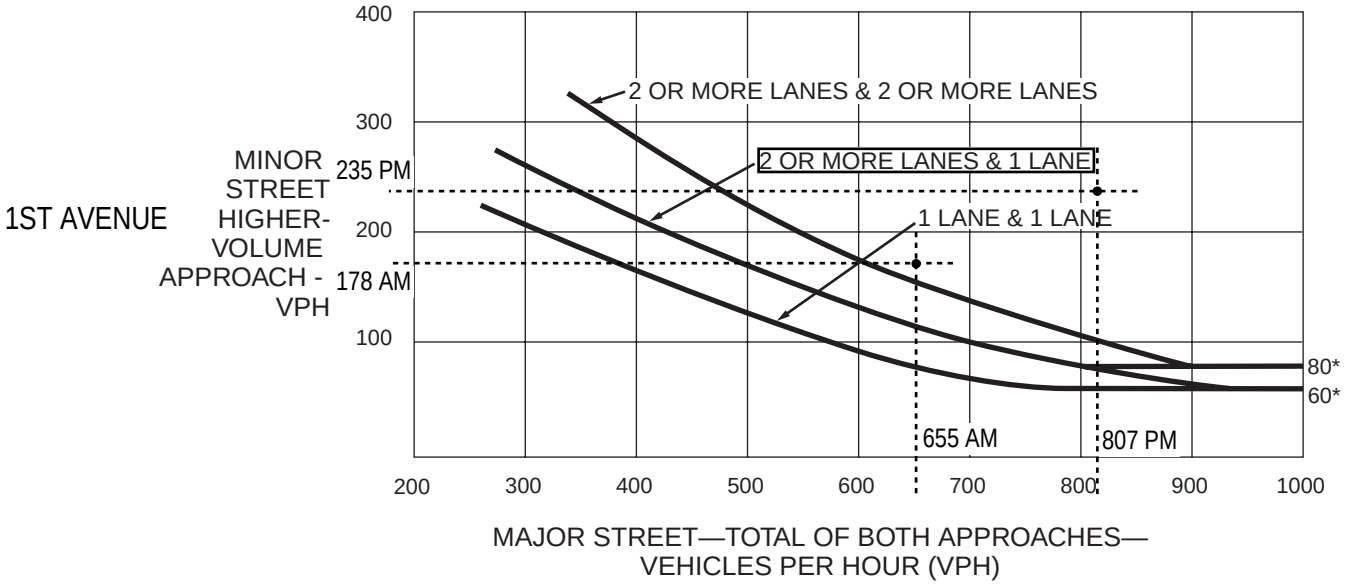
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

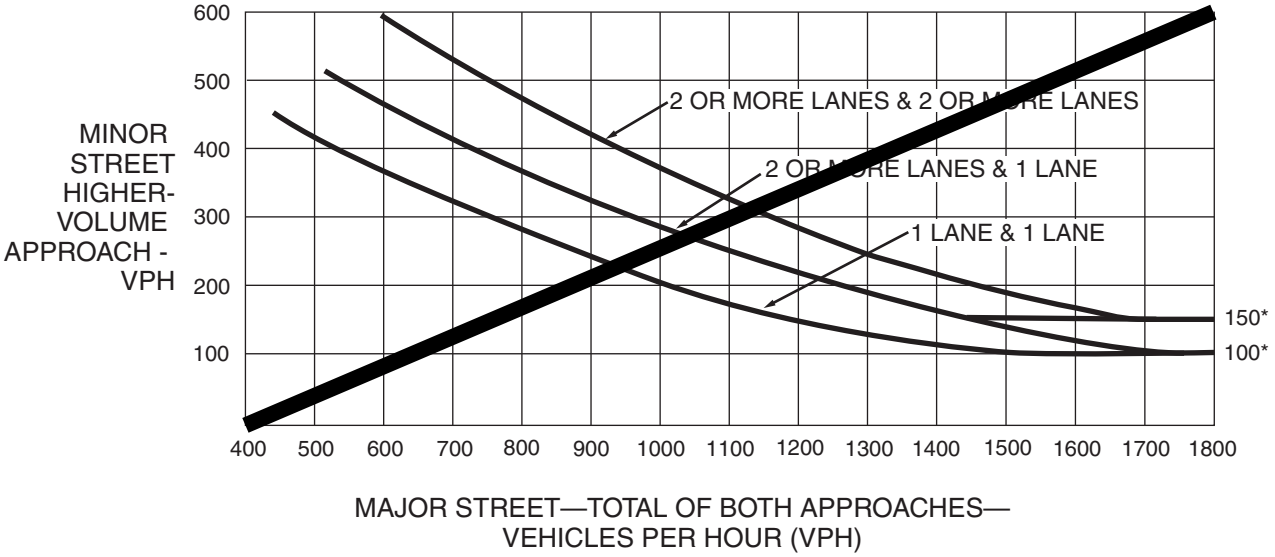



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

Project: CROSS CREEK
Existing Traffic

## Figure 4C-3. Warrant 3, Peak Hour

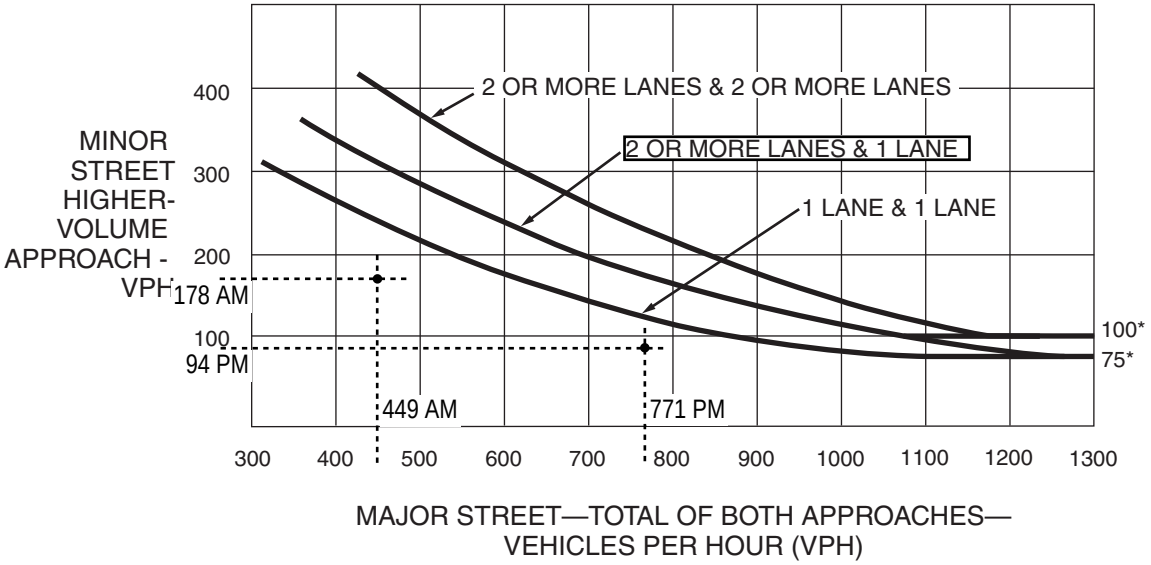



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

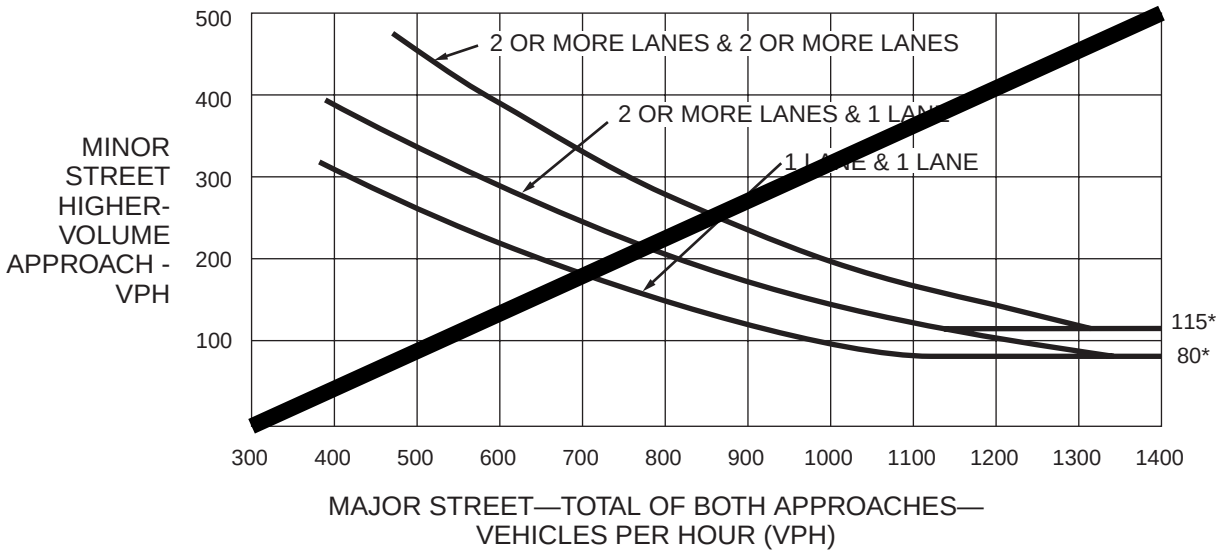
1ST AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

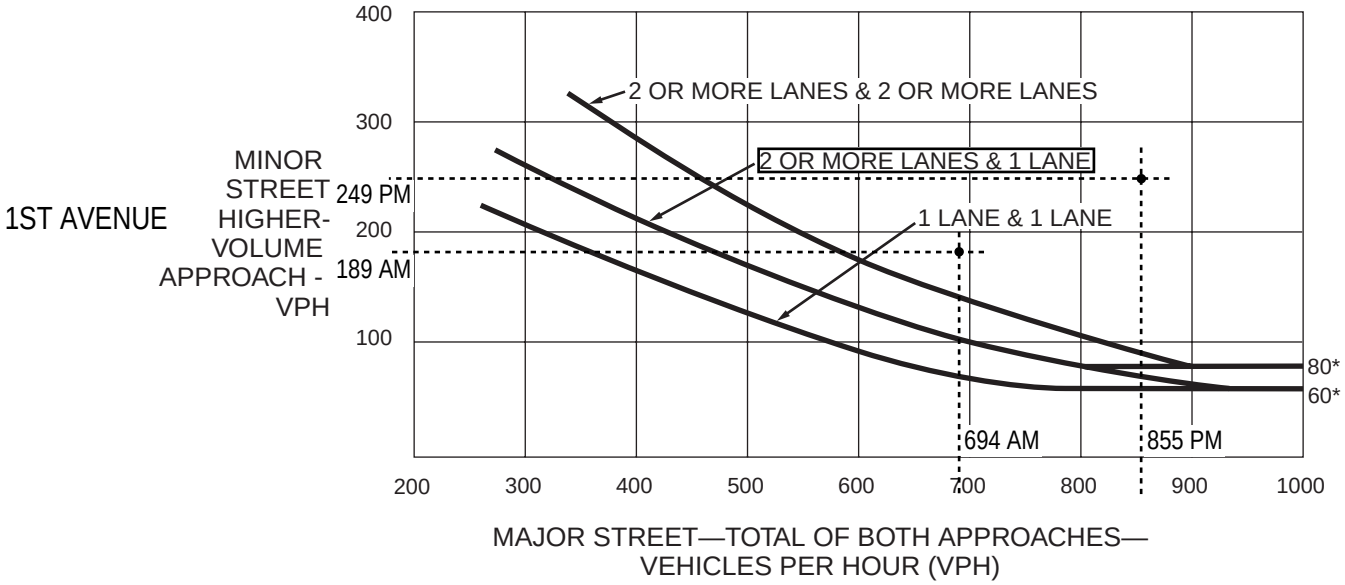
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

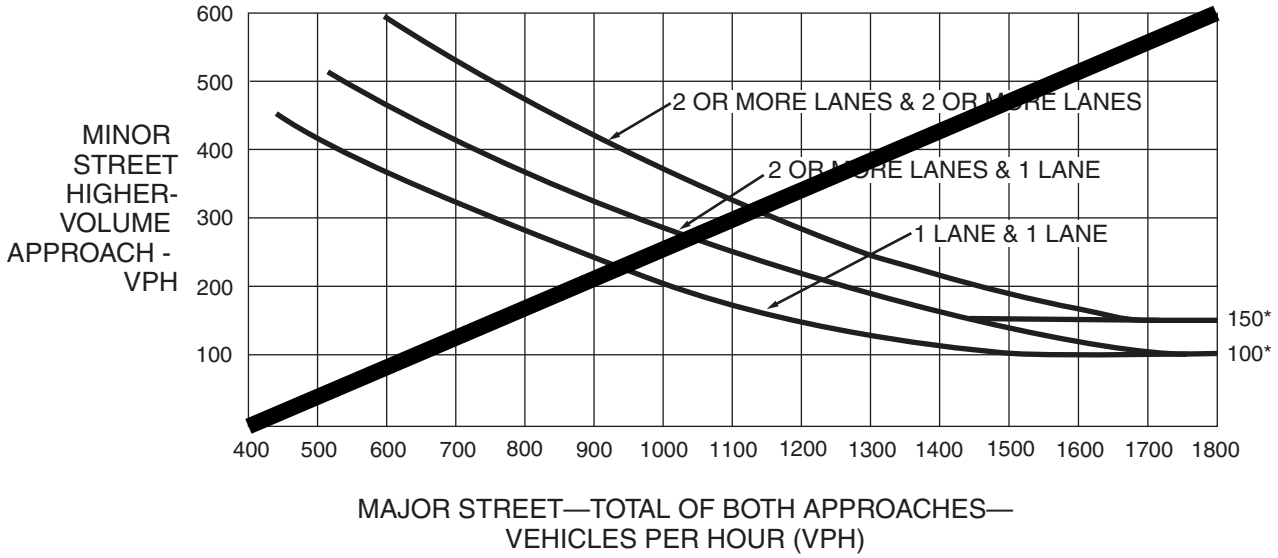



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

Project: CROSS CREEK
Background Traffic - Year 2022

## Figure 4C-3. Warrant 3, Peak Hour



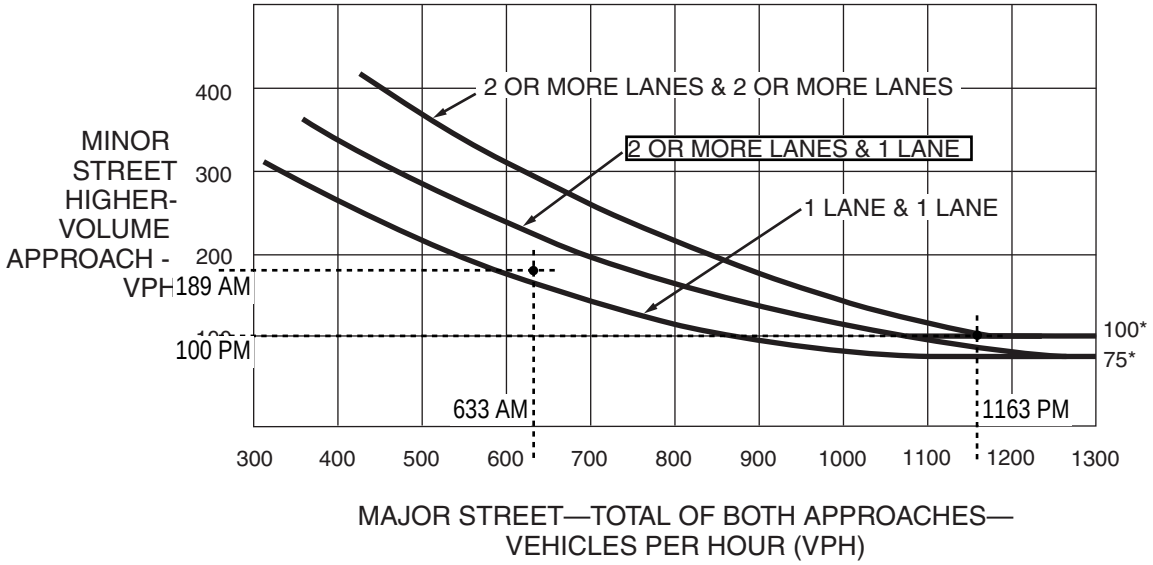

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

---

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

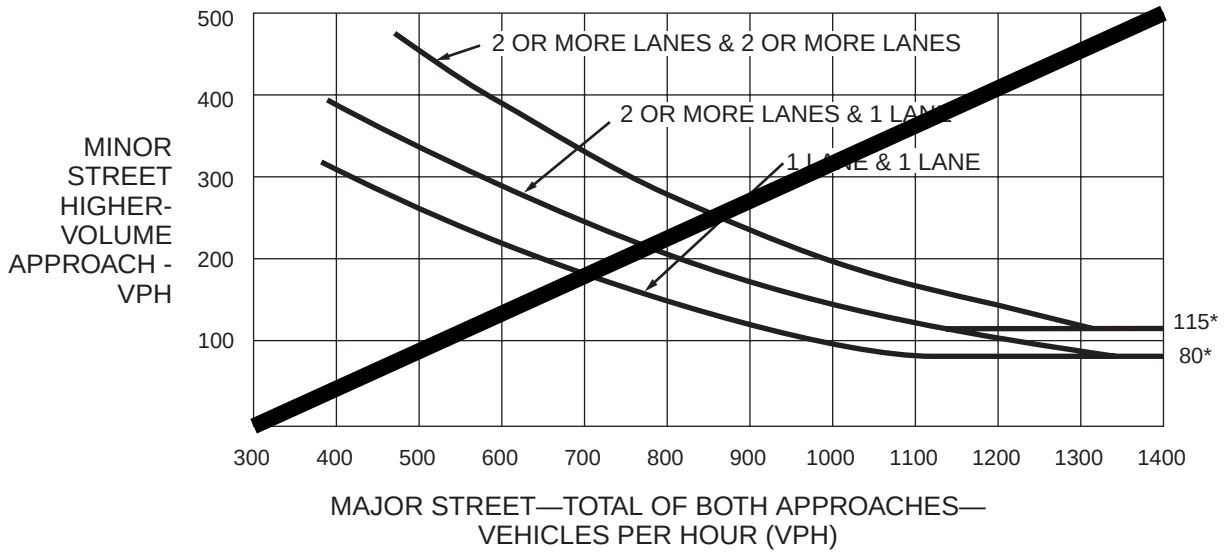
1ST AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

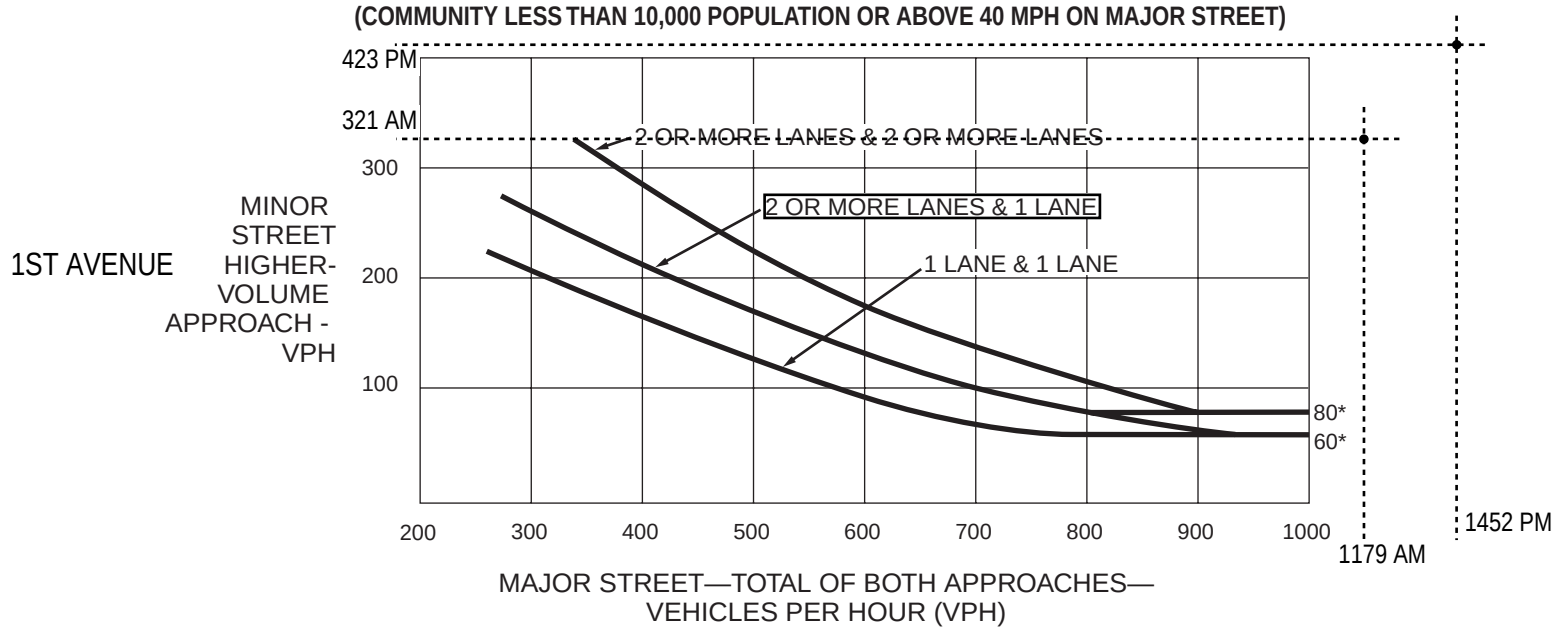
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

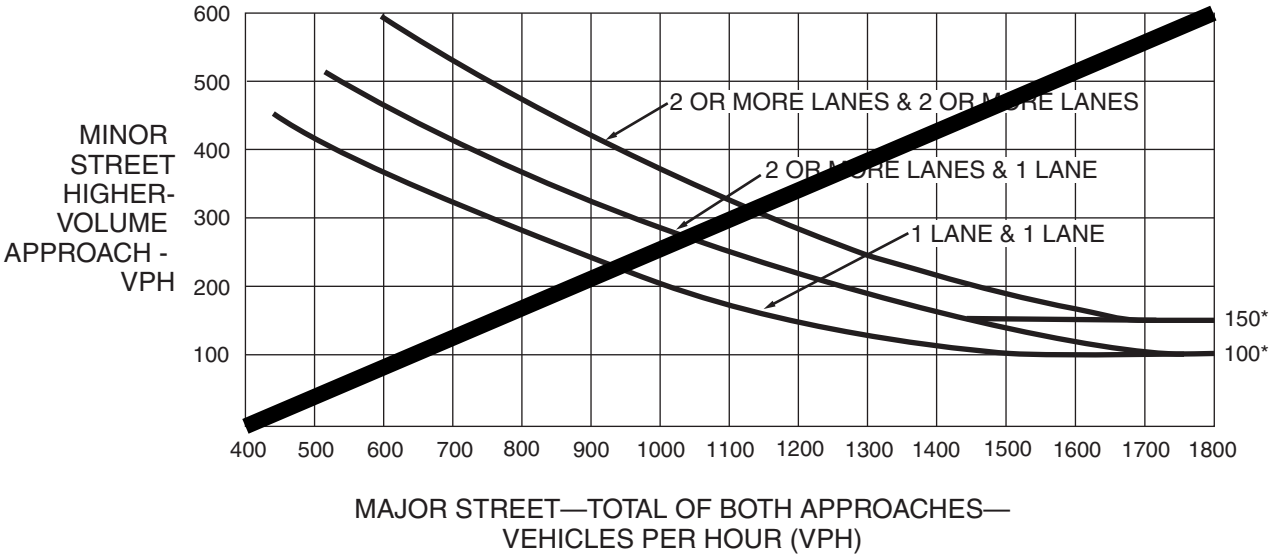



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

Project: CROSS CREEK
Background Traffic - Year 2040

## Figure 4C-3. Warrant 3, Peak Hour

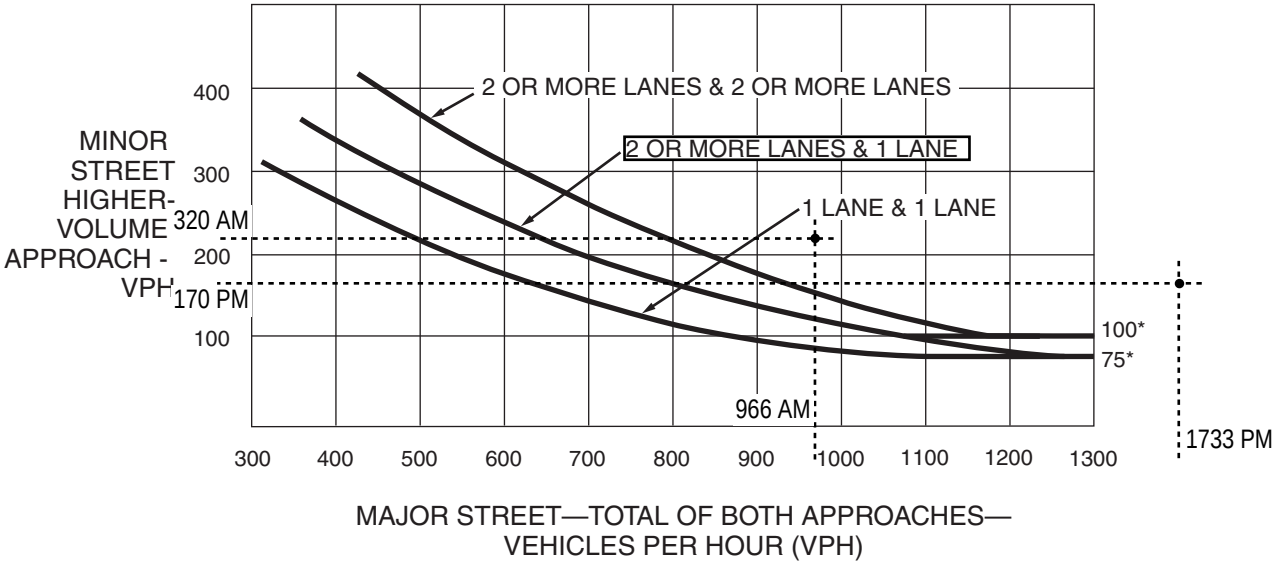



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

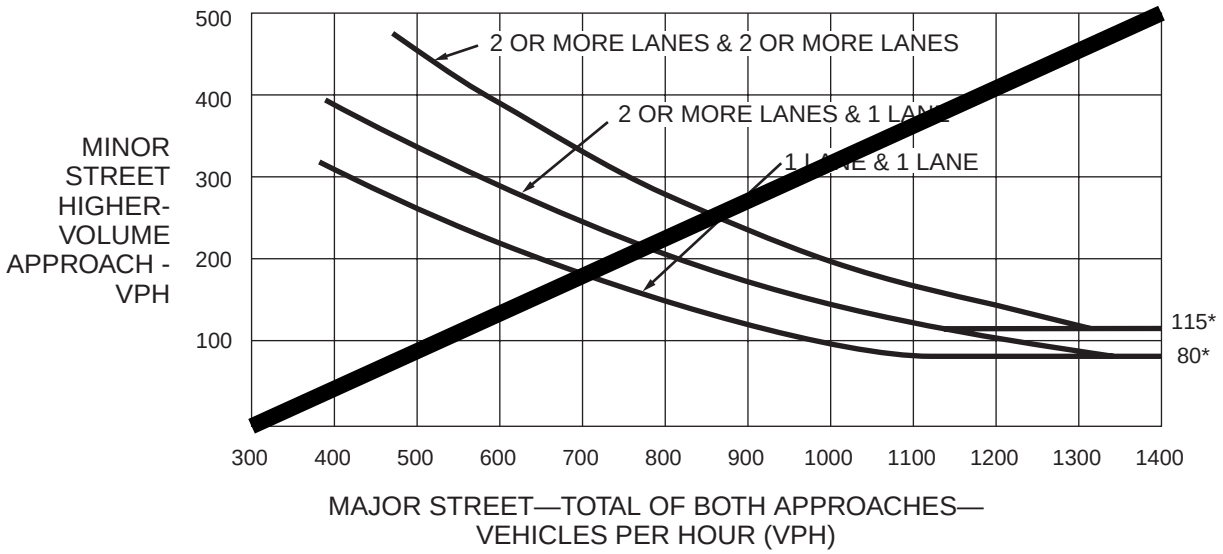
1ST AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

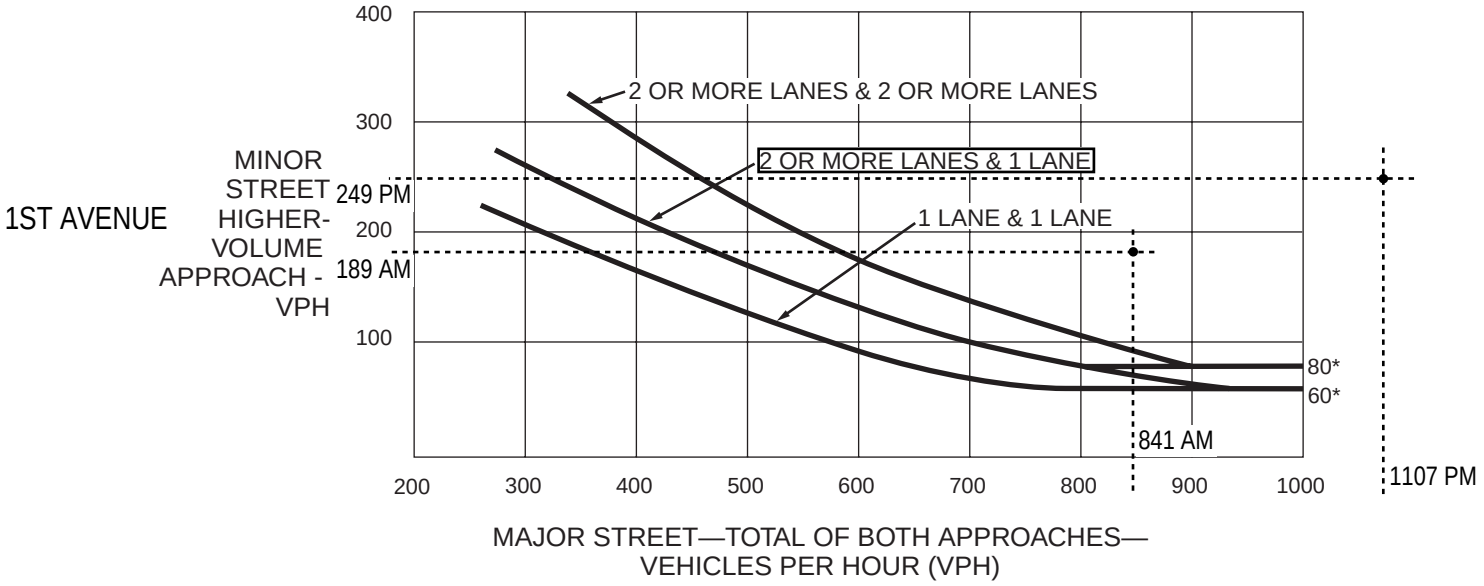
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

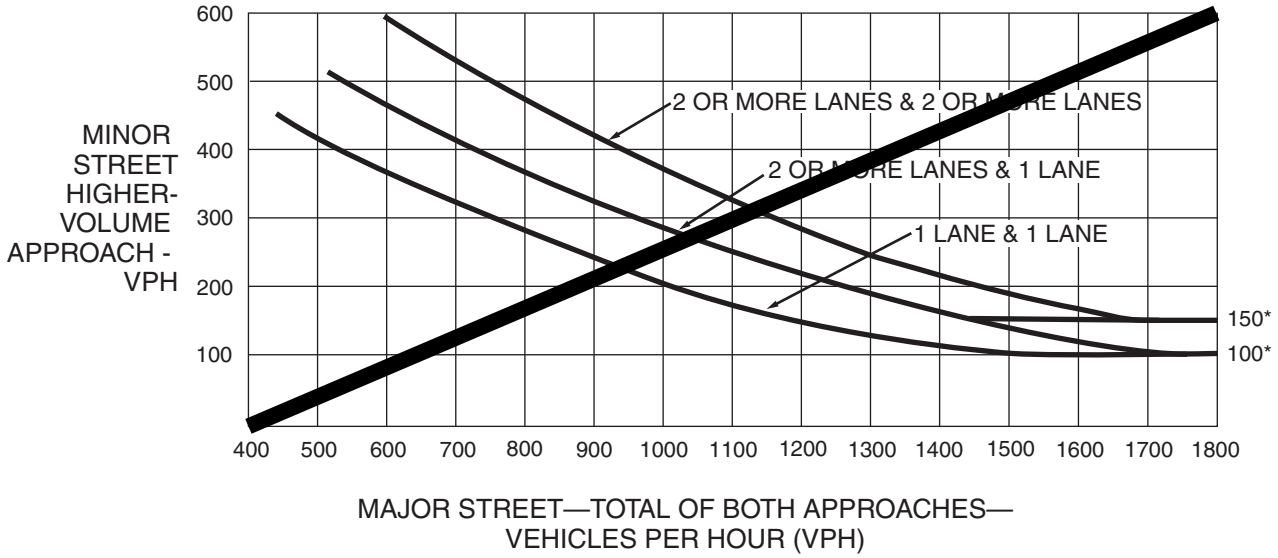



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

Project: CROSS CREEK
Total Traffic - Year 2022

## Figure 4C-3. Warrant 3, Peak Hour

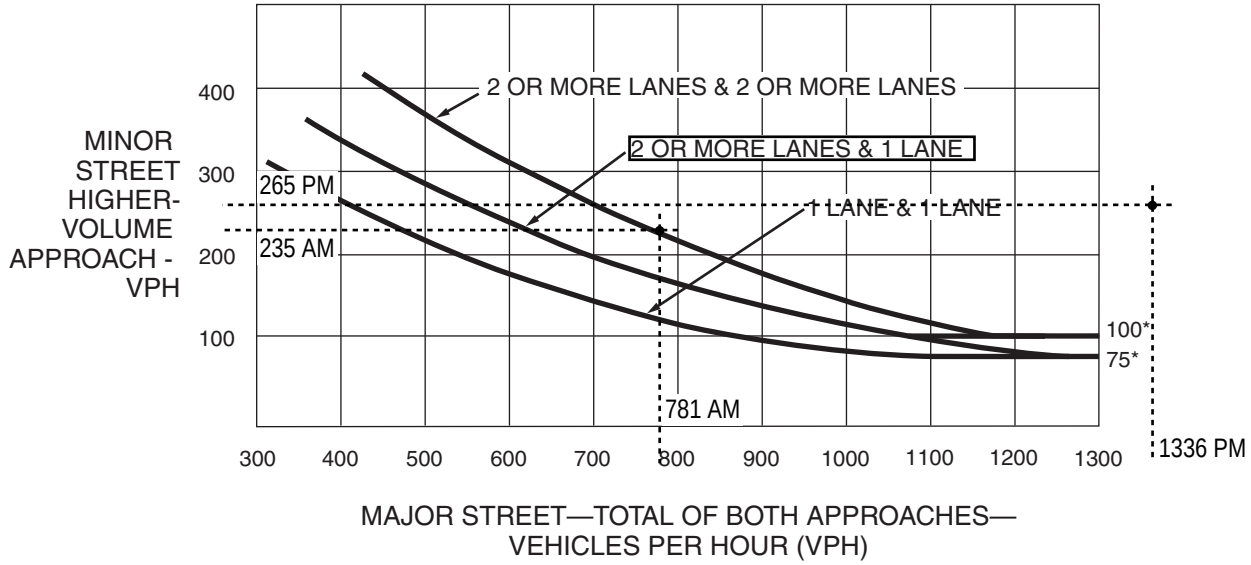



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

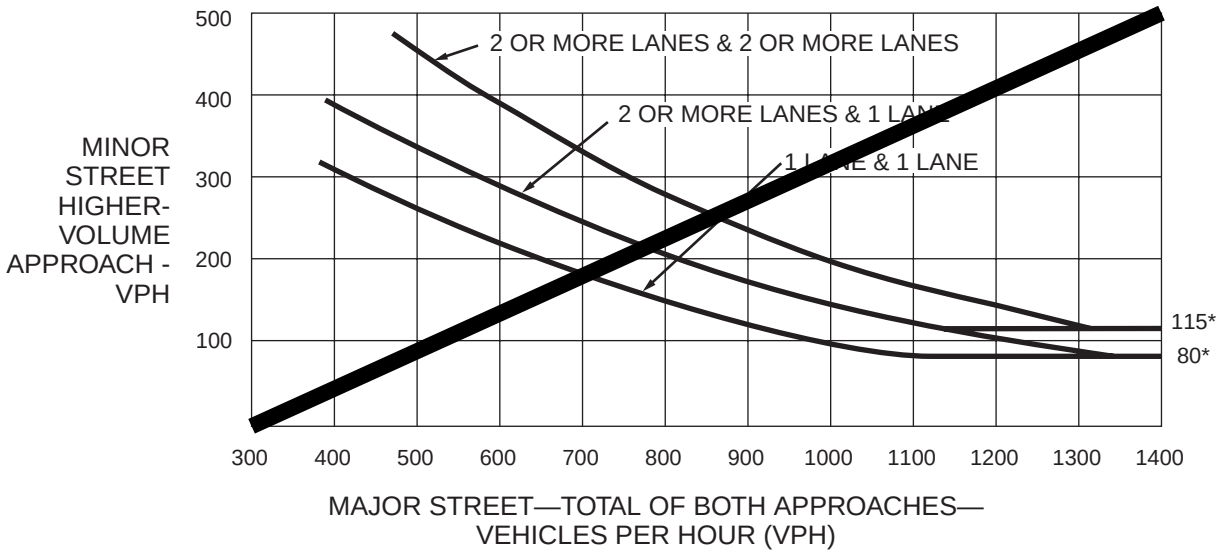
1ST AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

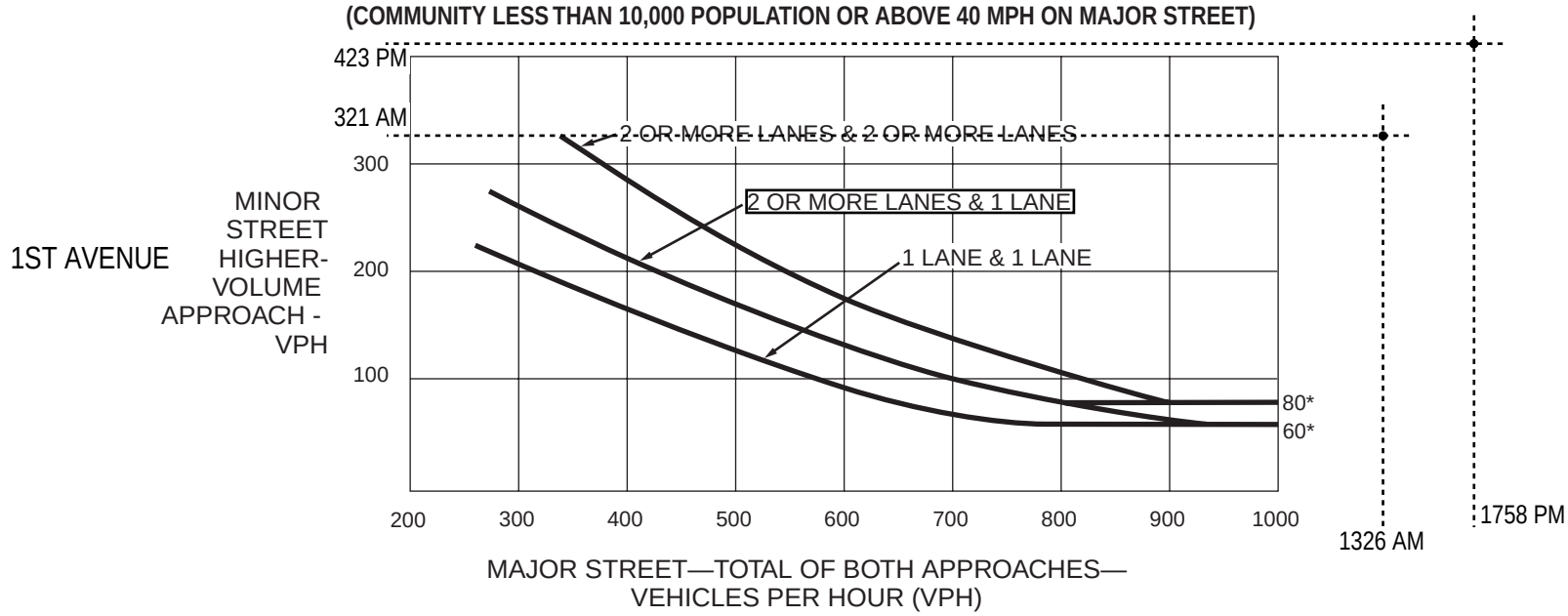
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

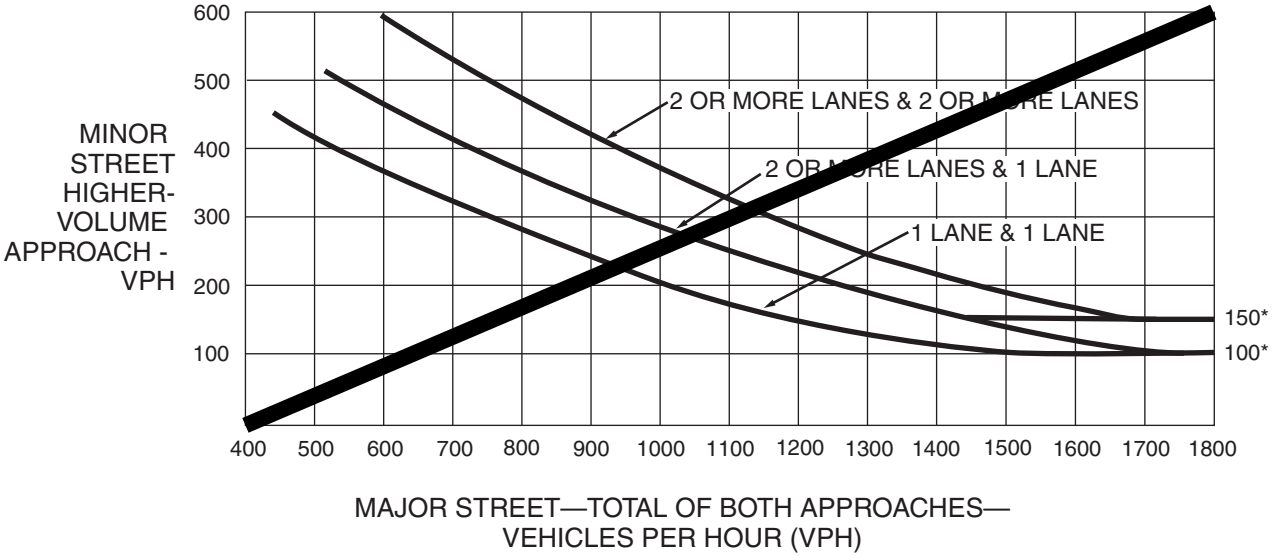



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

Project: CROSS CREEK
Total Traffic - Year 2040

## Figure 4C-3. Warrant 3, Peak Hour

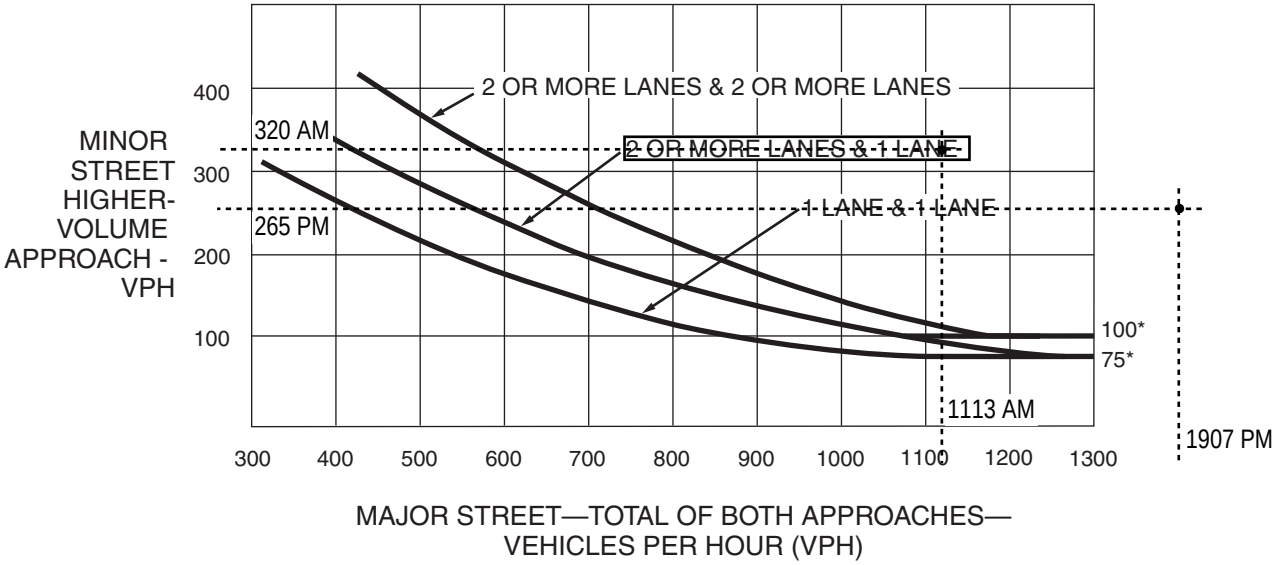



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

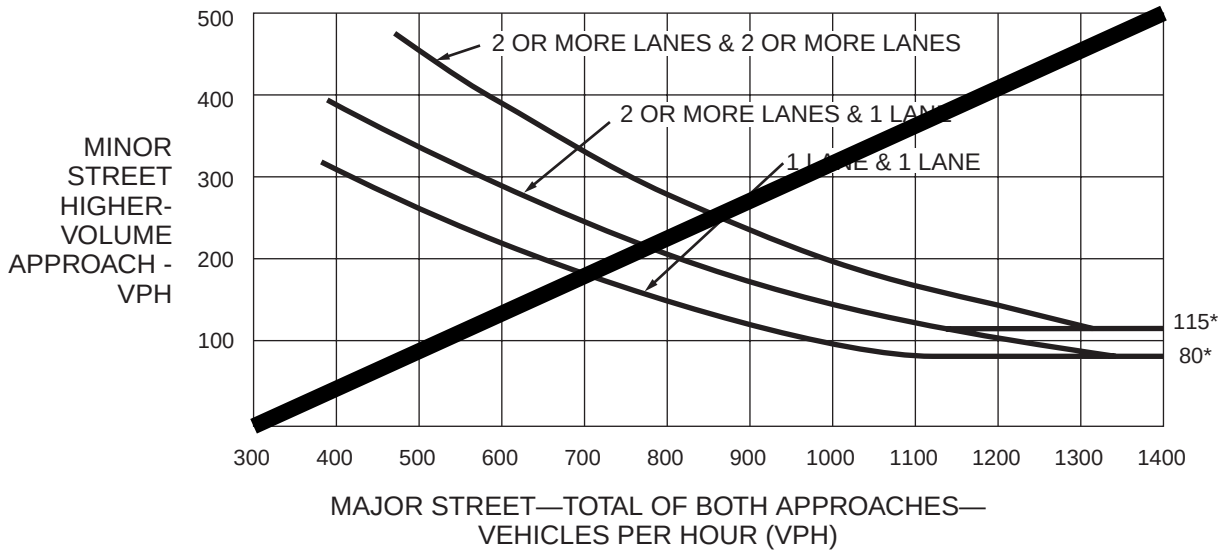
1ST AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

6TH PARKWAY (45 MPH)

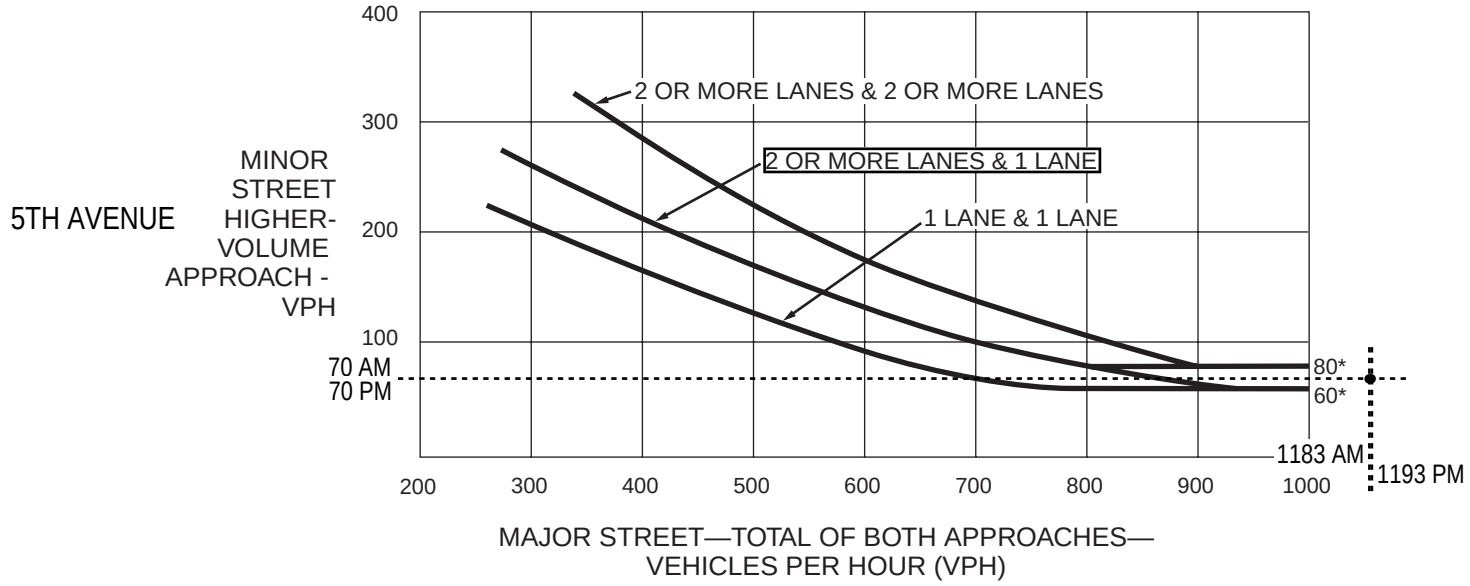
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

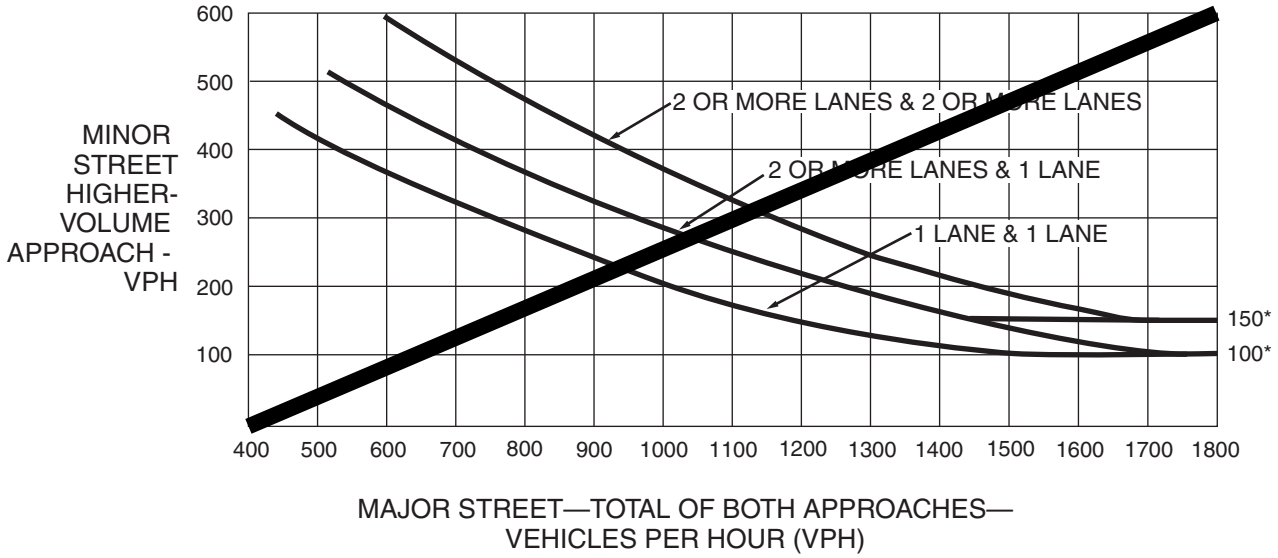



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

Project: CROSS CREEK
Existing Traffic

## Figure 4C-3. Warrant 3, Peak Hour




*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

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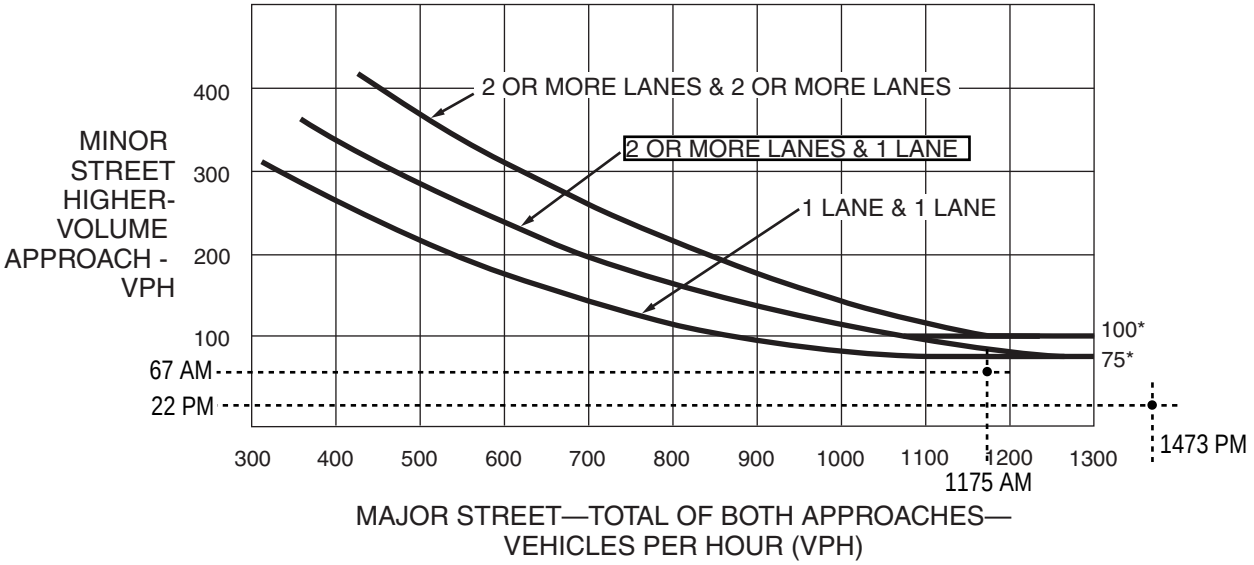
## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

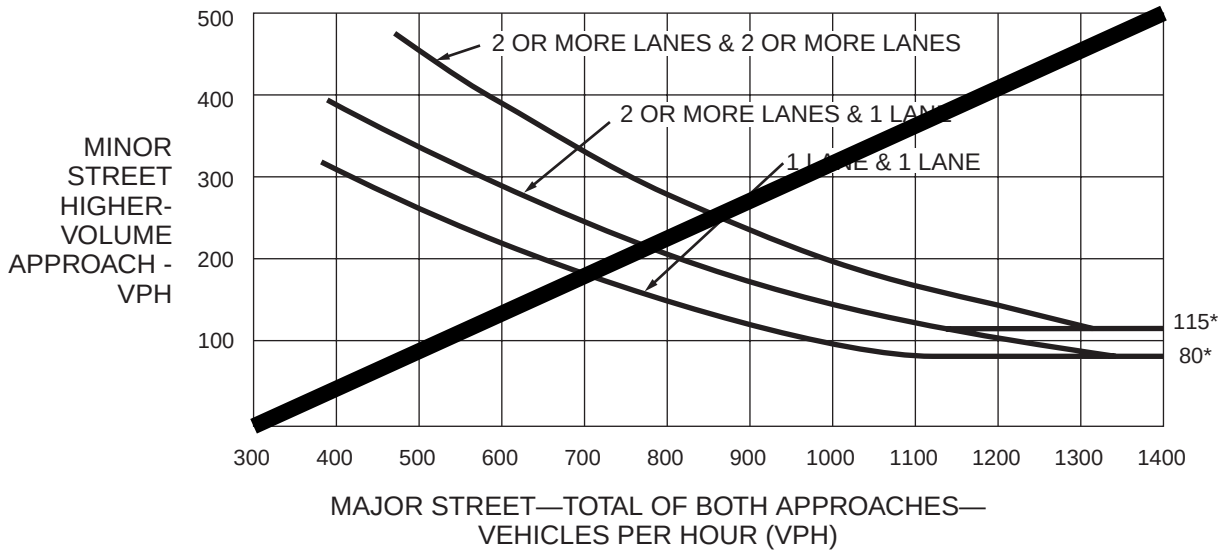
5TH AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

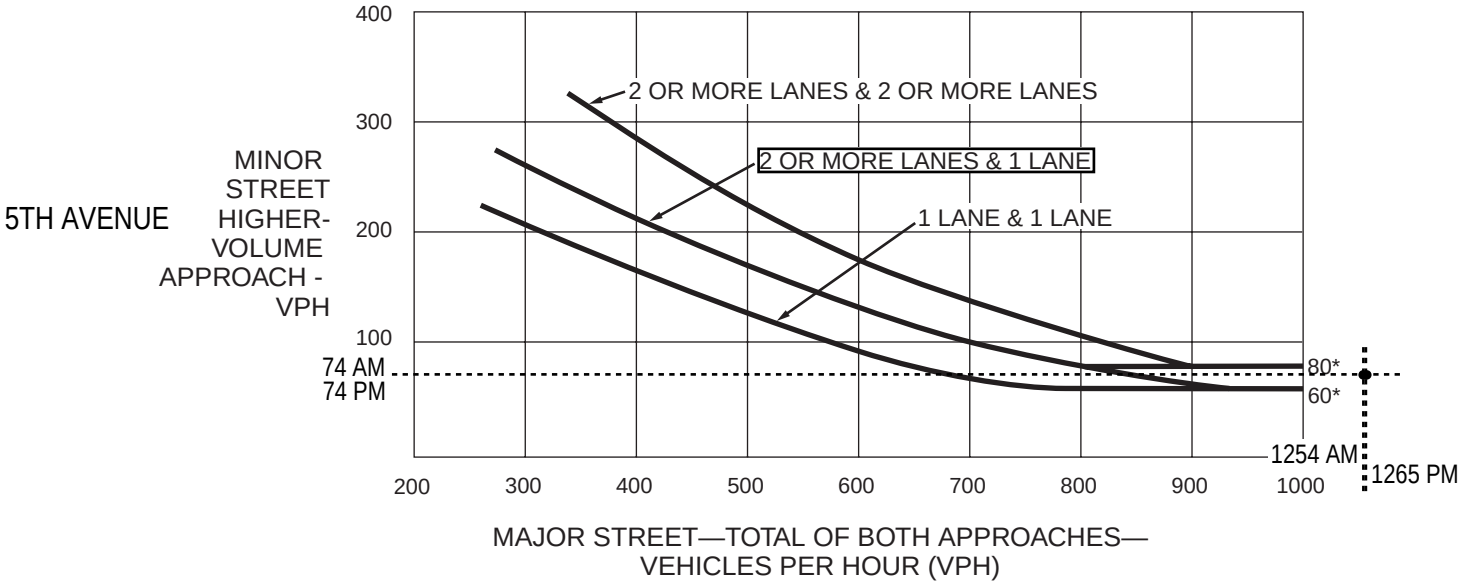
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

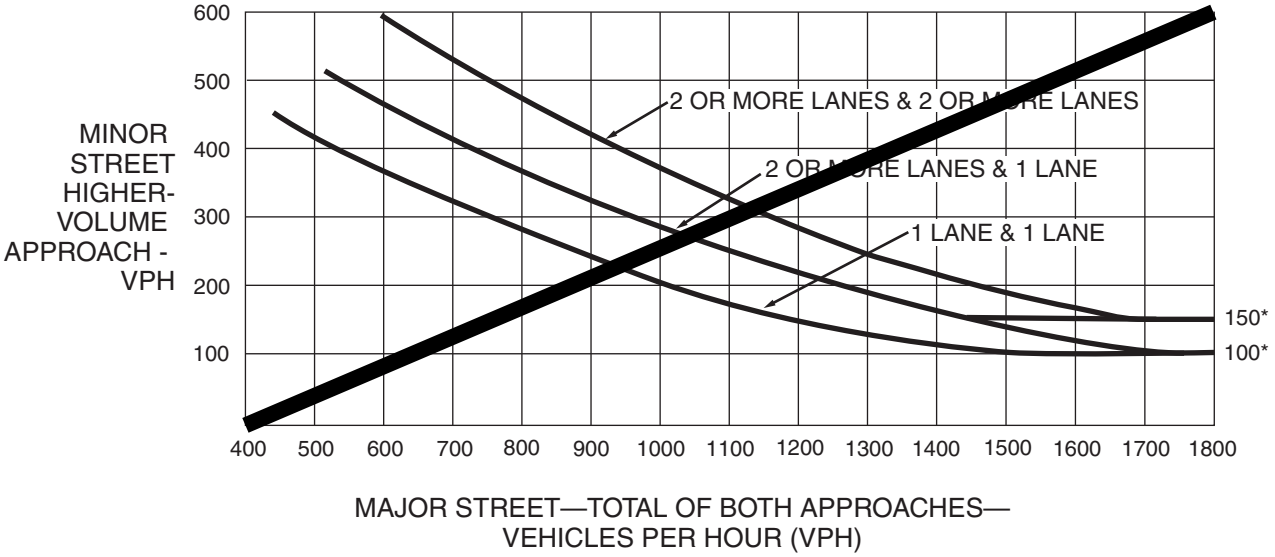



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

Project: CROSS CREEK
Background Traffic - Year 2022

## Figure 4C-3. Warrant 3, Peak Hour

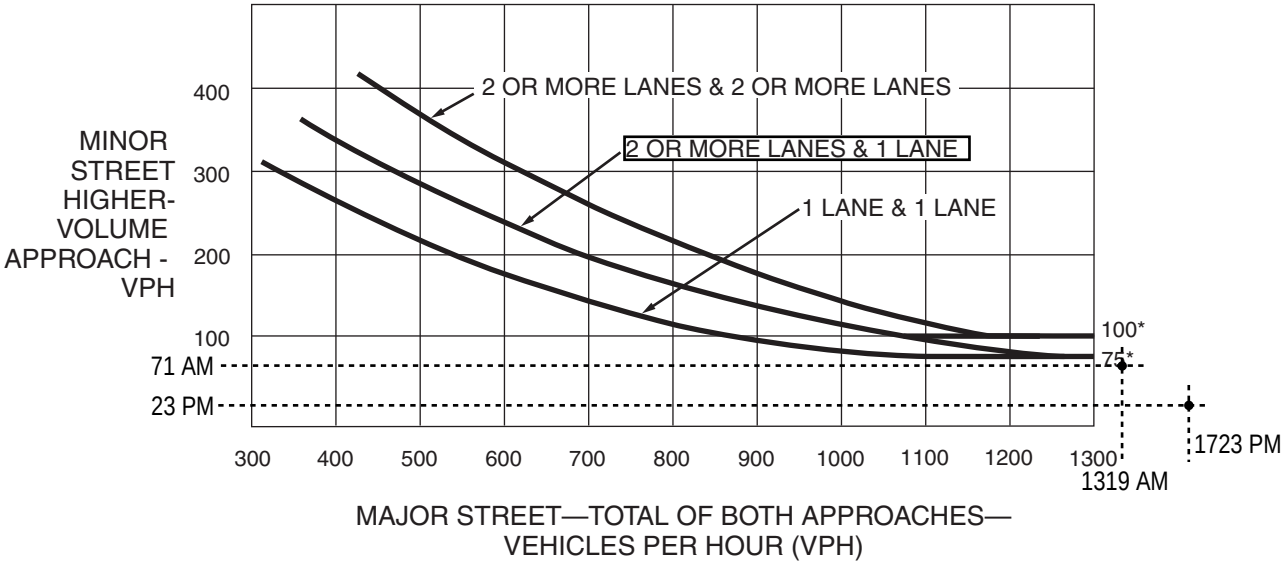



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

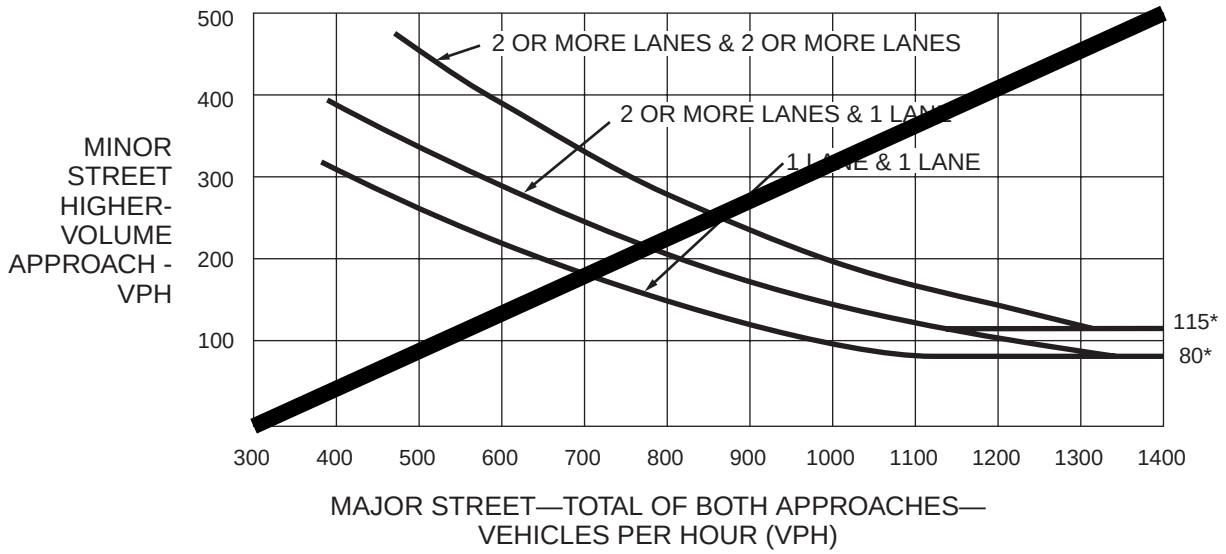
5TH AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

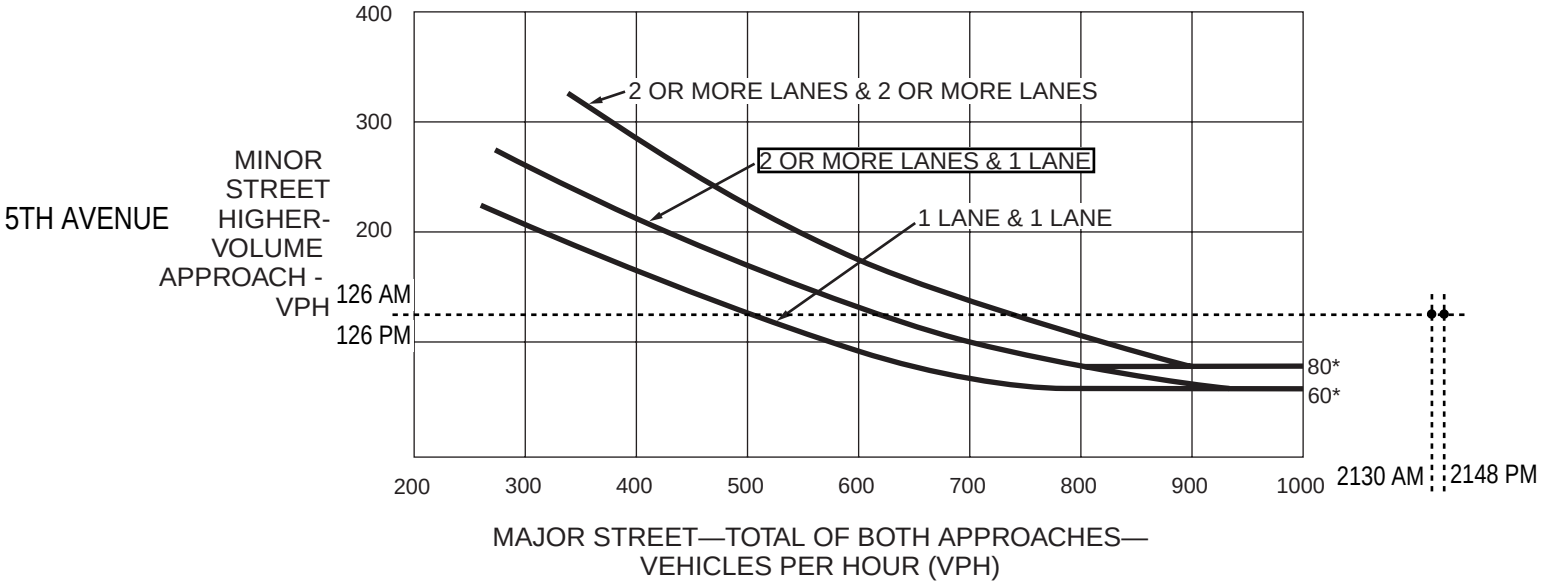
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

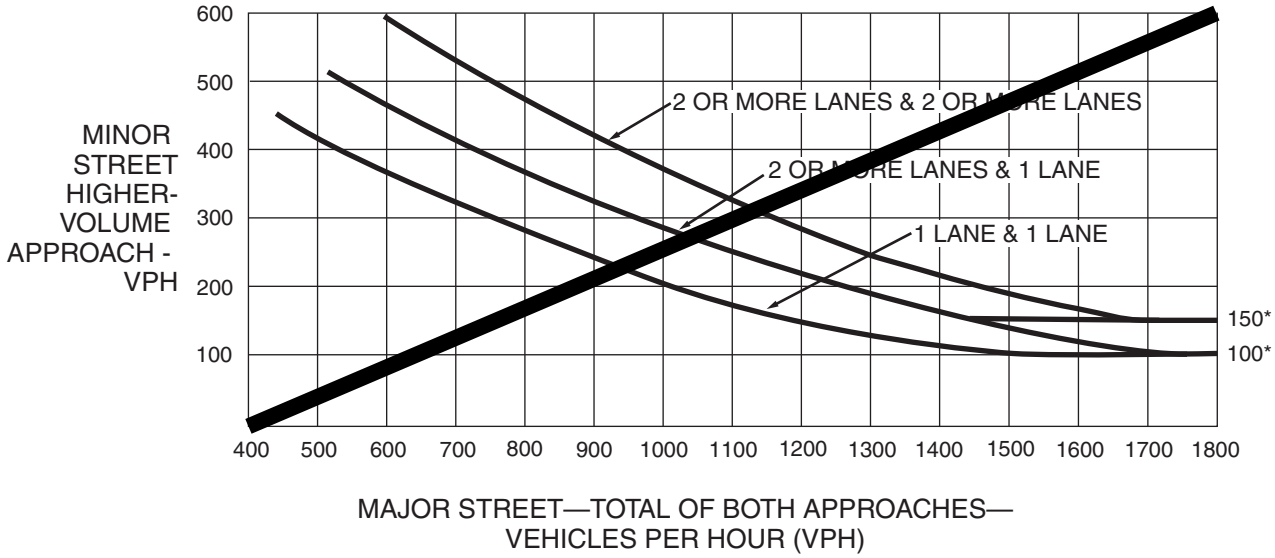



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

Project: CROSS CREEK
Background Traffic - Year 2040

## Figure 4C-3. Warrant 3, Peak Hour

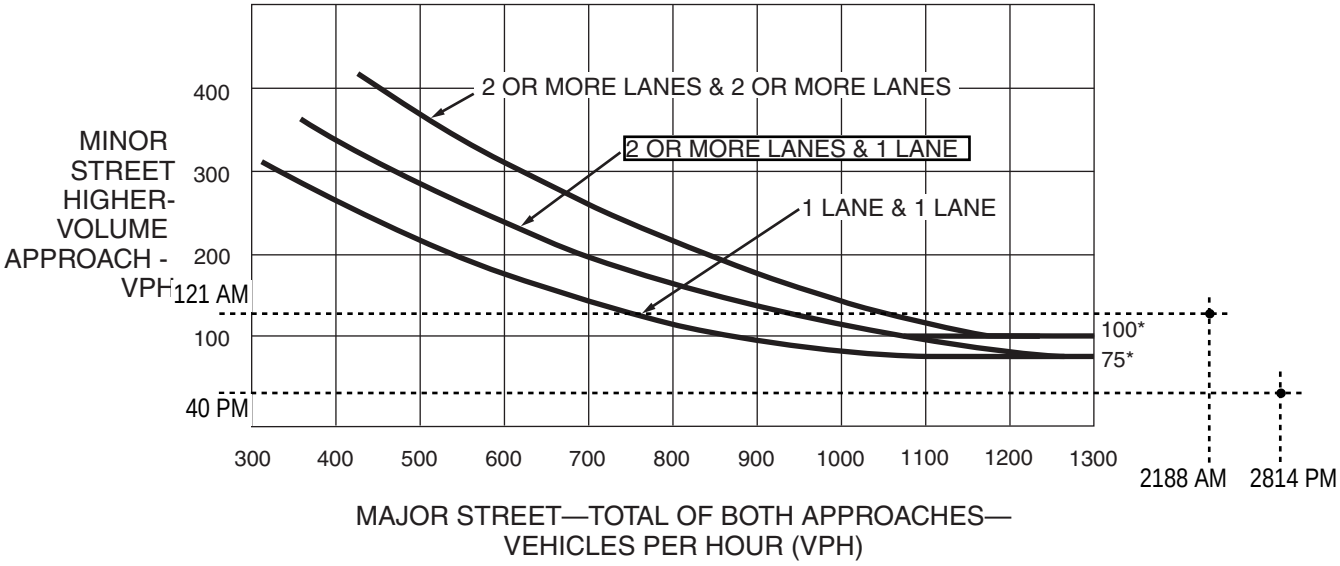



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

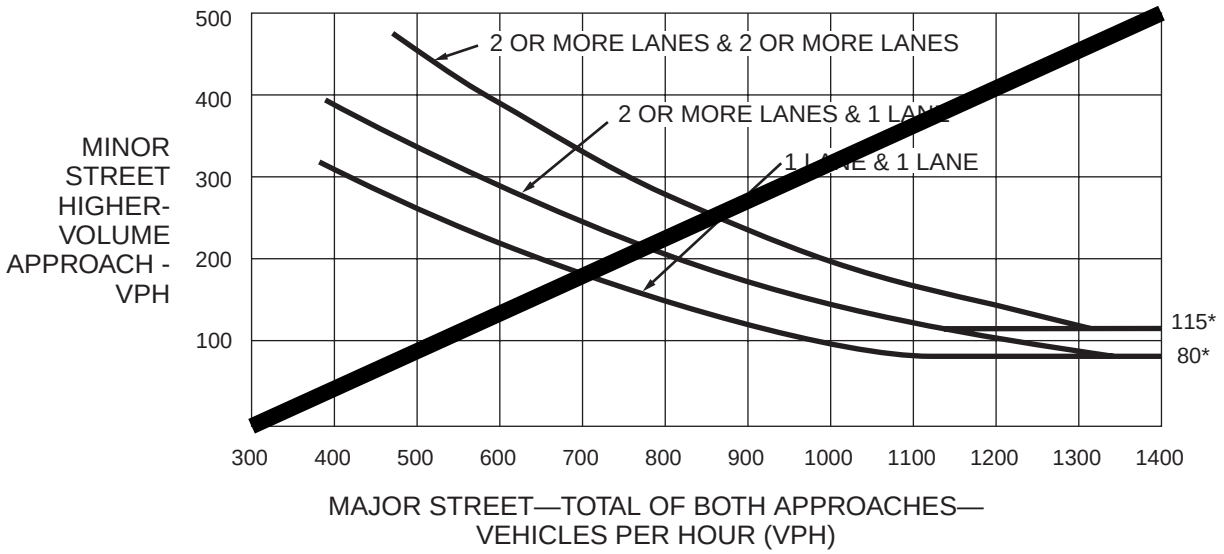
5TH AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

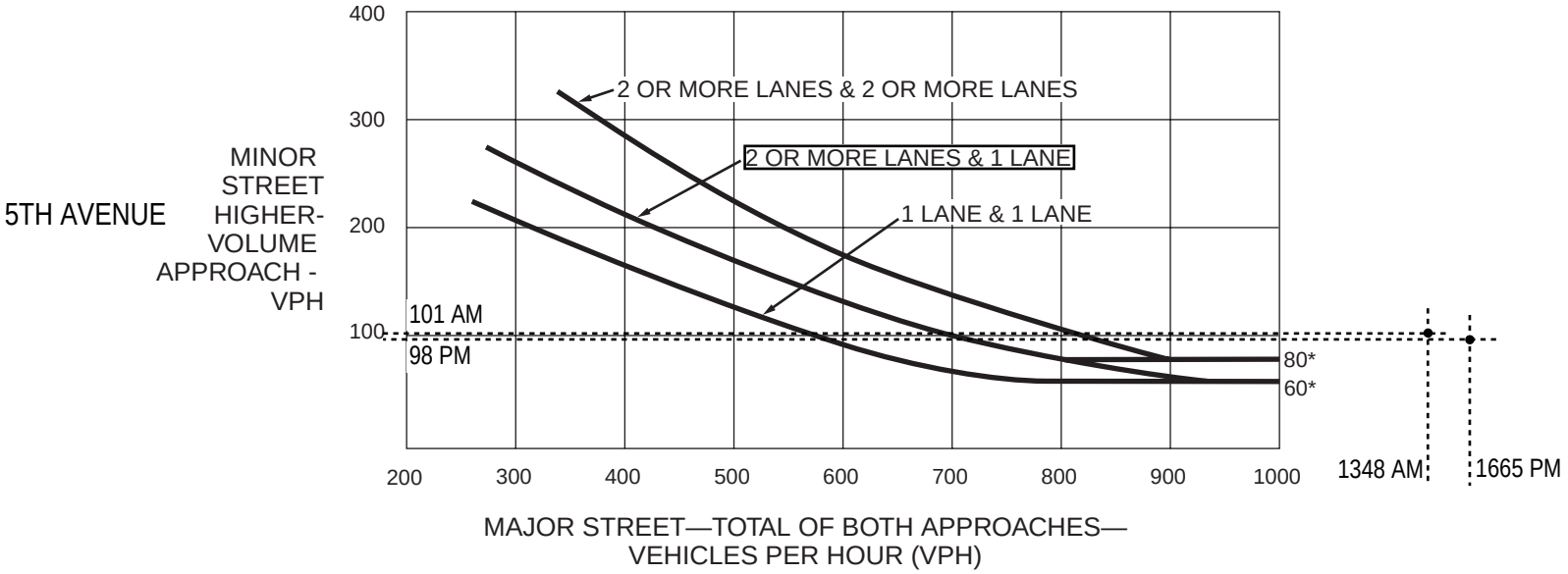
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

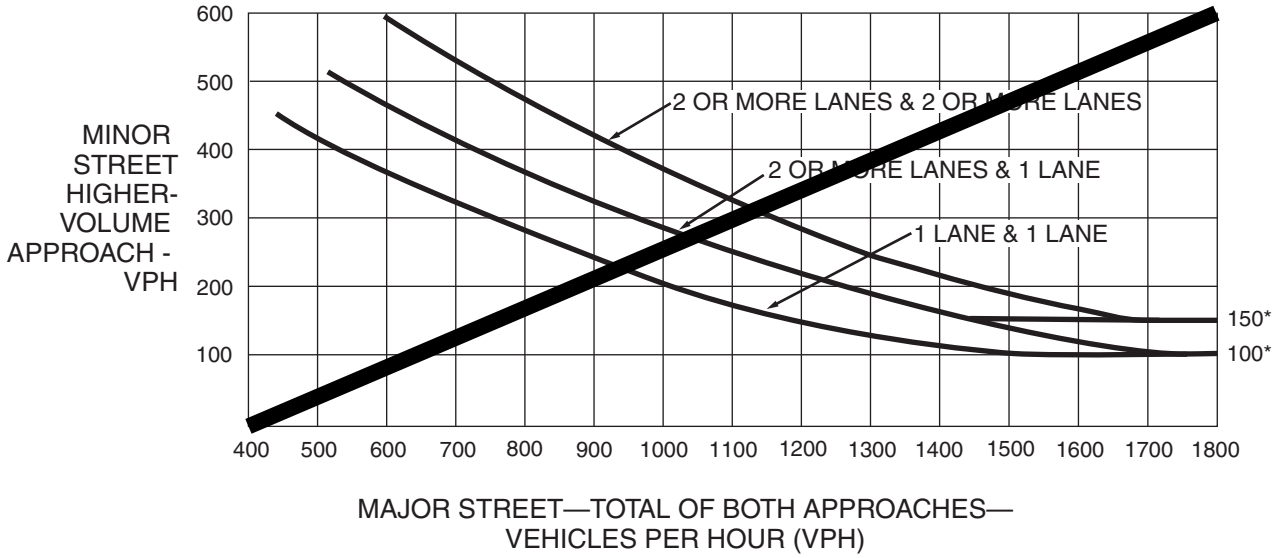



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

Project: CROSS CREEK
Total Traffic - Year 2022

## Figure 4C-3. Warrant 3, Peak Hour

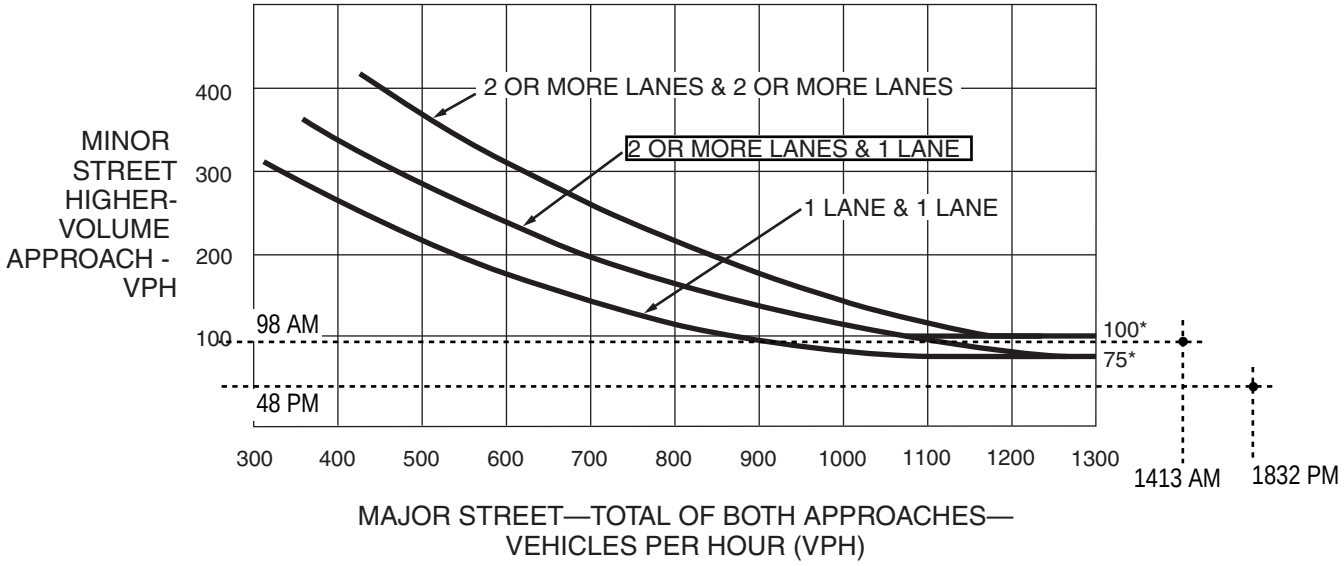



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

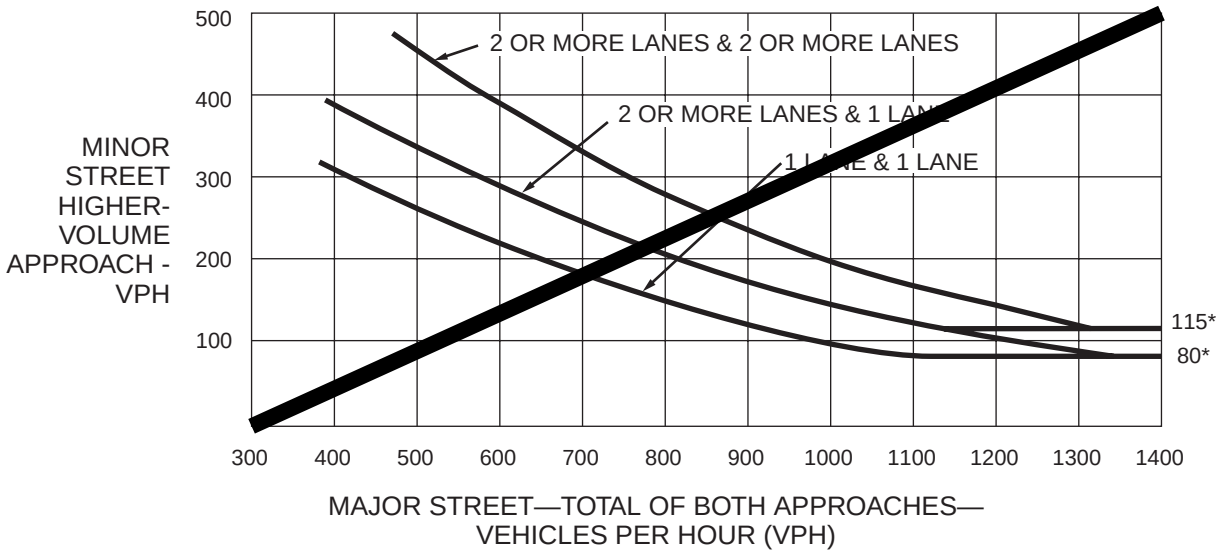
5TH AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

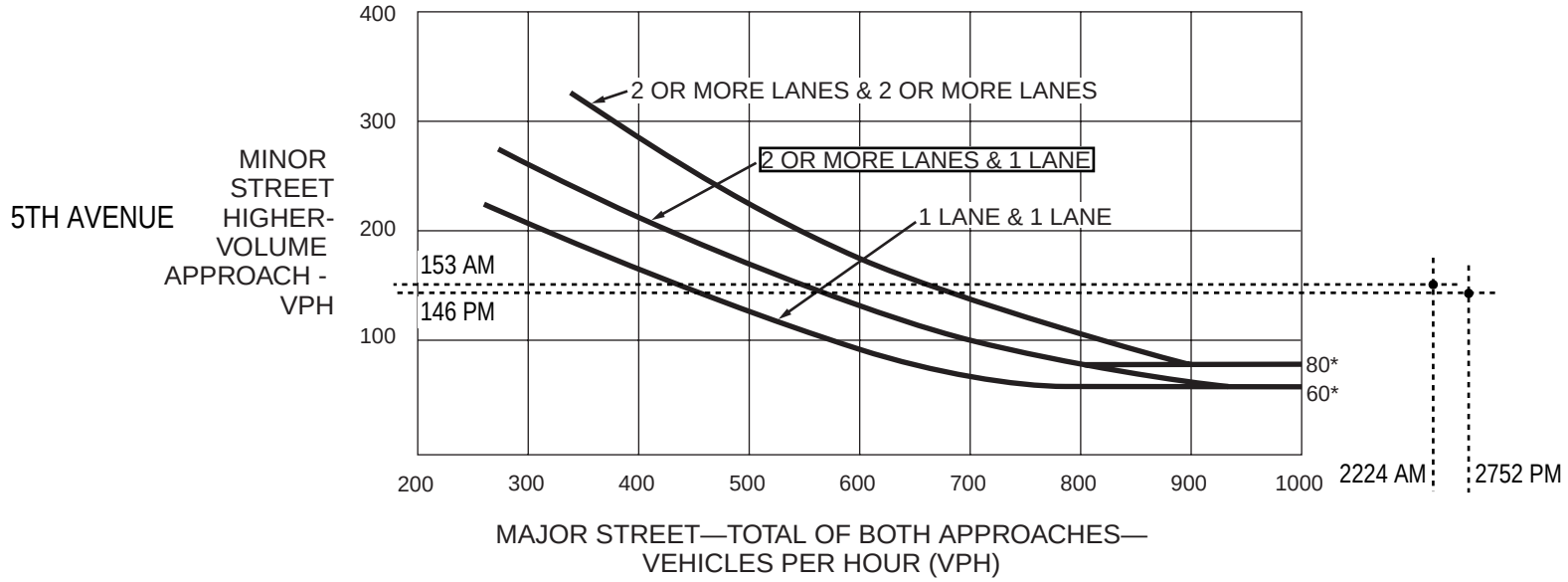
## Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume




*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

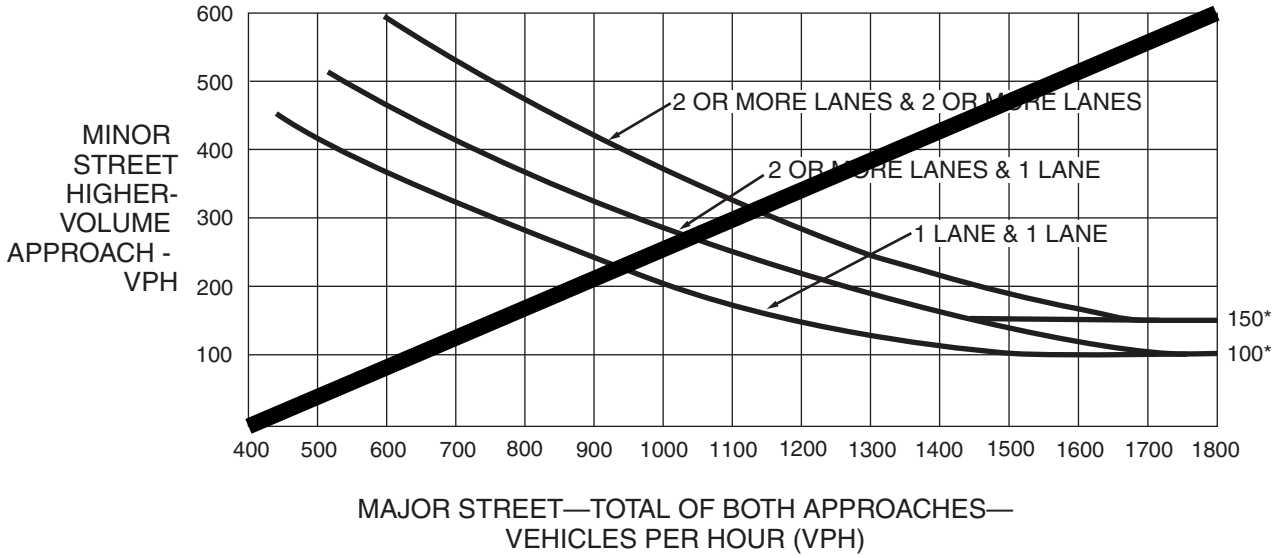



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

GUN CLUB ROAD (45 MPH)

Project: CROSS CREEK
Total Traffic - Year 2040

## Figure 4C-3. Warrant 3, Peak Hour

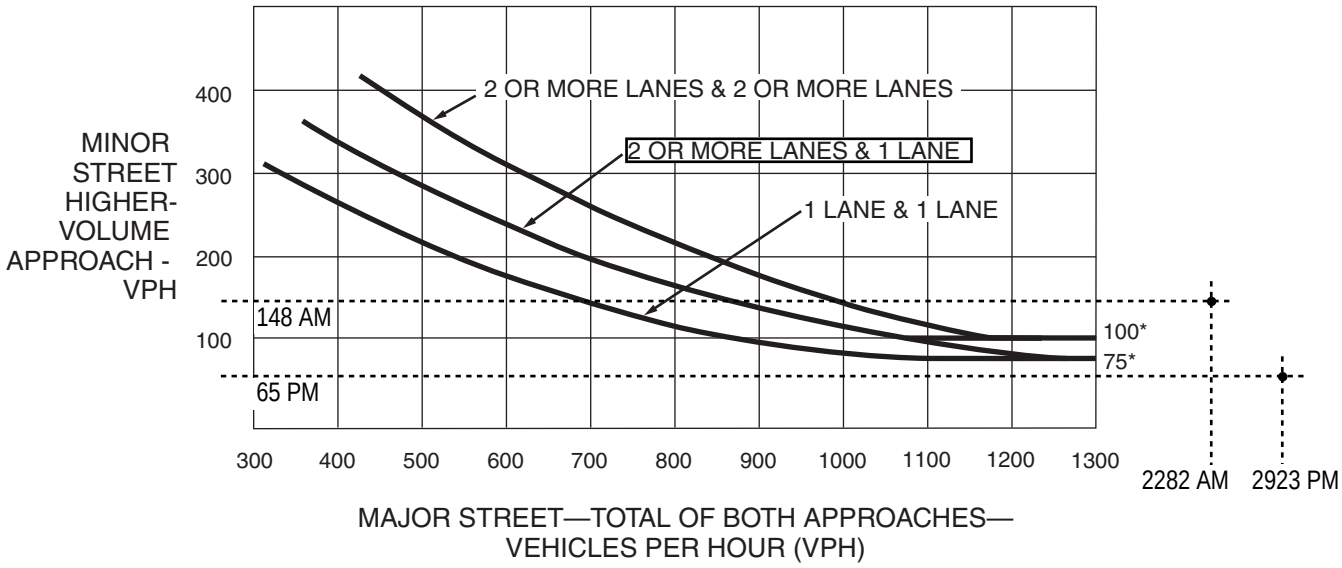



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

## Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

**(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)**

5TH AVENUE




*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

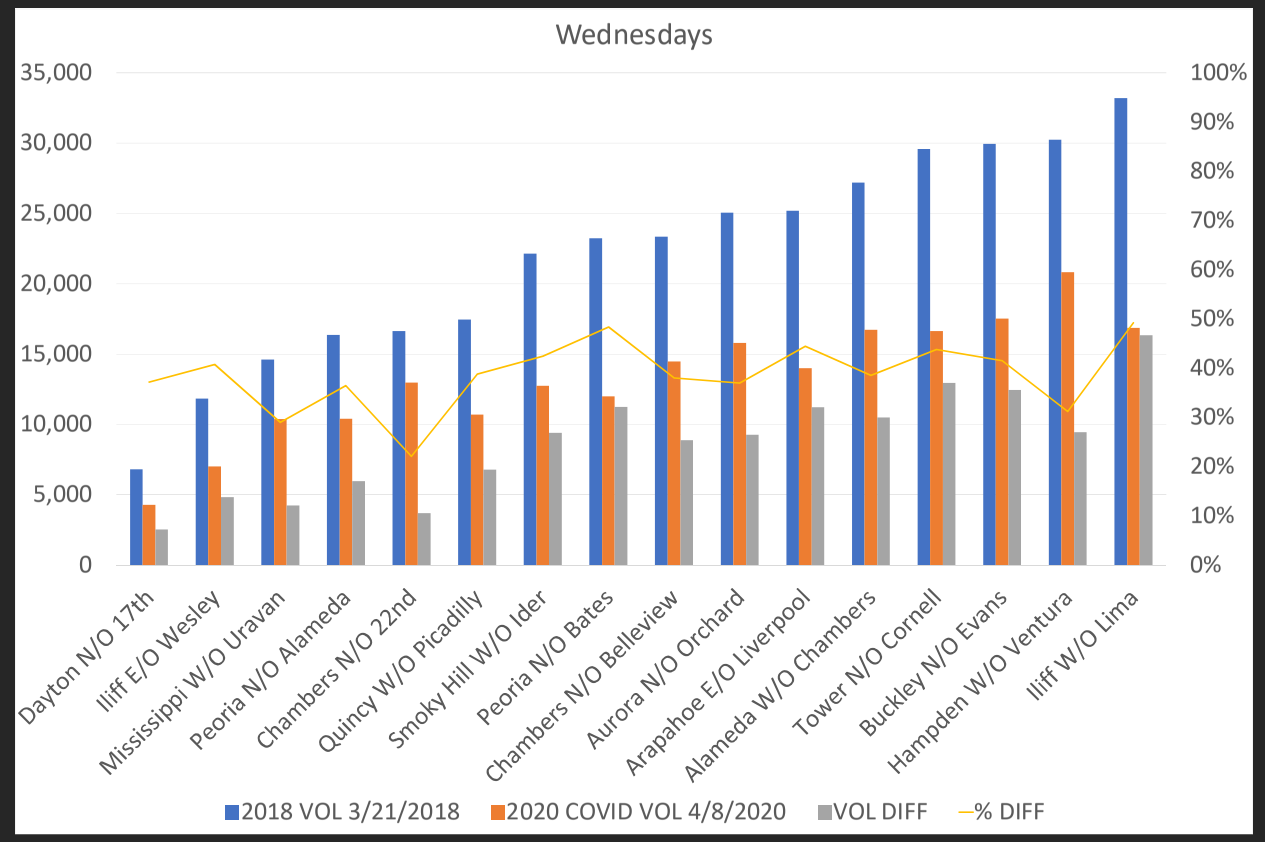
GUN CLUB ROAD (45 MPH)

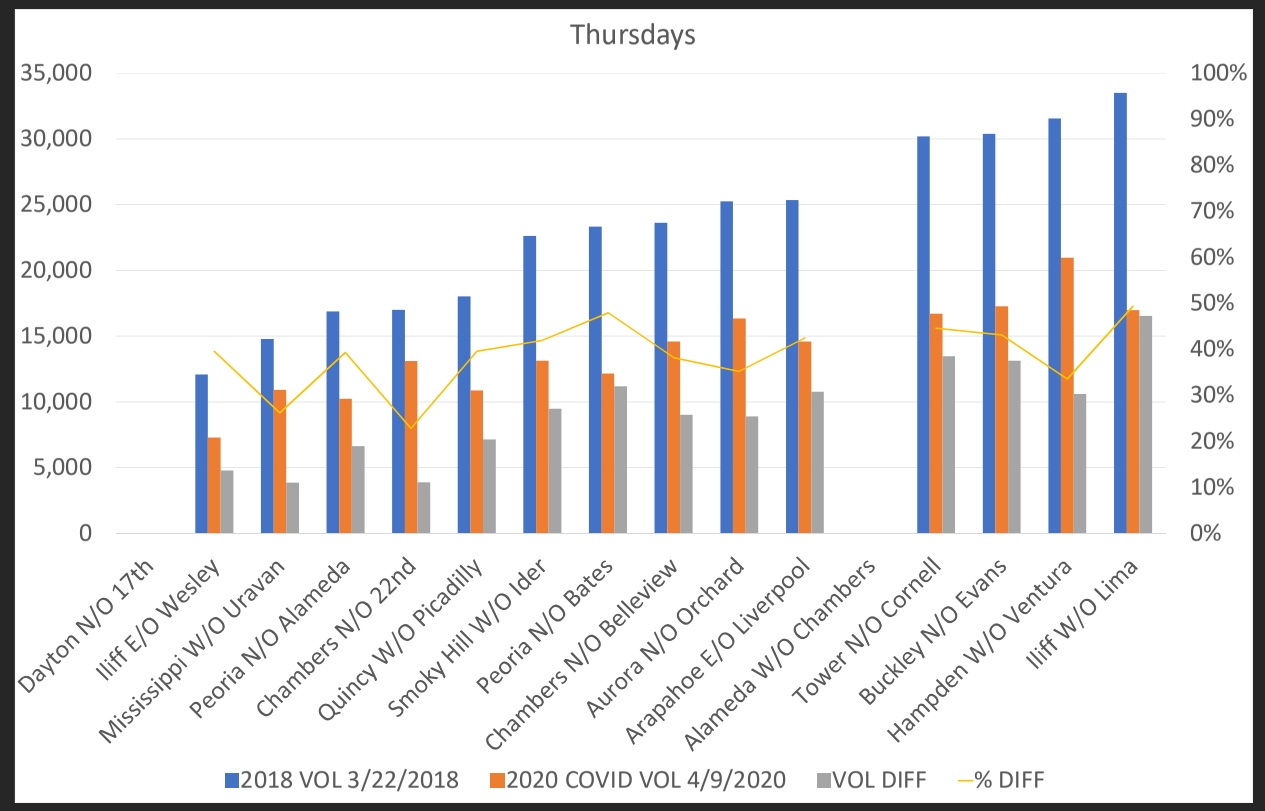
# APPENDIX F

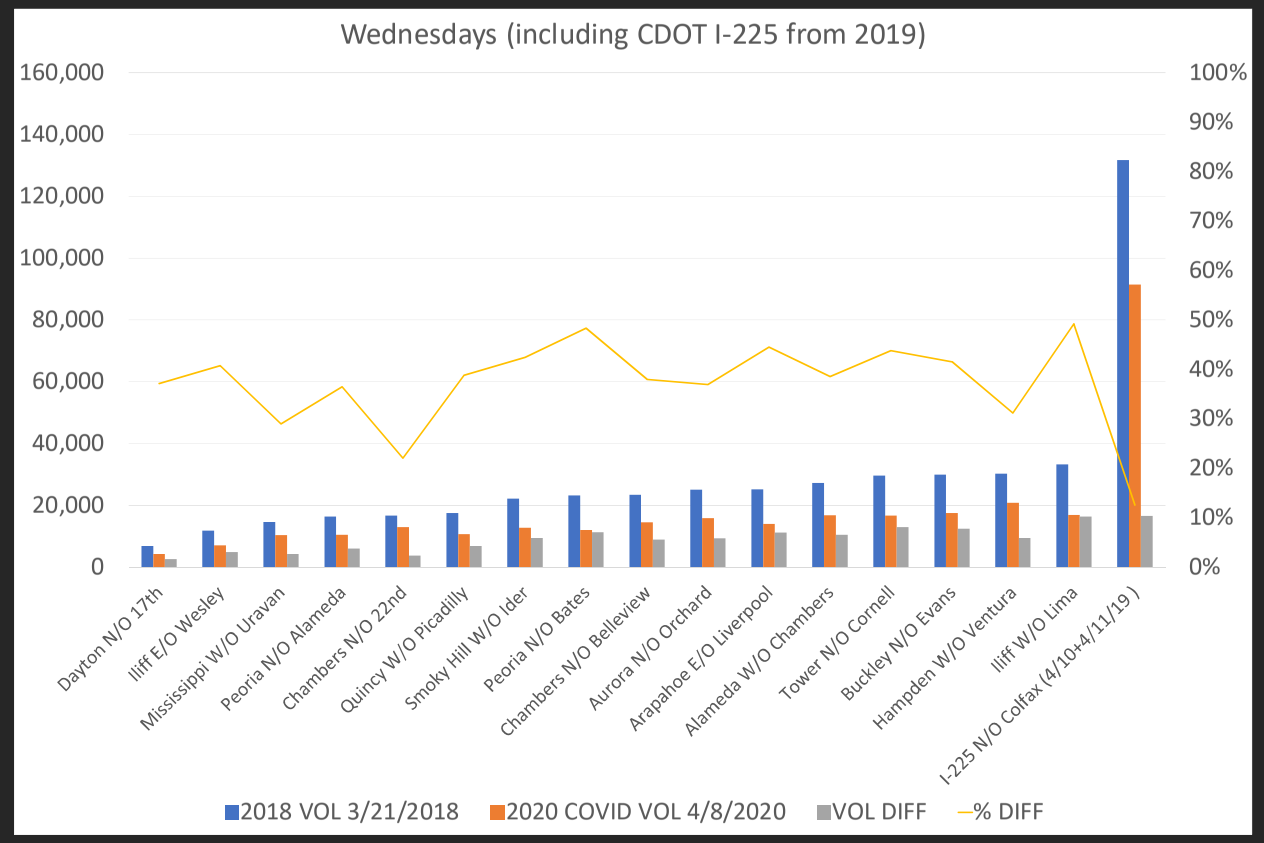
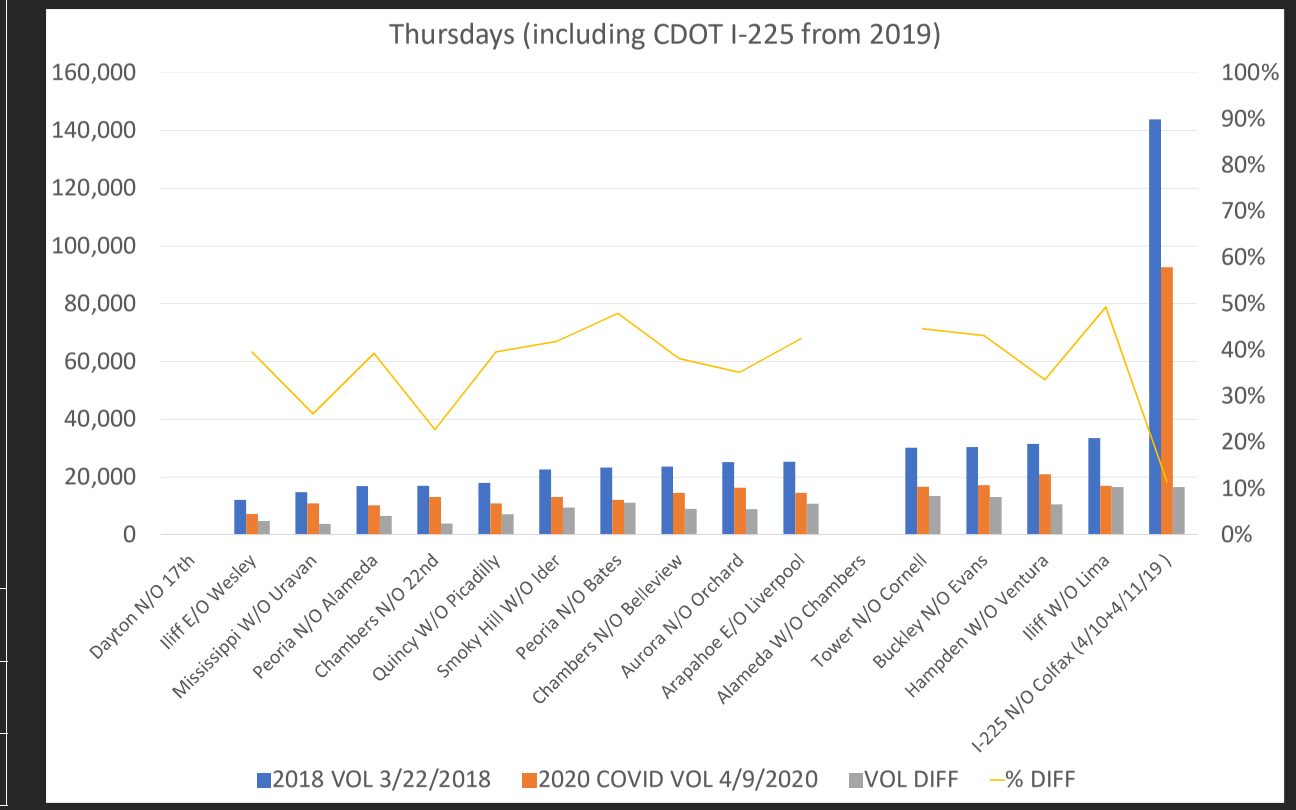
## Daily Volume Summary

# Daily Volume Summary

| Location | Wednesday | | | | Thursday | | | |
|---|---|---|---|---|---|---|---|---|
| | 2018 VOL 3/21/2018 | 2020 COVID VOL 4/8/2020 | VOL DIFF | % DIFF | 2018 VOL 3/22/2018 | 2020 COVID VOL 4/9/2020 | VOL DIFF | % DIFF |
| Dayton N/O 17th | 6,789 | 4,267 | 2,522 | 37% | No Counts | | | |
| Iliff E/O Wesley | 11,828 | 7,007 | 4,821 | 41% | 12,086 | 7,306 | 4,780 | 40% |
| Mississippi W/O Uravan | 14,599 | 10,367 | 4,232 | 29% | 14,800 | 10,926 | 3,874 | 26% |
| Peoria N/O Alameda | 16,354 | 10,389 | 5,965 | 36% | 16,881 | 10,246 | 6,635 | 39% |
| Chambers N/O 22nd | 16,627 | 12,955 | 3,672 | 22% | 16,994 | 13,111 | 3,883 | 23% |
| Quincy W/O Picadilly | 17,451 | 10,680 | 6,771 | 39% | 18,031 | 10,885 | 7,146 | 40% |
| Smoky Hill W/O Ider | 22,135 | 12,739 | 9,396 | 42% | 22,627 | 13,133 | 9,494 | 42% |
| Peoria N/O Bates | 23,216 | 11,990 | 11,226 | 48% | 23,342 | 12,155 | 11,187 | 48% |
| Chambers N/O Belleview | 23,343 | 14,471 | 8,872 | 38% | 23,628 | 14,599 | 9,029 | 38% |
| Aurora N/O Orchard | 25,054 | 15,795 | 9,259 | 37% | 25,241 | 16,345 | 8,896 | 35% |
| Arapahoe E/O Liverpool | 25,186 | 13,982 | 11,204 | 44% | 25,360 | 14,584 | 10,776 | 42% |
| Alameda W/O Chambers | 27,193 | 16,715 | 10,478 | 39% | No Counts | | | |
| Tower N/O Cornell | 29,571 | 16,624 | 12,947 | 44% | 30,192 | 16,714 | 13,478 | 45% |
| Buckley N/O Evans | 29,943 | 17,513 | 12,430 | 42% | 30,393 | 17,265 | 13,128 | 43% |
| Hampden W/O Ventura | 30,244 | 20,812 | 9,432 | 31% | 31,565 | 20,958 | 10,607 | 34% |
| Iliff W/O Lima | 33,186 | 16,855 | 16,331 | 49% | 33,511 | 16,974 | 16,537 | 49% |
| I-225 N/O Colfax (4/10+4/11/19 ) | 131,684 | 91,436 | 16,537 | 13% | 143,817 | 92,710 | 16,537 | 11% |
| | | | Average | **39%** | | | Average | **39%** |
| | | | Min | **22%** | | | Min | **23%** |
| | | | Max | **49%** | | | Max | **49%** |



# Daily Volume Summary

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