Volume 2 – Appendix

Greenville Avenue at Walnut Hill Lane Mixed-Use Development

Dallas, Texas

Updated Submission: July 24, 2019

Original Submission: October 18, 2018

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #064526201
Registered Firm F-928

Kimley»Horn

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

Greenville Avenue at Walnut Hill Lane Mixed-Use Development - Dallas, Texas

SUMMARY

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	4,548	4,548	535	118	202	664
Retail	944	944	29	18	92	99
Restaurant	1,403	1,403	137	112	151	93
Cinema/Entertainment	0	0	0	0	0	0
Residential	681	681	22	62	65	42
Hotel	492	492	34	23	35	33
Gross Trips Total:	8,067	8,067	0	0	0	0

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	472	378	57	41	7	13
Retail	618	531	13	7	56	62
Restaurant	590	653	48	39	49	58
Cinema/Entertainment	0	0	0	0	0	0
Residential	248	297	1	14	39	21
Hotel	104	173	1	19	13	10
Internal Trips Totals:	2,032	2,032	120	120	164	164
% Reduction	25.2%		0.0%		0.0%	

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	4,076	4,170	478	77	195	651
Retail	326	413	16	11	36	37
Restaurant	813	750	89	73	102	35
Cinema/Entertainment	0	0	0	0	0	0
Residential	433	384	21	48	26	21
Hotel	388	319	33	4	22	23
External Trips Total:	6,035	6,035	637	213	381	767

Kimley»Horn

TRAFFIC COUNTS AND HISTORICAL DATA

Greenville Avenue at Walnut Hill Lane Mixed-Use Development - Dallas, Texas
Historical Link Volumes and Growth Rates

Greenville Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2001	Pineland Drive	Walnut Hill Lane	City of Dallas	41,482	-
2	2018	Pineland Drive	Walnut Hill Lane	KHA	35,509	-0.9%
				Average Growth 2001 - 2018:		**-0.9%**

Walnut Hill, West of Greenville Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	1999	Rambler Road	Greenville Avenue	TxDOT	30,054	-
2	2004	Rambler Road	Greenville Avenue	TxDOT	31,526	1.0%
3	2009	Rambler Road	Greenville Avenue	TxDOT	29,852	-1.1%
4	2014	Rambler Road	Greenville Avenue	TxDOT	29,270	-0.4%
				Average Growth 1999 - 2014:		**-0.3%**

Walnut Hill, East of Greenville Avenue						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	1999	Greenville Avenue	Fair Oaks Avenue	TxDOT	21,408	-
2	2004	Greenville Avenue	Fair Oaks Avenue	TxDOT	21,120	-0.3%
3	2009	Greenville Avenue	Fair Oaks Avenue	TxDOT	18,046	-3.1%
				Average Growth 1999 - 2009:		**-1.7%**

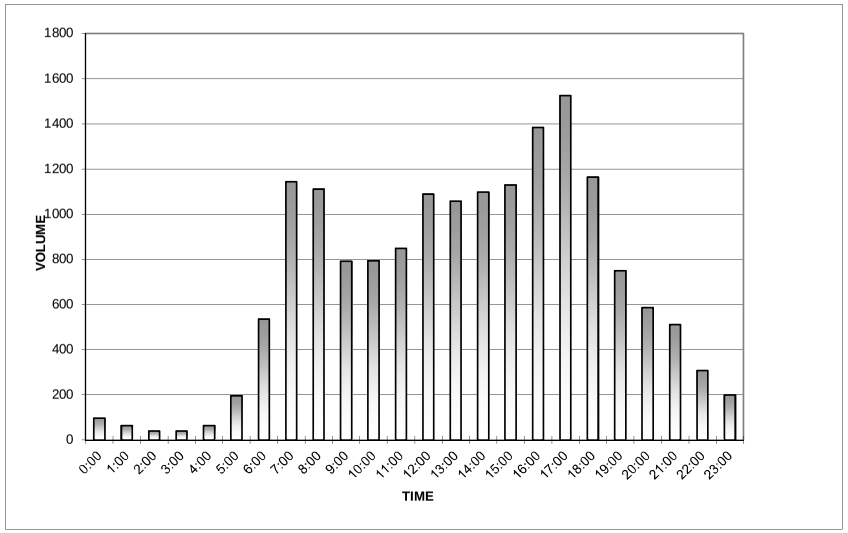
Pineland Drive						
Record	**Year**	**Link Start**	**Link End**	**Source**	**24-Hour Volume**	**Annual Growth Rate**
1	2001	Greenville Avenue	Holly Hill Drive	City of Dallas	9,336	-
2	2018	Greenville Avenue	Holly Hill Drive	KHA	9,164	-0.1%
				Average Growth 2001 - 2018:		**-0.1%**

NB Greenville Avenue North of Pineland Drive

Date Began:
5/23/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	36	22	21	18	97
1:00	15	17	14	18	64
2:00	8	10	13	9	40
3:00	17	7	8	7	39
4:00	11	16	19	17	63
5:00	29	44	52	70	195
6:00	86	140	158	150	534
7:00	174	277	384	308	1143
8:00	307	250	290	264	1111
9:00	204	190	191	206	791
10:00	199	209	172	214	794
11:00	192	200	218	239	849
12:00	244	269	282	294	1089
13:00	260	236	266	296	1058
14:00	240	326	264	268	1098
15:00	250	286	289	303	1128
16:00	316	317	388	363	1384
17:00	385	402	384	354	1525
18:00	309	334	292	228	1163
19:00	212	198	184	156	750
20:00	152	162	142	130	586
21:00	125	140	125	120	510
22:00	90	85	69	63	307
23:00	56	56	52	35	199
				TOTAL:	16517

The A.M. peak hour from 7:15 to 8:15 is 1276
The P.M. peak hour from 16:30 to 17:30 is 1538

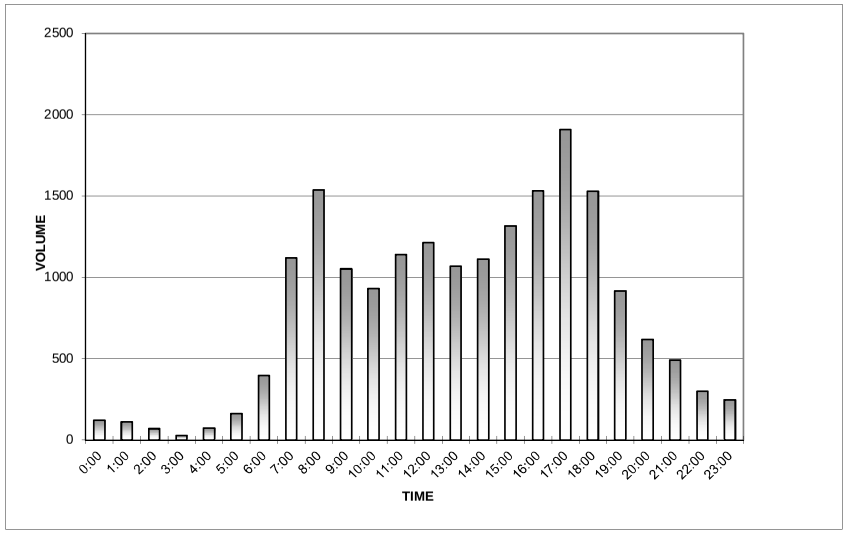


SB Greenville Avenue North of Pineland Drive

Date Began:
5/23/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	38	30	26	26	120
1:00	31	24	27	28	110
2:00	21	15	9	24	69
3:00	7	5	8	8	28
4:00	19	14	16	25	74
5:00	24	38	42	58	162
6:00	56	98	98	144	396
7:00	191	223	327	378	1119
8:00	378	398	364	398	1538
9:00	282	254	265	251	1052
10:00	258	218	214	242	932
11:00	266	284	295	296	1141
12:00	320	288	298	308	1214
13:00	273	276	259	260	1068
14:00	262	272	317	262	1113
15:00	324	345	338	308	1315
16:00	346	376	402	407	1531
17:00	466	490	522	430	1908
18:00	427	403	370	330	1530
19:00	258	262	202	194	916
20:00	187	160	132	140	619
21:00	130	125	133	103	491
22:00	86	71	84	59	300
23:00	72	75	60	39	246
				TOTAL:	18992

The A.M. peak hour from 8:00 to 9:00 is 1538
The P.M. peak hour from 17:00 to 18:00 is 1908

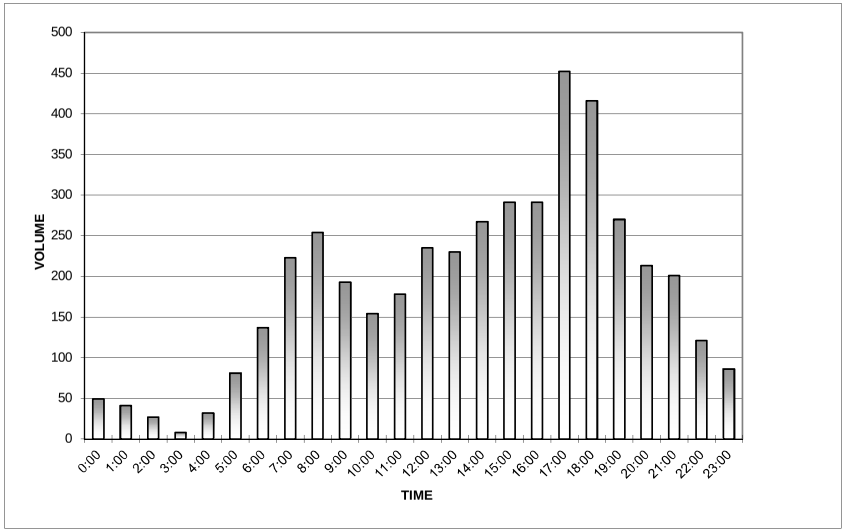


EB Pineland Dr East of Greenville Avenue

Date Began:
5/30/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	13	15	11	10	49
1:00	13	7	11	10	41
2:00	8	6	5	8	27
3:00	1	2	2	3	8
4:00	5	8	10	9	32
5:00	12	21	20	28	81
6:00	27	36	35	39	137
7:00	41	38	69	75	223
8:00	70	68	61	55	254
9:00	49	46	51	47	193
10:00	43	36	33	42	154
11:00	38	42	47	51	178
12:00	57	62	55	61	235
13:00	60	57	52	61	230
14:00	64	58	78	67	267
15:00	103	62	66	60	291
16:00	51	53	96	91	291
17:00	109	113	118	112	452
18:00	110	116	104	86	416
19:00	72	70	71	57	270
20:00	64	53	45	51	213
21:00	43	58	51	49	201
22:00	37	35	27	22	121
23:00	24	25	21	16	86
				TOTAL:	4450

The A.M. peak hour from 7:30 to 8:30 is 282
The P.M. peak hour from 17:30 to 18:30 is 456

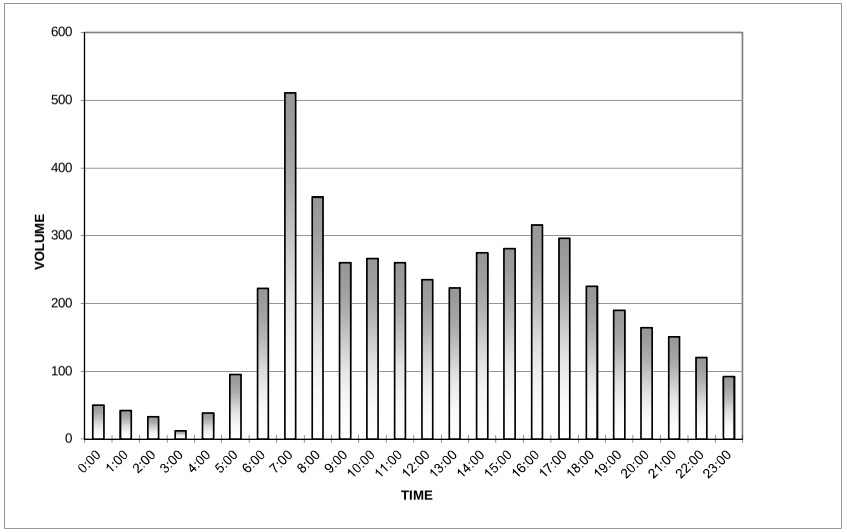


WB Pineland Dr East of Greenville Avenue

Date Began:
5/30/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	12	15	12	11	50
1:00	12	9	11	10	42
2:00	11	7	6	9	33
3:00	2	3	2	5	12
4:00	9	9	10	10	38
5:00	15	26	23	31	95
6:00	38	51	59	74	222
7:00	90	131	163	127	511
8:00	108	82	88	79	357
9:00	66	64	61	69	260
10:00	62	70	65	69	266
11:00	72	68	61	59	260
12:00	67	59	60	49	235
13:00	59	58	52	54	223
14:00	56	74	75	70	275
15:00	65	63	71	82	281
16:00	84	78	79	75	316
17:00	73	72	80	71	296
18:00	64	59	50	52	225
19:00	47	50	51	42	190
20:00	48	41	40	35	164
21:00	38	33	39	41	151
22:00	32	33	27	28	120
23:00	24	30	21	17	92
				TOTAL:	4714

The A.M. peak hour from 7:15 to 8:15 is 529
The P.M. peak hour from 15:45 to 16:45 is 323



1. Greenville Avenue at Walnut Hill Lane (AM) - TMC

Wed May 23, 2018
Full Length (7AM-9AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528133, Location: 32.883272, -96.759315

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Walnut Hill Lane Eastbound						Walnut Hill Lane Westbound						Greenville Avenue Northbound						Greenville Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	18	33	49	0	**100**	0	28	222	14	0	**264**	0	58	93	3	1	**155**	0	5	137	38	0	**180**	0	**699**
7:15AM	25	42	32	0	**99**	0	42	279	29	0	**350**	1	88	179	6	0	**273**	0	12	185	66	0	**263**	1	**985**
7:30AM	32	57	56	0	**145**	0	38	382	24	0	**444**	0	103	225	8	0	**336**	1	25	284	72	0	**381**	0	**1306**
7:45AM	20	50	51	0	**121**	0	57	320	39	0	**416**	0	106	189	13	0	**308**	0	22	335	89	0	**446**	0	**1291**
Hourly Total	95	182	188	0	**465**	0	165	1203	106	0	**1474**	1	355	686	30	1	**1072**	1	64	941	265	0	**1270**	1	**4281**
8:00AM	42	61	60	0	**163**	0	65	391	33	0	**489**	0	85	163	4	0	**252**	0	34	321	71	0	**426**	1	**1330**
8:15AM	23	60	63	0	**146**	0	62	336	29	0	**427**	0	80	164	15	0	**259**	0	23	364	84	0	**471**	1	**1303**
8:30AM	37	64	60	0	**161**	1	63	333	37	0	**433**	0	95	142	8	1	**246**	0	15	283	80	0	**378**	1	**1218**
8:45AM	30	65	69	0	**164**	1	52	289	25	0	**366**	0	106	146	10	0	**262**	0	27	345	72	0	**444**	0	**1236**
Hourly Total	132	250	252	0	**634**	2	242	1349	124	0	**1715**	0	366	615	37	1	**1019**	0	99	1313	307	0	**1719**	3	**5087**
Total	227	432	440	0	**1099**	2	407	2552	230	0	**3189**	1	721	1301	67	2	**2091**	1	163	2254	572	0	**2989**	4	**9368**
% Approach	20.7%	39.3%	40.0%	0%	-	-	12.8%	80.0%	7.2%	0%	-	-	34.5%	62.2%	3.2%	0.1%	-	-	5.5%	75.4%	19.1%	0%	-	-	-
% Total	2.4%	4.6%	4.7%	0%	**11.7%**	-	4.3%	27.2%	2.5%	0%	**34.0%**	-	7.7%	13.9%	0.7%	0%	**22.3%**	-	1.7%	24.1%	6.1%	0%	**31.9%**	-	-
Lights	224	420	417	0	**1061**	-	404	2536	226	0	**3166**	-	701	1266	67	2	**2036**	-	161	2224	568	0	**2953**	-	9216
% Lights	98.7%	97.2%	94.8%	0%	**96.5%**	-	99.3%	99.4%	98.3%	0%	**99.3%**	-	97.2%	97.3%	100%	100%	**97.4%**	-	98.8%	98.7%	99.3%	0%	**98.8%**	-	98.4%
Articulated Trucks	1	1	0	0	**2**	-	0	5	0	0	**5**	-	1	1	0	0	**2**	-	1	2	0	0	**3**	-	12
% Articulated Trucks	0.4%	0.2%	0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.2%**	-	0.1%	0.1%	0%	0%	**0.1%**	-	0.6%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	11	23	0	**36**	-	3	11	4	0	**18**	-	19	34	0	0	**53**	-	1	28	4	0	**33**	-	140
% Buses and Single-Unit Trucks	0.9%	2.5%	5.2%	0%	**3.3%**	-	0.7%	0.4%	1.7%	0%	**0.6%**	-	2.6%	2.6%	0%	0%	**2.5%**	-	0.6%	1.2%	0.7%	0%	**1.1%**	-	1.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Greenville Avenue at Walnut Hill Lane (AM) - TMC

Wed May 23, 2018
AM Peak (7:30AM - 8:30AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528133, Location: 32.883272, -96.759315

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Walnut Hill Lane Eastbound						Walnut Hill Lane Westbound						Greenville Avenue Northbound						Greenville Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:30AM	32	57	56	0	**145**	0	38	382	24	0	**444**	0	103	225	8	0	**336**	1	25	284	72	0	**381**	0	**1306**
7:45AM	20	50	51	0	**121**	0	57	320	39	0	**416**	0	106	189	13	0	**308**	0	22	335	89	0	**446**	0	**1291**
8:00AM	42	61	60	0	**163**	0	65	391	33	0	**489**	0	85	163	4	0	**252**	0	34	321	71	0	**426**	1	**1330**
8:15AM	23	60	63	0	**146**	0	62	336	29	0	**427**	0	80	164	15	0	**259**	0	23	364	84	0	**471**	1	**1303**
Total	117	228	230	0	**575**	0	222	1429	125	0	**1776**	0	374	741	40	0	**1155**	1	104	1304	316	0	**1724**	2	**5230**
% Approach	20.3%	39.7%	40.0%	0%	-	-	12.5%	80.5%	7.0%	0%	-	-	32.4%	64.2%	3.5%	0%	-	-	6.0%	75.6%	18.3%	0%	-	-	-
% Total	2.2%	4.4%	4.4%	0%	**11.0%**	-	4.2%	27.3%	2.4%	0%	**34.0%**	-	7.2%	14.2%	0.8%	0%	**22.1%**	-	2.0%	24.9%	6.0%	0%	**33.0%**	-	-
PHF	0.696	0.934	0.913	-	**0.882**	-	0.854	0.914	0.801	-	**0.908**	-	0.882	0.823	0.667	-	**0.859**	-	0.765	0.896	0.888	-	**0.915**	-	0.983
Lights	115	221	217	0	**553**	-	220	1427	124	0	**1771**	-	364	724	40	0	**1128**	-	103	1286	314	0	**1703**	-	5155
% Lights	98.3%	96.9%	94.3%	0%	**96.2%**	-	99.1%	99.9%	99.2%	0%	**99.7%**	-	97.3%	97.7%	100%	0%	**97.7%**	-	99.0%	98.6%	99.4%	0%	**98.8%**	-	98.6%
Articulated Trucks	0	0	0	0	**0**	-	0	2	0	0	**2**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	3
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	7	13	0	**22**	-	2	0	1	0	**3**	-	10	17	0	0	**27**	-	1	17	2	0	**20**	-	72
% Buses and Single-Unit Trucks	1.7%	3.1%	5.7%	0%	**3.8%**	-	0.9%	0%	0.8%	0%	**0.2%**	-	2.7%	2.3%	0%	0%	**2.3%**	-	1.0%	1.3%	0.6%	0%	**1.2%**	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Greenville Avenue at Walnut Hill Lane (PM) - TMC

Wed May 23, 2018
Full Length (4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 529396, Location: 32.883313, -96.759252

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Walnut Hill Lane						Walnut Hill Lane						Greenville Avenue						Greenville Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 4:30PM	56	265	94	0	**415**	0	26	70	14	0	**110**	0	53	224	53	1	**331**	0	78	227	52	0	**357**	0	**1213**
4:45PM	109	360	115	0	**584**	0	19	104	29	0	**152**	0	84	313	42	0	**439**	2	58	247	45	1	**351**	0	**1526**
Hourly Total	165	625	209	0	**999**	0	45	174	43	0	**262**	0	137	537	95	1	**770**	2	136	474	97	1	**708**	0	**2739**
5:00PM	72	342	93	0	**507**	0	32	119	28	0	**179**	0	66	272	70	0	**408**	0	82	280	52	0	**414**	0	**1508**
5:15PM	69	332	103	0	**504**	0	16	103	25	0	**144**	0	56	324	53	0	**433**	0	97	339	62	0	**498**	0	**1579**
5:30PM	82	302	108	0	**492**	0	17	100	20	0	**137**	0	63	287	45	0	**395**	0	67	333	38	0	**438**	0	**1462**
5:45PM	88	319	94	1	**502**	0	21	107	27	0	**155**	0	55	258	50	0	**363**	0	53	299	23	1	**376**	0	**1396**
Hourly Total	311	1295	398	1	**2005**	0	86	429	100	0	**615**	0	240	1141	218	0	**1599**	0	299	1251	175	1	**1726**	0	**5945**
6:00PM	79	272	100	0	**451**	0	29	101	25	0	**155**	0	46	233	47	0	**326**	0	59	280	39	1	**379**	0	**1311**
6:15PM	65	224	105	0	**394**	0	25	81	41	0	**147**	0	53	265	38	0	**356**	0	58	292	36	0	**386**	0	**1283**
6:30PM	0	0	0	0	**0**	0	0	0	0	0	**0**	0	0	3	1	0	**4**	0	0	2	0	0	**2**	0	**6**
Hourly Total	144	496	205	0	**845**	0	54	182	66	0	**302**	0	99	501	86	0	**686**	0	117	574	75	1	**767**	0	**2600**
Total	620	2416	812	1	**3849**	0	185	785	209	0	**1179**	0	476	2179	399	1	**3055**	2	552	2299	347	3	**3201**	0	**11284**
% Approach	16.1%	62.8%	21.1%	0%	-	-	15.7%	66.6%	17.7%	0%	-	-	15.6%	71.3%	13.1%	0%	**-**	-	17.2%	71.8%	10.8%	0.1%	**-**	**-**	**-**
% Total	5.5%	21.4%	7.2%	0%	**34.1%**	-	1.6%	7.0%	1.9%	0%	**10.4%**	-	4.2%	19.3%	3.5%	0%	**27.1%**	-	4.9%	20.4%	3.1%	0%	**28.4%**	**-**	**-**
Lights	615	2402	796	1	**3814**	-	181	773	206	0	**1160**	-	463	2165	395	1	**3024**	-	552	2285	345	3	**3185**	-	11183
% Lights	99.2%	99.4%	98.0%	100%	**99.1%**	-	97.8%	98.5%	98.6%	0%	**98.4%**	-	97.3%	99.4%	99.0%	100%	**99.0%**	-	100%	99.4%	99.4%	100%	**99.5%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	3	0	0	**3**	-	0	1	0	0	**1**	-	5
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0.5%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	5	14	16	0	**35**	-	4	12	2	0	**18**	-	13	11	4	0	**28**	-	0	13	2	0	**15**	-	96
% Buses and Single-Unit Trucks	0.8%	0.6%	2.0%	0%	**0.9%**	-	2.2%	1.5%	1.0%	0%	**1.5%**	-	2.7%	0.5%	1.0%	0%	**0.9%**	-	0%	0.6%	0.6%	0%	**0.5%**	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	**-**	**-**	**-**	**-**	**-**	-	**-**	**-**	**-**	**-**	**-**	-	**-**	**-**	**-**	**-**	**-**	100%	**-**	**-**	**-**	**-**	**-**	**-**	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Greenville Avenue at Walnut Hill Lane (PM) - TMC

Wed May 23, 2018
PM Peak (4:45PM - 5:45PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 529396, Location: 32.883313, -96.759252

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Walnut Hill Lane						Walnut Hill Lane						Greenville Avenue						Greenville Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 4:45PM	109	360	115	0	**584**	0	19	104	29	0	**152**	0	84	313	42	0	**439**	2	58	247	45	1	**351**	0	**1526**
5:00PM	72	342	93	0	**507**	0	32	119	28	0	**179**	0	66	272	70	0	**408**	0	82	280	52	0	**414**	0	**1508**
5:15PM	69	332	103	0	**504**	0	16	103	25	0	**144**	0	56	324	53	0	**433**	0	97	339	62	0	**498**	0	**1579**
5:30PM	82	302	108	0	**492**	0	17	100	20	0	**137**	0	63	287	45	0	**395**	0	67	333	38	0	**438**	0	**1462**
Total	332	1336	419	0	**2087**	0	84	426	102	0	**612**	0	269	1196	210	0	**1675**	2	304	1199	197	1	**1701**	0	**6075**
% Approach	15.9%	64.0%	20.1%	0%	-	-	13.7%	69.6%	16.7%	0%	-	-	16.1%	71.4%	12.5%	0%	-	-	17.9%	70.5%	11.6%	0.1%	**-**	-	**-**
% Total	5.5%	22.0%	6.9%	0%	**34.4%**	-	1.4%	7.0%	1.7%	0%	**10.1%**	-	4.4%	19.7%	3.5%	0%	**27.6%**	-	5.0%	19.7%	3.2%	0%	**28.0%**	-	-
PHF	0.761	0.928	0.911	-	**0.893**	-	0.656	0.895	0.879	-	**0.855**	-	0.801	0.923	0.750	-	**0.954**	-	0.784	0.884	0.794	0.250	**0.854**	-	0.962
Lights	328	1330	413	0	**2071**	-	83	419	99	0	**601**	-	262	1190	207	0	**1659**	-	304	1192	195	1	**1692**	-	6023
% Lights	98.8%	99.6%	98.6%	0%	**99.2%**	-	98.8%	98.4%	97.1%	0%	**98.2%**	-	97.4%	99.5%	98.6%	0%	**99.0%**	-	100%	99.4%	99.0%	100%	**99.5%**	-	99.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	1	0	**1**	-	0	2	0	0	**2**	-	0	1	0	0	**1**	-	4
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	1.0%	0%	**0.2%**	-	0%	0.2%	0%	0%	**0.1%**	-	0%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	4	6	6	0	**16**	-	1	7	2	0	**10**	-	7	4	3	0	**14**	-	0	6	2	0	**8**	-	48
% Buses and Single-Unit Trucks	1.2%	0.4%	1.4%	0%	**0.8%**	-	1.2%	1.6%	2.0%	0%	**1.6%**	-	2.6%	0.3%	1.4%	0%	**0.8%**	-	0%	0.5%	1.0%	0%	**0.5%**	-	0.8%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	**-**	**-**	**-**	**-**	**-**	0	**-**	**-**	**-**	**-**	**-**	0	**-**	**-**	**-**	**-**	**-**	0	**-**	**-**	**-**	**-**	**-**	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Greenville Avenue at Median Opening North of Jackson Lane - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528134, Location: 32.88182, -96.759783

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Driveway					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 7:00AM	1	5	0	**6**	0	152	10	0	**162**	0	5	212	1	**218**	0	**386**
7:15AM	4	5	0	**9**	1	257	12	0	**269**	0	7	249	1	**257**	1	**535**
7:30AM	1	7	0	**8**	0	355	18	0	**373**	0	16	359	0	**375**	0	**756**
7:45AM	4	5	0	**9**	0	275	23	0	**298**	0	13	418	0	**431**	0	**738**
Hourly Total	10	22	0	**32**	1	1039	63	0	**1102**	0	41	1238	2	**1281**	1	**2415**
8:00AM	3	3	0	**6**	0	257	28	0	**285**	0	11	449	1	**461**	0	**752**
8:15AM	3	12	0	**15**	0	217	13	0	**230**	0	13	489	3	**505**	0	**750**
8:30AM	4	6	0	**10**	0	259	15	1	**275**	0	12	418	1	**431**	1	**716**
8:45AM	1	8	0	**9**	1	231	14	2	**247**	0	12	472	0	**484**	0	**740**
Hourly Total	11	29	0	**40**	1	964	70	3	**1037**	0	48	1828	5	**1881**	1	**2958**
4:30PM	9	17	0	**26**	0	390	2	5	**397**	0	2	353	2	**357**	0	**780**
4:45PM	11	16	0	**27**	0	369	7	2	**378**	0	5	382	0	**387**	0	**792**
Hourly Total	20	33	0	**53**	0	759	9	7	**775**	0	7	735	2	**744**	0	**1572**
5:00PM	8	21	0	**29**	0	416	3	6	**425**	0	2	408	3	**413**	0	**867**
5:15PM	7	11	0	**18**	0	428	2	1	**431**	0	7	455	1	**463**	0	**912**
5:30PM	7	11	0	**18**	0	396	4	0	**400**	0	10	463	3	**476**	0	**894**
5:45PM	9	8	0	**17**	0	357	5	0	**362**	0	12	405	1	**418**	0	**797**
Hourly Total	31	51	0	**82**	0	1597	14	7	**1618**	0	31	1731	8	**1770**	0	**3470**
6:00PM	6	13	0	**19**	0	320	1	0	**321**	0	7	416	0	**423**	0	**763**
6:15PM	1	11	0	**12**	0	348	4	0	**352**	0	6	425	1	**432**	0	**796**
Hourly Total	7	24	0	**31**	0	668	5	0	**673**	0	13	841	1	**855**	0	**1559**
Total	79	159	0	**238**	2	5027	161	17	**5205**	0	140	6373	18	**6531**	2	**11974**
% Approach	33.2%	66.8%	0%	**-**	-	96.6%	3.1%	0.3%	**-**	-	2.1%	97.6%	0.3%	**-**	-	**-**
% Total	0.7%	1.3%	0%	**2.0%**	-	42.0%	1.3%	0.1%	**43.5%**	-	1.2%	53.2%	0.2%	**54.5%**	-	**-**
Lights	78	156	0	**234**	-	4936	161	17	**5114**	-	133	6286	18	**6437**	-	11785
% Lights	98.7%	98.1%	0%	**98.3%**	-	98.2%	100%	100%	**98.3%**	-	95.0%	98.6%	100%	**98.6%**	-	98.4%
Articulated Trucks	0	0	0	**0**	-	4	0	0	**4**	-	0	3	0	**3**	-	7
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0.1%
Buses and Single-Unit Trucks	1	3	0	**4**	-	87	0	0	**87**	-	7	84	0	**91**	-	182
% Buses and Single-Unit Trucks	1.3%	1.9%	0%	**1.7%**	-	1.7%	0%	0%	**1.7%**	-	5.0%	1.3%	0%	**1.4%**	-	1.5%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Greenville Avenue at Median Opening North of Jackson Lane - TMC

Wed May 23, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528134, Location: 32.88182, -96.759783

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Driveway					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 7:30AM	1	7	0	**8**	0	355	18	0	**373**	0	16	359	0	**375**	0	**756**
7:45AM	4	5	0	**9**	0	275	23	0	**298**	0	13	418	0	**431**	0	**738**
8:00AM	3	3	0	**6**	0	257	28	0	**285**	0	11	449	1	**461**	0	**752**
8:15AM	3	12	0	**15**	0	217	13	0	**230**	0	13	489	3	**505**	0	**750**
Total	11	27	0	**38**	0	1104	82	0	**1186**	0	53	1715	4	**1772**	0	**2996**
% Approach	28.9%	71.1%	0%	**-**	-	93.1%	6.9%	0%	**-**	-	3.0%	96.8%	0.2%	**-**	-	**-**
% Total	0.4%	0.9%	0%	**1.3%**	-	36.8%	2.7%	0%	**39.6%**	-	1.8%	57.2%	0.1%	**59.1%**	-	**-**
PHF	0.688	0.563	-	**0.633**	-	0.777	0.732	-	**0.795**	-	0.828	0.877	0.333	**0.877**	-	0.991
Lights	10	27	0	**37**	-	1075	82	0	**1157**	-	52	1683	4	**1739**	-	2933
% Lights	90.9%	100%	0%	**97.4%**	-	97.4%	100%	0%	**97.6%**	-	98.1%	98.1%	100%	**98.1%**	-	97.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	1	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0.1%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	1	0	0	**1**	-	29	0	0	**29**	-	1	31	0	**32**	-	62
% Buses and Single-Unit Trucks	9.1%	0%	0%	**2.6%**	-	2.6%	0%	0%	**2.4%**	-	1.9%	1.8%	0%	**1.8%**	-	2.1%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. Greenville Avenue at Median Opening North of Jackson Lane - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528134, Location: 32.88182, -96.759783

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Driveway					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 5:00PM	8	21	0	**29**	0	416	3	6	**425**	0	2	408	3	**413**	0	**867**
5:15PM	7	11	0	**18**	0	428	2	1	**431**	0	7	455	1	**463**	0	**912**
5:30PM	7	11	0	**18**	0	396	4	0	**400**	0	10	463	3	**476**	0	**894**
5:45PM	9	8	0	**17**	0	357	5	0	**362**	0	12	405	1	**418**	0	**797**
Total	31	51	0	**82**	0	1597	14	7	**1618**	0	31	1731	8	**1770**	0	**3470**
% Approach	37.8%	62.2%	0%	**-**	-	98.7%	0.9%	0.4%	**-**	-	1.8%	97.8%	0.5%	**-**	-	**-**
% Total	0.9%	1.5%	0%	**2.4%**	-	46.0%	0.4%	0.2%	**46.6%**	-	0.9%	49.9%	0.2%	**51.0%**	-	**-**
PHF	0.861	0.607	-	**0.707**	-	0.933	0.700	0.292	**0.939**	-	0.646	0.935	0.667	**0.930**	-	0.951
Lights	31	50	0	**81**	-	1583	14	7	**1604**	-	30	1720	8	**1758**	-	3443
% Lights	100%	98.0%	0%	**98.8%**	-	99.1%	100%	100%	**99.1%**	-	96.8%	99.4%	100%	**99.3%**	-	99.2%
Articulated Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	1	0	**1**	-	13	0	0	**13**	-	1	11	0	**12**	-	26
% Buses and Single-Unit Trucks	0%	2.0%	0%	**1.2%**	-	0.8%	0%	0%	**0.8%**	-	3.2%	0.6%	0%	**0.7%**	-	0.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Greenville Avenue at Jackson Lane - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528135, Location: 32.881331, -96.759918

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Greenville Avenue					Jackson Lane					Greenville Avenue					
Direction	Eastbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	2	12	0	**14**	0	14	162	0	**176**	0	177	33	1	**211**	0	**401**
7:15AM	0	14	0	**14**	0	15	269	0	**284**	0	217	36	0	**253**	0	**551**
7:30AM	0	8	0	**8**	0	19	360	0	**379**	0	319	46	0	**365**	1	**752**
7:45AM	0	12	0	**12**	0	19	292	1	**312**	0	380	46	0	**426**	1	**750**
Hourly Total	2	46	0	**48**	0	67	1083	1	**1151**	0	1093	161	1	**1255**	2	**2454**
8:00AM	0	13	0	**13**	0	32	256	0	**288**	0	367	74	0	**441**	0	**742**
8:15AM	0	12	0	**12**	1	23	214	0	**237**	0	404	71	0	**475**	0	**724**
8:30AM	0	11	0	**11**	1	27	262	0	**289**	0	355	56	0	**411**	0	**711**
8:45AM	0	24	0	**24**	0	19	231	0	**250**	0	403	52	0	**455**	0	**729**
Hourly Total	0	60	0	**60**	2	101	963	0	**1064**	0	1529	253	0	**1782**	0	**2906**
4:30PM	0	54	0	**54**	0	6	376	1	**383**	0	361	9	0	**370**	0	**807**
4:45PM	1	32	0	**33**	0	7	338	3	**348**	0	379	11	0	**390**	0	**771**
Hourly Total	1	86	0	**87**	0	13	714	4	**731**	0	740	20	0	**760**	0	**1578**
5:00PM	0	57	0	**57**	1	4	368	0	**372**	0	415	9	0	**424**	0	**853**
5:15PM	0	43	0	**43**	0	5	401	0	**406**	0	451	7	0	**458**	0	**907**
5:30PM	0	52	0	**52**	0	7	383	0	**390**	0	478	6	0	**484**	0	**926**
5:45PM	1	35	0	**36**	0	8	341	0	**349**	0	395	20	0	**415**	0	**800**
Hourly Total	1	187	0	**188**	1	24	1493	0	**1517**	0	1739	42	0	**1781**	0	**3486**
6:00PM	0	25	0	**25**	1	7	297	0	**304**	1	417	19	0	**436**	0	**765**
6:15PM	0	21	0	**21**	0	6	339	1	**346**	0	398	26	0	**424**	0	**791**
Hourly Total	0	46	0	**46**	1	13	636	1	**650**	1	815	45	0	**860**	0	**1556**
Total	4	425	0	**429**	4	218	4889	6	**5113**	1	5916	521	1	**6438**	2	**11980**
% Approach	0.9%	99.1%	0%	**-**	-	4.3%	95.6%	0.1%	**-**	-	91.9%	8.1%	0%	**-**	-	**-**
% Total	0%	3.5%	0%	**3.6%**	-	1.8%	40.8%	0.1%	**42.7%**	-	49.4%	4.3%	0%	**53.7%**	-	**-**
Lights	4	423	0	**427**	-	218	4814	6	**5038**	-	5836	510	1	**6347**	-	11812
% Lights	100%	99.5%	0%	**99.5%**	-	100%	98.5%	100%	**98.5%**	-	98.6%	97.9%	100%	**98.6%**	-	98.6%
Articulated Trucks	0	0	0	**0**	-	0	1	0	**1**	-	4	0	0	**4**	-	5
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%
Buses and Single-Unit Trucks	0	2	0	**2**	-	0	74	0	**74**	-	76	11	0	**87**	-	163
% Buses and Single-Unit Trucks	0%	0.5%	0%	**0.5%**	-	0%	1.5%	0%	**1.4%**	-	1.3%	2.1%	0%	**1.4%**	-	1.4%
Pedestrians	-	-	-	-	4	-	-	-	-	1	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Greenville Avenue at Jackson Lane - TMC

Wed May 23, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528135, Location: 32.881331, -96.759918

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Greenville Avenue Eastbound					Jackson Lane Northbound					Greenville Avenue Southbound					
Direction																
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2018-05-23 7:30AM	0	8	0	**8**	0	19	360	0	**379**	0	319	46	0	**365**	1	**752**
7:45AM	0	12	0	**12**	0	19	292	1	**312**	0	380	46	0	**426**	1	**750**
8:00AM	0	13	0	**13**	0	32	256	0	**288**	0	367	74	0	**441**	0	**742**
8:15AM	0	12	0	**12**	1	23	214	0	**237**	0	404	71	0	**475**	0	**724**
Total	0	45	0	**45**	1	93	1122	1	**1216**	0	1470	237	0	**1707**	2	**2968**
% Approach	0%	100%	0%	**-**	-	7.6%	92.3%	0.1%	**-**	-	86.1%	13.9%	0%	**-**	-	**-**
% Total	0%	1.5%	0%	**1.5%**	-	3.1%	37.8%	0%	**41.0%**	-	49.5%	8.0%	0%	**57.5%**	-	**-**
PHF	-	0.865	-	**0.865**	-	0.727	0.779	0.250	**0.802**	-	0.910	0.801	-	**0.898**	-	0.987
Lights	0	44	0	**44**	-	93	1099	1	**1193**	-	1440	232	0	**1672**	-	2909
% Lights	0%	97.8%	0%	**97.8%**	-	100%	98.0%	100%	**98.1%**	-	98.0%	97.9%	0%	**97.9%**	-	98.0%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	2	0	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	1	0	**1**	-	0	23	0	**23**	-	28	5	0	**33**	-	57
% Buses and Single-Unit Trucks	0%	2.2%	0%	**2.2%**	-	0%	2.0%	0%	**1.9%**	-	1.9%	2.1%	0%	**1.9%**	-	1.9%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3. Greenville Avenue at Jackson Lane - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528135, Location: 32.881331, -96.759918

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Greenville Avenue Eastbound					Jackson Lane Northbound					Greenville Avenue Southbound					
Direction																
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	App	Ped*	Int
2018-05-23 5:00PM	0	57	0	**57**	1	4	368	0	**372**	0	415	9	0	**424**	0	**853**
5:15PM	0	43	0	**43**	0	5	401	0	**406**	0	451	7	0	**458**	0	**907**
5:30PM	0	52	0	**52**	0	7	383	0	**390**	0	478	6	0	**484**	0	**926**
5:45PM	1	35	0	**36**	0	8	341	0	**349**	0	395	20	0	**415**	0	**800**
Total	1	187	0	**188**	1	24	1493	0	**1517**	0	1739	42	0	**1781**	0	**3486**
% Approach	0.5%	99.5%	0%	**-**	-	1.6%	98.4%	0%	**-**	-	97.6%	2.4%	0%	**-**	-	**-**
% Total	0%	5.4%	0%	**5.4%**	-	0.7%	42.8%	0%	**43.5%**	-	49.9%	1.2%	0%	**51.1%**	-	**-**
PHF	0.250	0.820	-	**0.825**	-	0.750	0.931	-	**0.934**	-	0.910	0.525	-	**0.920**	-	0.941
Lights	1	187	0	**188**	-	24	1480	0	**1504**	-	1729	42	0	**1771**	-	3463
% Lights	100%	100%	0%	**100%**	-	100%	99.1%	0%	**99.1%**	-	99.4%	100%	0%	**99.4%**	-	99.3%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	0	0	**0**	-	0	13	0	**13**	-	10	0	0	**10**	-	23
% Buses and Single-Unit Trucks	0%	0%	0%	**0%**	-	0%	0.9%	0%	**0.9%**	-	0.6%	0%	0%	**0.6%**	-	0.7%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Greenville Avenue at Pineland Drive - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528136, Location: 32.879764, -96.759867

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Pineland Drive					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 7:00AM	16	75	0	**91**	0	97	13	0	**110**	0	19	169	4	**192**	1	**393**
7:15AM	20	127	0	**147**	0	159	9	0	**168**	0	26	193	7	**226**	0	**541**
7:30AM	19	165	0	**184**	0	211	9	0	**220**	0	69	256	4	**329**	0	**733**
7:45AM	18	95	0	**113**	0	230	9	0	**239**	0	68	309	6	**383**	0	**735**
Hourly Total	73	462	0	**535**	0	697	40	0	**737**	0	182	927	21	**1130**	1	**2402**
8:00AM	8	86	0	**94**	0	211	16	0	**227**	0	47	341	4	**392**	0	**713**
8:15AM	14	55	0	**69**	0	200	11	0	**211**	0	45	356	4	**405**	1	**685**
8:30AM	16	84	0	**100**	0	193	9	0	**202**	0	44	317	5	**366**	0	**668**
8:45AM	11	71	0	**82**	2	194	10	0	**204**	0	46	352	8	**406**	1	**692**
Hourly Total	49	296	0	**345**	2	798	46	0	**844**	0	182	1366	21	**1569**	2	**2758**
4:30PM	13	54	0	**67**	0	328	19	0	**347**	0	70	321	19	**410**	0	**824**
4:45PM	15	65	0	**80**	1	273	13	0	**286**	0	66	332	14	**412**	0	**778**
Hourly Total	28	119	0	**147**	1	601	32	0	**633**	0	136	653	33	**822**	0	**1602**
5:00PM	14	54	0	**68**	0	334	25	0	**359**	0	87	368	20	**475**	0	**902**
5:15PM	7	58	0	**65**	0	389	20	0	**409**	0	91	384	10	**485**	0	**959**
5:30PM	10	51	0	**61**	0	312	31	0	**343**	0	91	415	20	**526**	0	**930**
5:45PM	16	54	0	**70**	0	281	24	0	**305**	0	80	342	11	**433**	0	**808**
Hourly Total	47	217	0	**264**	0	1316	100	0	**1416**	0	349	1509	61	**1919**	0	**3599**
6:00PM	6	62	0	**68**	0	248	11	0	**259**	0	100	335	7	**442**	0	**769**
6:15PM	9	54	0	**63**	0	294	27	0	**321**	0	87	313	11	**411**	0	**795**
Hourly Total	15	116	0	**131**	0	542	38	0	**580**	0	187	648	18	**853**	0	**1564**
Total	212	1210	0	**1422**	3	3954	256	0	**4210**	0	1036	5103	154	**6293**	3	**11925**
% Approach	14.9%	85.1%	0%	**-**	-	93.9%	6.1%	0%	**-**	-	16.5%	81.1%	2.4%	**-**	-	**-**
% Total	1.8%	10.1%	0%	**11.9%**	-	33.2%	2.1%	0%	**35.3%**	-	8.7%	42.8%	1.3%	**52.8%**	-	**-**
Lights	210	1169	0	**1379**	-	3903	254	0	**4157**	-	1002	5050	154	**6206**	-	11742
% Lights	99.1%	96.6%	0%	**97.0%**	-	98.7%	99.2%	0%	**98.7%**	-	96.7%	99.0%	100%	**98.6%**	-	98.5%
Articulated Trucks	0	0	0	**0**	-	4	0	0	**4**	-	1	4	0	**5**	-	9
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0.1%	0.1%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	2	41	0	**43**	-	47	2	0	**49**	-	33	49	0	**82**	-	174
% Buses and Single-Unit Trucks	0.9%	3.4%	0%	**3.0%**	-	1.2%	0.8%	0%	**1.2%**	-	3.2%	1.0%	0%	**1.3%**	-	1.5%
Pedestrians	-	-	-	-	3	-	-	-	-	0	-	-	-	-	3	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Greenville Avenue at Pineland Drive - TMC

Wed May 23, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528136, Location: 32.879764, -96.759867

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Pineland Drive					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 7:30AM	19	165	0	**184**	0	211	9	0	**220**	0	69	256	4	**329**	0	**733**
7:45AM	18	95	0	**113**	0	230	9	0	**239**	0	68	309	6	**383**	0	**735**
8:00AM	8	86	0	**94**	0	211	16	0	**227**	0	47	341	4	**392**	0	**713**
8:15AM	14	55	0	**69**	0	200	11	0	**211**	0	45	356	4	**405**	1	**685**
Total	59	401	0	**460**	0	852	45	0	**897**	0	229	1262	18	**1509**	1	**2866**
% Approach	12.8%	87.2%	0%	**-**	-	95.0%	5.0%	0%	**-**	-	15.2%	83.6%	1.2%	**-**	-	**-**
% Total	2.1%	14.0%	0%	**16.1%**	-	29.7%	1.6%	0%	**31.3%**	-	8.0%	44.0%	0.6%	**52.7%**	-	**-**
PHF	0.776	0.608	-	**0.625**	-	0.926	0.703	-	**0.938**	-	0.830	0.886	0.750	**0.931**	-	0.975
Lights	59	390	0	**449**	-	836	45	0	**881**	-	217	1242	18	**1477**	-	2807
% Lights	100%	97.3%	0%	**97.6%**	-	98.1%	100%	0%	**98.2%**	-	94.8%	98.4%	100%	**97.9%**	-	97.9%
Articulated Trucks	0	0	0	**0**	-	0	0	0	**0**	-	1	1	0	**2**	-	2
% Articulated Trucks	0%	0%	0%	**0%**	-	0%	0%	0%	**0%**	-	0.4%	0.1%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	0	11	0	**11**	-	16	0	0	**16**	-	11	19	0	**30**	-	57
% Buses and Single-Unit Trucks	0%	2.7%	0%	**2.4%**	-	1.9%	0%	0%	**1.8%**	-	4.8%	1.5%	0%	**2.0%**	-	2.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4. Greenville Avenue at Pineland Drive - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528136, Location: 32.879764, -96.759867

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Pineland Drive					Greenville Avenue					Greenville Avenue					
Direction	Westbound					Northbound					Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-05-23 5:00PM	14	54	0	**68**	0	334	25	0	**359**	0	87	368	20	**475**	0	**902**
5:15PM	7	58	0	**65**	0	389	20	0	**409**	0	91	384	10	**485**	0	**959**
5:30PM	10	51	0	**61**	0	312	31	0	**343**	0	91	415	20	**526**	0	**930**
5:45PM	16	54	0	**70**	0	281	24	0	**305**	0	80	342	11	**433**	0	**808**
Total	47	217	0	**264**	0	1316	100	0	**1416**	0	349	1509	61	**1919**	0	**3599**
% Approach	17.8%	82.2%	0%	**-**	-	92.9%	7.1%	0%	**-**	-	18.2%	78.6%	3.2%	**-**	-	**-**
% Total	1.3%	6.0%	0%	**7.3%**	-	36.6%	2.8%	0%	**39.3%**	-	9.7%	41.9%	1.7%	**53.3%**	-	**-**
PHF	0.734	0.935	-	**0.943**	-	0.846	0.806	-	**0.866**	-	0.959	0.909	0.763	**0.912**	-	0.938
Lights	46	211	0	**257**	-	1308	100	0	**1408**	-	343	1502	61	**1906**	-	3571
% Lights	97.9%	97.2%	0%	**97.3%**	-	99.4%	100%	0%	**99.4%**	-	98.3%	99.5%	100%	**99.3%**	-	99.2%
Articulated Trucks	0	0	0	**0**	-	1	0	0	**1**	-	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	**0%**	-	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	6	0	**7**	-	7	0	0	**7**	-	6	7	0	**13**	-	27
% Buses and Single-Unit Trucks	2.1%	2.8%	0%	**2.7%**	-	0.5%	0%	0%	**0.5%**	-	1.7%	0.5%	0%	**0.7%**	-	0.8%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Greenville Avenue at Phoenix Drive - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528138, Location: 32.87757, -96.761092

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Phoenix Drive						Phoenix Drive						Greenville Avenue						Greenville Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	1	0	9	0	**10**	0	5	1	14	0	**20**	0	6	97	10	0	**113**	0	9	145	15	0	**169**	0	**312**
7:15AM	3	0	7	0	**10**	0	7	0	18	0	**25**	1	7	147	5	0	**159**	0	14	186	12	1	**213**	0	**407**
7:30AM	3	2	8	0	**13**	0	9	3	18	0	**30**	0	5	207	10	1	**223**	0	19	237	17	2	**275**	1	**541**
7:45AM	3	0	12	0	**15**	0	12	4	15	0	**31**	2	14	234	23	0	**271**	0	21	263	23	2	**309**	0	**626**
Hourly Total	10	2	36	0	**48**	0	33	8	65	0	**106**	3	32	685	48	1	**766**	0	63	831	67	5	**966**	1	**1886**
8:00AM	3	3	9	0	**15**	0	13	0	10	0	**23**	0	7	218	20	0	**245**	0	26	294	18	5	**343**	1	**626**
8:15AM	3	1	15	0	**19**	0	4	5	4	0	**13**	0	11	236	18	0	**265**	0	17	317	15	6	**355**	0	**652**
8:30AM	4	1	6	0	**11**	0	13	0	9	0	**22**	2	6	185	20	0	**211**	1	23	290	14	7	**334**	0	**578**
8:45AM	10	0	7	0	**17**	0	7	1	7	0	**15**	1	11	201	22	0	**234**	0	37	303	10	10	**360**	1	**626**
Hourly Total	20	5	37	0	**62**	0	37	6	30	0	**73**	3	35	840	80	0	**955**	1	103	1204	57	28	**1392**	2	**2482**
4:30PM	36	0	19	0	**55**	0	28	1	12	0	**41**	0	0	266	9	0	**275**	0	12	299	6	0	**317**	0	**688**
4:45PM	23	0	22	0	**45**	0	27	0	15	0	**42**	1	5	253	11	1	**270**	0	11	332	3	0	**346**	0	**703**
Hourly Total	59	0	41	0	**100**	0	55	1	27	0	**83**	1	5	519	20	1	**545**	0	23	631	9	0	**663**	0	**1391**
5:00PM	36	6	24	0	**66**	0	26	0	14	0	**40**	0	3	330	14	2	**349**	0	9	358	1	0	**368**	0	**823**
5:15PM	20	7	8	0	**35**	0	13	0	10	0	**23**	0	4	347	18	3	**372**	0	11	335	5	1	**352**	0	**782**
5:30PM	25	4	7	0	**36**	0	6	0	8	0	**14**	0	5	308	9	0	**322**	1	18	401	1	2	**422**	1	**794**
5:45PM	8	0	10	0	**18**	0	12	1	8	0	**21**	0	4	302	14	2	**322**	0	16	343	3	1	**363**	0	**724**
Hourly Total	89	17	49	0	**155**	0	57	1	40	0	**98**	0	16	1287	55	7	**1365**	1	54	1437	10	4	**1505**	1	**3123**
6:00PM	8	1	12	0	**21**	0	13	0	6	0	**19**	0	3	293	8	1	**305**	1	13	314	3	1	**331**	0	**676**
6:15PM	14	2	8	0	**24**	1	6	1	10	0	**17**	1	3	287	9	0	**299**	0	8	291	2	0	**301**	0	**641**
Hourly Total	22	3	20	0	**45**	1	19	1	16	0	**36**	1	6	580	17	1	**604**	1	21	605	5	1	**632**	0	**1317**
Total	200	27	183	0	**410**	1	201	17	178	0	**396**	8	94	3911	220	10	**4235**	3	264	4708	148	38	**5158**	4	**10199**
% Approach	48.8%	6.6%	44.6%	0%	**-**	-	50.8%	4.3%	44.9%	0%	**-**	-	2.2%	92.3%	5.2%	0.2%	**-**	-	5.1%	91.3%	2.9%	0.7%	**-**	-	**-**
% Total	2.0%	0.3%	1.8%	0%	**4.0%**	-	2.0%	0.2%	1.7%	0%	**3.9%**	-	0.9%	38.3%	2.2%	0.1%	**41.5%**	-	2.6%	46.2%	1.5%	0.4%	**50.6%**	-	**-**
Lights	194	27	176	0	**397**	-	201	17	172	0	**390**	-	90	3875	220	10	**4195**	-	263	4669	144	38	**5114**	-	10096
% Lights	97.0%	100%	96.2%	0%	**96.8%**	-	100%	100%	96.6%	0%	**98.5%**	-	95.7%	99.1%	100%	100%	**99.1%**	-	99.6%	99.2%	97.3%	100%	**99.1%**	-	99.0%
Articulated Trucks	1	0	1	0	**2**	-	0	0	0	0	**0**	-	0	2	0	0	**2**	-	1	5	0	0	**6**	-	10
% Articulated Trucks	0.5%	0%	0.5%	0%	**0.5%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0%**	-	0.4%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	5	0	6	0	**11**	-	0	0	6	0	**6**	-	4	34	0	0	**38**	-	0	34	4	0	**38**	-	93
% Buses and Single-Unit Trucks	2.5%	0%	3.3%	0%	**2.7%**	-	0%	0%	3.4%	0%	**1.5%**	-	4.3%	0.9%	0%	0%	**0.9%**	-	0%	0.7%	2.7%	0%	**0.7%**	-	0.9%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	3	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Greenville Avenue at Phoenix Drive - TMC

Wed May 23, 2018
AM Peak (7:45AM - 8:45AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528138, Location: 32.87757, -96.761092

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Phoenix Drive Eastbound						Phoenix Drive Westbound						Greenville Avenue Northbound						Greenville Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:45AM	3	0	12	0	**15**	0	12	4	15	0	**31**	2	14	234	23	0	**271**	0	21	263	23	2	**309**	0	**626**
8:00AM	3	3	9	0	**15**	0	13	0	10	0	**23**	0	7	218	20	0	**245**	0	26	294	18	5	**343**	1	**626**
8:15AM	3	1	15	0	**19**	0	4	5	4	0	**13**	0	11	236	18	0	**265**	0	17	317	15	6	**355**	0	**652**
8:30AM	4	1	6	0	**11**	0	13	0	9	0	**22**	2	6	185	20	0	**211**	1	23	290	14	7	**334**	0	**578**
Total	13	5	42	0	**60**	0	42	9	38	0	**89**	4	38	873	81	0	**992**	1	87	1164	70	20	**1341**	1	**2482**
% Approach	21.7%	8.3%	70.0%	0%	-	-	47.2%	10.1%	42.7%	0%	-	-	3.8%	88.0%	8.2%	0%	-	-	6.5%	86.8%	5.2%	1.5%	**-**	-	**-**
% Total	0.5%	0.2%	1.7%	0%	**2.4%**	-	1.7%	0.4%	1.5%	0%	**3.6%**	-	1.5%	35.2%	3.3%	0%	**40.0%**	-	3.5%	46.9%	2.8%	0.8%	**54.0%**	-	**-**
PHF	0.813	0.417	0.700	-	**0.789**	-	0.808	0.450	0.633	-	**0.718**	-	0.679	0.925	0.880	-	**0.915**	-	0.837	0.918	0.761	0.714	**0.944**	-	0.952
Lights	10	5	39	0	**54**	-	42	9	37	0	**88**	-	37	861	81	0	**979**	-	86	1151	69	20	**1326**	-	2447
% Lights	76.9%	100%	92.9%	0%	**90.0%**	-	100%	100%	97.4%	0%	**98.9%**	-	97.4%	98.6%	100%	0%	**98.7%**	-	98.9%	98.9%	98.6%	100%	**98.9%**	-	98.6%
Articulated Trucks	0	0	1	0	**1**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	1	1	0	0	**2**	-	3
% Articulated Trucks	0%	0%	2.4%	0%	**1.7%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0.1%	0%	0%	**0.1%**	-	0.1%
Buses and Single-Unit Trucks	3	0	2	0	**5**	-	0	0	1	0	**1**	-	1	12	0	0	**13**	-	0	12	1	0	**13**	-	32
% Buses and Single-Unit Trucks	23.1%	0%	4.8%	0%	**8.3%**	-	0%	0%	2.6%	0%	**1.1%**	-	2.6%	1.4%	0%	0%	**1.3%**	-	0%	1.0%	1.4%	0%	**1.0%**	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5. Greenville Avenue at Phoenix Drive - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528138, Location: 32.87757, -96.761092

CJ Hensch & Associates, Inc.
Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Phoenix Drive Eastbound						Phoenix Drive Westbound						Greenville Avenue Northbound						Greenville Avenue Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 5:00PM	36	6	24	0	**66**	0	26	0	14	0	**40**	0	3	330	14	2	**349**	0	9	358	1	0	**368**	0	**823**
5:15PM	20	7	8	0	**35**	0	13	0	10	0	**23**	0	4	347	18	3	**372**	0	11	335	5	1	**352**	0	**782**
5:30PM	25	4	7	0	**36**	0	6	0	8	0	**14**	0	5	308	9	0	**322**	1	18	401	1	2	**422**	1	**794**
5:45PM	8	0	10	0	**18**	0	12	1	8	0	**21**	0	4	302	14	2	**322**	0	16	343	3	1	**363**	0	**724**
Total	89	17	49	0	**155**	0	57	1	40	0	**98**	0	16	1287	55	7	**1365**	1	54	1437	10	4	**1505**	1	**3123**
% Approach	57.4%	11.0%	31.6%	0%	-	-	58.2%	1.0%	40.8%	0%	-	-	1.2%	94.3%	4.0%	0.5%	**-**	-	3.6%	95.5%	0.7%	0.3%	**-**	-	**-**
% Total	2.8%	0.5%	1.6%	0%	**5.0%**	-	1.8%	0%	1.3%	0%	**3.1%**	-	0.5%	41.2%	1.8%	0.2%	**43.7%**	-	1.7%	46.0%	0.3%	0.1%	**48.2%**	-	**-**
PHF	0.618	0.607	0.510	-	**0.587**	-	0.548	0.250	0.714	-	**0.613**	-	0.800	0.927	0.764	0.583	**0.917**	-	0.750	0.896	0.500	0.500	**0.892**	-	0.949
Lights	88	17	47	0	**152**	-	57	1	40	0	**98**	-	16	1280	55	7	**1358**	-	54	1432	10	4	**1500**	-	3108
% Lights	98.9%	100%	95.9%	0%	**98.1%**	-	100%	100%	100%	0%	**100%**	-	100%	99.5%	100%	100%	**99.5%**	-	100%	99.7%	100%	100%	**99.7%**	-	99.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	0	2	0	**3**	-	0	0	0	0	**0**	-	0	6	0	0	**6**	-	0	5	0	0	**5**	-	14
% Buses and Single-Unit Trucks	1.1%	0%	4.1%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.4%**	-	0%	0.3%	0%	0%	**0.3%**	-	0.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Pineland Drive at Belco Drive - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 4:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528139, Location: 32.879157, -96.758787

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Pineland Drive Eastbound						Pineland Drive Westbound						Driveway Northbound						Belco Drive Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	4	32	0	0	**36**	0	0	85	0	0	**85**	1	0	0	0	0	**0**	0	1	0	9	0	**10**	0	**131**
7:15AM	5	29	0	0	**34**	0	0	139	1	0	**140**	0	0	0	1	0	**1**	0	1	0	11	0	**12**	1	**187**
7:30AM	6	72	0	0	**78**	0	0	167	2	0	**169**	0	0	0	0	0	**0**	0	2	0	10	0	**12**	0	**259**
7:45AM	6	70	0	0	**76**	0	0	106	3	0	**109**	0	0	0	0	0	**0**	0	3	0	8	0	**11**	0	**196**
Hourly Total	21	203	0	0	**224**	0	0	497	6	0	**503**	1	0	0	1	0	**1**	0	7	0	38	0	**45**	1	**773**
8:00AM	7	56	0	0	**63**	0	0	87	1	0	**88**	0	0	0	0	0	**0**	1	2	0	8	0	**10**	0	**161**
8:15AM	3	57	0	0	**60**	0	0	70	1	0	**71**	0	0	0	0	0	**0**	1	1	0	4	0	**5**	1	**136**
8:30AM	1	50	0	0	**51**	0	0	92	3	0	**95**	0	0	0	0	0	**0**	0	3	0	6	0	**9**	1	**155**
8:45AM	5	47	0	0	**52**	0	0	77	0	0	**77**	0	0	0	0	0	**0**	0	2	0	6	0	**8**	0	**137**
Hourly Total	16	210	0	0	**226**	0	0	326	5	0	**331**	0	0	0	0	0	**0**	2	8	0	24	0	**32**	2	**589**
4:30PM	14	68	0	0	**82**	0	0	66	3	0	**69**	0	0	0	0	0	**0**	0	2	0	4	0	**6**	0	**157**
4:45PM	6	75	0	0	**81**	0	0	70	9	0	**79**	0	0	0	0	0	**0**	0	0	0	5	0	**5**	0	**165**
Hourly Total	20	143	0	0	**163**	0	0	136	12	0	**148**	0	0	0	0	0	**0**	0	2	0	9	0	**11**	0	**322**
5:00PM	11	102	0	0	**113**	0	0	68	2	0	**70**	0	0	0	0	0	**0**	0	1	0	1	0	**2**	0	**185**
5:15PM	8	101	0	0	**109**	0	0	64	7	0	**71**	0	0	0	0	0	**0**	0	2	0	1	0	**3**	0	**183**
5:30PM	9	109	0	0	**118**	1	0	58	0	0	**58**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	**179**
5:45PM	12	97	0	0	**109**	0	0	65	3	0	**68**	0	0	0	0	0	**0**	0	3	0	4	0	**7**	0	**184**
Hourly Total	40	409	0	0	**449**	1	0	255	12	0	**267**	0	0	0	0	0	**0**	0	6	0	9	0	**15**	0	**731**
6:00PM	8	103	0	0	**111**	0	0	68	1	0	**69**	0	0	0	0	0	**0**	3	4	0	3	0	**7**	0	**187**
6:15PM	17	96	0	0	**113**	0	0	53	6	0	**59**	0	0	0	0	0	**0**	1	3	0	10	0	**13**	1	**185**
Hourly Total	25	199	0	0	**224**	0	0	121	7	0	**128**	0	0	0	0	0	**0**	4	7	0	13	0	**20**	1	**372**
Total	122	1164	0	0	**1286**	1	0	1335	42	0	**1377**	1	0	0	1	0	**1**	6	30	0	93	0	**123**	4	**2787**
% Approach	9.5%	90.5%	0%	0%	**-**	-	0%	96.9%	3.1%	0%	**-**	-	0%	0%	100%	0%	**-**	-	24.4%	0%	75.6%	0%	**-**	-	**-**
% Total	4.4%	41.8%	0%	0%	**46.1%**	-	0%	47.9%	1.5%	0%	**49.4%**	-	0%	0%	0%	0%	**0%**	-	1.1%	0%	3.3%	0%	**4.4%**	-	**-**
Lights	121	1126	0	0	**1247**	-	0	1293	41	0	**1334**	-	0	0	0	0	**0**	-	30	0	93	0	**123**	-	2704
% Lights	99.2%	96.7%	0%	0%	**97.0%**	-	0%	96.9%	97.6%	0%	**96.9%**	-	0%	0%	0%	0%	**0%**	-	100%	0%	100%	0%	**100%**	-	97.0%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	**0**
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	38	0	0	**39**	-	0	42	1	0	**43**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	83
% Buses and Single-Unit Trucks	0.8%	3.3%	0%	0%	**3.0%**	-	0%	3.1%	2.4%	0%	**3.1%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**0%**	-	3.0%
Pedestrians	-	-	-	-	**-**	1	-	-	-	-	**-**	1	-	-	-	-	**-**	6	-	-	-	-	**-**	4	
% Pedestrians	-	-	-	-	**-**	100%	-	-	-	-	**-**	100%	-	-	-	-	**-**	100%	-	-	-	-	**-**	100%	-
Bicycles on Crosswalk	-	-	-	-	**-**	0	-	-	-	-	**-**	0	-	-	-	-	**-**	0	-	-	-	-	**-**	0	
% Bicycles on Crosswalk	-	-	-	-	**-**	0%	-	-	-	-	**-**	0%	-	-	-	-	**-**	0%	-	-	-	-	**-**	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Pineland Drive at Belco Drive - TMC

Wed May 23, 2018
AM Peak (7:15AM - 8:15AM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528139, Location: 32.879157, -96.758787

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg / Direction	Pineland Drive Eastbound						Pineland Drive Westbound						Driveway Northbound						Belco Drive Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:15AM	5	29	0	0	**34**	0	0	139	1	0	**140**	0	0	0	1	0	**1**	0	1	0	11	0	**12**	1	**187**
7:30AM	6	72	0	0	**78**	0	0	167	2	0	**169**	0	0	0	0	0	**0**	0	2	0	10	0	**12**	0	**259**
7:45AM	6	70	0	0	**76**	0	0	106	3	0	**109**	0	0	0	0	0	**0**	0	3	0	8	0	**11**	0	**196**
8:00AM	7	56	0	0	**63**	0	0	87	1	0	**88**	0	0	0	0	0	**0**	1	2	0	8	0	**10**	0	**161**
Total	24	227	0	0	**251**	0	0	499	7	0	**506**	0	0	0	1	0	**1**	1	8	0	37	0	**45**	1	**803**
% Approach	9.6%	90.4%	0%	0%	**-**	-	0%	98.6%	1.4%	0%	**-**	-	0%	0%	100%	0%	**-**	-	17.8%	0%	82.2%	0%	**-**	-	**-**
% Total	3.0%	28.3%	0%	0%	**31.3%**	-	0%	62.1%	0.9%	0%	**63.0%**	-	0%	0%	0.1%	0%	**0.1%**	-	1.0%	0%	4.6%	0%	**5.6%**	-	**-**
PHF	0.857	0.788	-	-	**0.804**	-	-	0.747	0.583	-	**0.749**	-	-	-	0.250	-	**0.250**	-	0.667	-	0.841	-	**0.938**	-	0.775
Lights	24	216	0	0	**240**	-	0	483	7	0	**490**	-	0	0	0	0	**0**	-	8	0	37	0	**45**	-	775
% Lights	100%	95.2%	0%	0%	**95.6%**	-	0%	96.8%	100%	0%	**96.8%**	-	0%	0%	0%	0%	**0%**	-	100%	0%	100%	0%	**100%**	-	96.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	11	0	0	**11**	-	0	16	0	0	**16**	-	0	0	1	0	**1**	-	0	0	0	0	**0**	-	28
% Buses and Single-Unit Trucks	0%	4.8%	0%	0%	**4.4%**	-	0%	3.2%	0%	0%	**3.2%**	-	0%	0%	100%	0%	**100%**	-	0%	0%	0%	0%	**0%**	-	3.5%
Pedestrians	-	-	-	-	**-**	0	-	-	-	-	**-**	0	-	-	-	-	**-**	1	-	-	-	-	**-**	1	
% Pedestrians	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	100%	-	-	-	-	**-**	100%	-
Bicycles on Crosswalk	-	-	-	-	**-**	0	-	-	-	-	**-**	0	-	-	-	-	**-**	0	-	-	-	-	**-**	0	
% Bicycles on Crosswalk	-	-	-	-	**-**	-	-	-	-	-	**-**	-	-	-	-	-	**-**	0%	-	-	-	-	**-**	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6. Pineland Drive at Belco Drive - TMC

Wed May 23, 2018
PM Peak (5:30PM - 6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528139, Location: 32.879157, -96.758787

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg	Pineland Drive Eastbound						Pineland Drive Westbound						Driveway Northbound						Belco Drive Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 5:30PM	9	109	0	0	**118**	1	0	58	0	0	**58**	0	0	0	0	0	**0**	0	0	0	3	0	**3**	0	**179**
5:45PM	12	97	0	0	**109**	0	0	65	3	0	**68**	0	0	0	0	0	**0**	0	3	0	4	0	**7**	0	**184**
6:00PM	8	103	0	0	**111**	0	0	68	1	0	**69**	0	0	0	0	0	**0**	3	4	0	3	0	**7**	0	**187**
6:15PM	17	96	0	0	**113**	0	0	53	6	0	**59**	0	0	0	0	0	**0**	1	3	0	10	0	**13**	1	**185**
Total	46	405	0	0	**451**	1	0	244	10	0	**254**	0	0	0	0	0	**0**	4	10	0	20	0	**30**	1	**735**
% Approach	10.2%	89.8%	0%	0%	-	-	0%	96.1%	3.9%	0%	-	-	0%	0%	0%	0%	-	-	33.3%	0%	66.7%	0%	-	-	**-**
% Total	6.3%	55.1%	0%	0%	**61.4%**	-	0%	33.2%	1.4%	0%	**34.6%**	-	0%	0%	0%	0%	**0%**	-	1.4%	0%	2.7%	0%	**4.1%**	-	**-**
PHF	0.676	0.929	-	-	**0.956**	-	-	0.897	0.417	-	**0.920**	-	-	-	-	-	-	-	0.625	-	0.500	-	**0.577**	-	0.983
Lights	45	398	0	0	**443**	-	0	237	9	0	**246**	-	0	0	0	0	**0**	-	10	0	20	0	**30**	-	719
% Lights	97.8%	98.3%	0%	0%	**98.2%**	-	0%	97.1%	90.0%	0%	**96.9%**	-	0%	0%	0%	0%	-	-	100%	0%	100%	0%	**100%**	-	97.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	1	7	0	0	**8**	-	0	7	1	0	**8**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	16
% Buses and Single-Unit Trucks	2.2%	1.7%	0%	0%	**1.8%**	-	0%	2.9%	10.0%	0%	**3.1%**	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	**0%**	-	2.2%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Pineland Drive at Holly Hill Drive - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 2:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528130, Location: 32.877364, -96.756734

CJ Hensch & Associates, Inc.

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Pineland Drive Eastbound						Pineland Drive Westbound						Holly Hill Drive Northbound						Holly Hill Drive Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	4	25	3	0	**32**	17	1	59	2	0	**62**	0	5	1	3	0	**9**	4	4	2	22	0	**28**	0	**131**
7:15AM	4	15	3	0	**22**	4	10	89	4	0	**103**	0	10	1	11	0	**22**	0	5	5	28	0	**38**	1	**185**
7:30AM	13	45	10	0	**68**	2	16	116	4	0	**136**	2	15	1	18	0	**34**	0	3	2	26	0	**31**	0	**269**
7:45AM	5	48	9	0	**62**	1	11	87	2	0	**100**	2	6	0	11	0	**17**	0	5	5	10	0	**20**	1	**199**
Hourly Total	26	133	25	0	**184**	24	38	351	12	0	**401**	4	36	3	43	0	**82**	4	17	14	86	0	**117**	2	**784**
8:00AM	7	33	4	0	**44**	2	13	84	5	0	**102**	1	2	3	6	0	**11**	1	5	5	12	0	**22**	0	**179**
8:15AM	3	34	6	0	**43**	5	6	62	5	0	**73**	0	6	2	4	0	**12**	0	6	6	11	0	**23**	1	**151**
8:30AM	3	19	5	0	**27**	0	5	84	1	0	**90**	5	2	3	6	0	**11**	1	5	5	13	0	**23**	2	**151**
8:45AM	3	23	3	0	**29**	3	12	62	2	0	**76**	2	4	3	5	0	**12**	3	5	6	8	0	**19**	5	**136**
Hourly Total	16	109	18	0	**143**	10	36	292	13	0	**341**	8	14	11	21	0	**46**	5	21	22	44	0	**87**	8	**617**
2:30PM	9	40	15	0	**64**	8	16	38	3	0	**57**	1	4	2	8	0	**14**	1	5	1	6	0	**12**	1	**147**
2:45PM	6	50	8	0	**64**	2	13	25	2	0	**40**	1	7	4	18	0	**29**	0	2	3	15	0	**20**	0	**153**
Hourly Total	15	90	23	0	**128**	10	29	63	5	0	**97**	2	11	6	26	0	**43**	1	7	4	21	0	**32**	1	**300**
3:00PM	16	64	6	0	**86**	27	13	36	6	0	**55**	4	3	4	25	0	**32**	3	3	0	11	0	**14**	0	**187**
3:15PM	12	55	8	0	**75**	1	4	47	6	0	**57**	0	3	8	12	0	**23**	0	9	1	8	0	**18**	1	**173**
3:30PM	10	62	9	0	**81**	8	9	46	10	0	**65**	1	3	2	12	0	**17**	1	5	7	2	0	**14**	1	**177**
3:45PM	4	65	5	0	**74**	5	15	52	4	0	**71**	3	2	4	9	0	**15**	0	4	5	8	0	**17**	1	**177**
Hourly Total	42	246	28	0	**316**	41	41	181	26	0	**248**	8	11	18	58	0	**87**	4	21	13	29	0	**63**	3	**714**
4:00PM	13	63	7	0	**83**	3	15	37	9	0	**61**	1	5	2	11	0	**18**	6	7	0	2	0	**9**	0	**171**
4:15PM	14	61	7	0	**82**	5	6	38	8	0	**52**	6	4	3	13	0	**20**	8	3	3	7	0	**13**	3	**167**
4:30PM	2	66	5	0	**73**	0	17	28	7	1	**53**	5	3	1	16	0	**20**	8	4	3	6	0	**13**	1	**159**
4:45PM	11	67	6	0	**84**	3	11	49	7	0	**67**	0	5	6	10	0	**21**	4	4	5	12	0	**21**	0	**193**
Hourly Total	40	257	25	0	**322**	11	49	152	31	1	**233**	12	17	12	50	0	**79**	26	18	11	27	0	**56**	4	**690**
5:00PM	9	103	2	0	**114**	1	18	44	9	0	**71**	3	4	7	14	0	**25**	3	4	1	12	0	**17**	1	**227**
5:15PM	5	98	8	0	**111**	2	10	46	12	0	**68**	3	2	4	17	1	**24**	8	4	7	5	0	**16**	2	**219**
5:30PM	12	92	9	0	**113**	5	14	32	3	0	**49**	0	7	3	9	0	**19**	3	6	4	5	0	**15**	4	**196**
5:45PM	11	82	8	0	**101**	3	6	38	3	0	**47**	3	5	6	14	0	**25**	2	6	6	16	0	**28**	3	**201**
Hourly Total	37	375	27	0	**439**	11	48	160	27	0	**235**	9	18	20	54	1	**93**	16	20	18	38	0	**76**	10	**843**
6:00PM	15	79	8	0	**102**	8	24	47	6	0	**77**	2	6	3	12	0	**21**	6	2	4	7	0	**13**	1	**213**
6:15PM	16	78	13	0	**107**	2	20	48	3	0	**71**	1	5	4	11	0	**20**	2	5	2	5	0	**12**	0	**210**
Hourly Total	31	157	21	0	**209**	10	44	95	9	0	**148**	3	11	7	23	0	**41**	8	7	6	12	0	**25**	1	**423**
Total	207	1367	167	0	**1741**	117	285	1294	123	1	**1703**	46	118	77	275	1	**471**	64	111	88	257	0	**456**	29	**4371**
% Approach	11.9%	78.5%	9.6%	0%	-	-	16.7%	76.0%	7.2%	0.1%	-	-	25.1%	16.3%	58.4%	0.2%	-	-	24.3%	19.3%	56.4%	0%	-	-	**-**
% Total	4.7%	31.3%	3.8%	0%	**39.8%**	-	6.5%	29.6%	2.8%	0%	**39.0%**	-	2.7%	1.8%	6.3%	0%	**10.8%**	-	2.5%	2.0%	5.9%	0%	**10.4%**	-	**-**
Lights	201	1323	160	0	**1684**	-	283	1243	119	1	**1646**	-	115	74	267	1	**457**	-	108	86	252	0	**446**	-	4233
% Lights	97.1%	96.8%	95.8%	0%	**96.7%**	-	99.3%	96.1%	96.7%	100%	**96.7%**	-	97.5%	96.1%	97.1%	100%	**97.0%**	-	97.3%	97.7%	98.1%	0%	**97.8%**	-	96.8%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	6	44	7	0	**57**	-	2	51	4	0	**57**	-	3	3	8	0	**14**	-	3	2	5	0	**10**	-	138
% Buses and Single-Unit Trucks	2.9%	3.2%	4.2%	0%	**3.3%**	-	0.7%	3.9%	3.3%	0%	**3.3%**	-	2.5%	3.9%	2.9%	0%	**3.0%**	-	2.7%	2.3%	1.9%	0%	**2.2%**	-	3.2%
Pedestrians	-	-	-	-	-	117	-	-	-	-	-	45	-	-	-	-	-	62	-	-	-	-	-	29	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	97.8%	-	-	-	-	-	96.9%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	2.2%	-	-	-	-	-	3.1%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Pineland Drive at Holly Hill Drive - TMC

Wed May 23, 2018
AM Peak (7:15AM - 8:15AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528130, Location: 32.877364, -96.756734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Pineland Drive Eastbound						Pineland Drive Westbound						Holly Hill Drive Northbound						Holly Hill Drive Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:15AM	4	15	3	0	**22**	4	10	89	4	0	**103**	0	10	1	11	0	**22**	0	5	5	28	0	**38**	1	**185**
7:30AM	13	45	10	0	**68**	2	16	116	4	0	**136**	2	15	1	18	0	**34**	0	3	2	26	0	**31**	0	**269**
7:45AM	5	48	9	0	**62**	1	11	87	2	0	**100**	2	6	0	11	0	**17**	0	5	5	10	0	**20**	1	**199**
8:00AM	7	33	4	0	**44**	2	13	84	5	0	**102**	1	2	3	6	0	**11**	1	5	5	12	0	**22**	0	**179**
Total	29	141	26	0	**196**	9	50	376	15	0	**441**	5	33	5	46	0	**84**	1	18	17	76	0	**111**	2	**832**
% Approach	14.8%	71.9%	13.3%	0%	-	-	11.3%	85.3%	3.4%	0%	-	-	39.3%	6.0%	54.8%	0%	-	-	16.2%	15.3%	68.5%	0%	-	-	**-**
% Total	3.5%	16.9%	3.1%	0%	**23.6%**	-	6.0%	45.2%	1.8%	0%	**53.0%**	-	4.0%	0.6%	5.5%	0%	**10.1%**	-	2.2%	2.0%	9.1%	0%	**13.3%**	-	-
PHF	0.558	0.734	0.650	-	**0.721**	-	0.781	0.810	0.750	-	**0.811**	-	0.550	0.417	0.639	-	**0.618**	-	0.900	0.850	0.679	-	**0.730**	-	0.773
Lights	26	134	25	0	**185**	-	50	364	13	0	**427**	-	30	4	43	0	**77**	-	18	16	75	0	**109**	-	798
% Lights	89.7%	95.0%	96.2%	0%	**94.4%**	-	100%	96.8%	86.7%	0%	**96.8%**	-	90.9%	80.0%	93.5%	0%	**91.7%**	-	100%	94.1%	98.7%	0%	**98.2%**	-	95.9%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	3	7	1	0	**11**	-	0	12	2	0	**14**	-	3	1	3	0	**7**	-	0	1	1	0	**2**	-	34
% Buses and Single-Unit Trucks	10.3%	5.0%	3.8%	0%	**5.6%**	-	0%	3.2%	13.3%	0%	**3.2%**	-	9.1%	20.0%	6.5%	0%	**8.3%**	-	0%	5.9%	1.3%	0%	**1.8%**	-	4.1%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7. Pineland Drive at Holly Hill Drive - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528130, Location: 32.877364, -96.756734

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg / Direction	Pineland Drive Eastbound						Pineland Drive Westbound						Holly Hill Drive Northbound						Holly Hill Drive Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 5:00PM	9	103	2	0	**114**	1	18	44	9	0	**71**	3	4	7	14	0	**25**	3	4	1	12	0	**17**	1	**227**
5:15PM	5	98	8	0	**111**	2	10	46	12	0	**68**	3	2	4	17	1	**24**	8	4	7	5	0	**16**	2	**219**
5:30PM	12	92	9	0	**113**	5	14	32	3	0	**49**	0	7	3	9	0	**19**	3	6	4	5	0	**15**	4	**196**
5:45PM	11	82	8	0	**101**	3	6	38	3	0	**47**	3	5	6	14	0	**25**	2	6	6	16	0	**28**	3	**201**
Total	37	375	27	0	**439**	11	48	160	27	0	**235**	9	18	20	54	1	**93**	16	20	18	38	0	**76**	10	**843**
% Approach	8.4%	85.4%	6.2%	0%	-	-	20.4%	68.1%	11.5%	0%	-	-	19.4%	21.5%	58.1%	1.1%	-	-	26.3%	23.7%	50.0%	0%	-	-	**-**
% Total	4.4%	44.5%	3.2%	0%	**52.1%**	-	5.7%	19.0%	3.2%	0%	**27.9%**	-	2.1%	2.4%	6.4%	0.1%	**11.0%**	-	2.4%	2.1%	4.5%	0%	**9.0%**	-	-
PHF	0.771	0.910	0.750	-	**0.963**	-	0.667	0.870	0.563	-	**0.827**	-	0.643	0.714	0.794	0.250	**0.930**	-	0.833	0.643	0.594	-	**0.679**	-	0.928
Lights	37	369	27	0	**433**	-	48	154	27	0	**229**	-	18	20	54	1	**93**	-	19	18	38	0	**75**	-	830
% Lights	100%	98.4%	100%	0%	**98.6%**	-	100%	96.3%	100%	0%	**97.4%**	-	100%	100%	100%	100%	**100%**	-	95.0%	100%	100%	0%	**98.7%**	-	98.5%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%
Buses and Single-Unit Trucks	0	6	0	0	**6**	-	0	6	0	0	**6**	-	0	0	0	0	**0**	-	1	0	0	0	**1**	-	13
% Buses and Single-Unit Trucks	0%	1.6%	0%	0%	**1.4%**	-	0%	3.8%	0%	0%	**2.6%**	-	0%	0%	0%	0%	**0%**	-	5.0%	0%	0%	0%	**1.3%**	-	1.5%
Pedestrians	-	-	-	-	-	11	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	-	10	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Pineland Drive at Fair Oaks Avenue - TMC

Wed May 23, 2018
Full Length (7AM-9AM, 2:30PM-6:30PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528131, Location: 32.87563, -96.754743

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Pineland Drive Eastbound						Pineland Drive Westbound						Fair Oaks Avenue Northbound						Fair Oaks Avenue Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:00AM	11	19	6	0	**36**	1	7	48	9	0	**64**	0	6	20	7	0	**33**	1	2	13	4	0	**19**	0	**152**
7:15AM	8	25	5	0	**38**	0	14	77	8	0	**99**	0	8	14	12	0	**34**	1	1	22	14	0	**37**	0	**208**
7:30AM	14	36	13	0	**63**	0	19	82	15	0	**116**	0	16	25	18	0	**59**	0	4	40	12	0	**56**	0	**294**
7:45AM	12	41	11	0	**64**	1	12	83	14	0	**109**	1	15	37	14	0	**66**	1	4	45	11	0	**60**	1	**299**
Hourly Total	45	121	35	0	**201**	2	52	290	46	0	**388**	1	45	96	51	0	**192**	3	11	120	41	0	**172**	1	**953**
8:00AM	10	23	12	0	**45**	3	14	71	16	0	**101**	10	9	34	6	0	**49**	3	9	71	19	0	**99**	6	**294**
8:15AM	17	23	9	0	**49**	6	9	45	20	0	**74**	11	13	38	7	0	**58**	1	6	57	19	0	**82**	7	**263**
8:30AM	11	24	5	0	**40**	3	8	68	30	0	**106**	35	4	39	6	0	**49**	2	9	60	13	0	**82**	16	**277**
8:45AM	7	17	9	0	**33**	15	3	56	38	0	**97**	74	5	69	7	0	**81**	4	12	55	21	0	**88**	49	**299**
Hourly Total	45	87	35	0	**167**	27	34	240	104	0	**378**	130	31	180	26	0	**237**	10	36	243	72	0	**351**	78	**1133**
2:30PM	14	39	6	0	**59**	0	5	39	5	0	**49**	3	7	31	12	0	**50**	0	7	31	13	0	**51**	1	**209**
2:45PM	11	42	7	0	**60**	0	5	27	7	0	**39**	4	7	26	18	0	**51**	1	6	29	9	0	**44**	0	**194**
Hourly Total	25	81	13	0	**119**	0	10	66	12	0	**88**	7	14	57	30	0	**101**	1	13	60	22	0	**95**	1	**403**
3:00PM	9	64	10	0	**83**	0	8	42	8	0	**58**	6	7	22	21	0	**50**	0	6	21	16	0	**43**	0	**234**
3:15PM	7	54	10	0	**71**	0	6	34	7	0	**47**	0	6	34	16	0	**56**	2	7	27	9	0	**43**	6	**217**
3:30PM	16	56	6	0	**78**	8	8	43	10	0	**61**	5	13	52	18	0	**83**	2	9	32	9	0	**50**	0	**272**
3:45PM	18	63	5	0	**86**	6	3	48	13	0	**64**	2	14	37	13	0	**64**	2	12	24	14	0	**50**	1	**264**
Hourly Total	50	237	31	0	**318**	14	25	167	38	0	**230**	13	40	145	68	0	**253**	6	34	104	48	0	**186**	7	**987**
4:00PM	18	55	7	0	**80**	1	4	44	19	0	**67**	9	9	42	14	0	**65**	1	6	42	14	0	**62**	2	**274**
4:15PM	9	64	5	0	**78**	71	9	27	12	0	**48**	176	6	47	19	0	**72**	30	13	77	20	0	**110**	48	**308**
4:30PM	19	59	9	0	**87**	4	8	31	14	0	**53**	20	13	36	13	0	**62**	12	23	41	12	0	**76**	3	**278**
4:45PM	15	64	6	0	**85**	8	10	41	12	0	**63**	10	7	49	24	0	**80**	2	12	39	17	0	**68**	1	**296**
Hourly Total	61	242	27	0	**330**	84	31	143	57	0	**231**	215	35	174	70	0	**279**	45	54	199	63	0	**316**	54	**1156**
5:00PM	34	85	7	0	**126**	2	7	48	16	0	**71**	6	13	61	16	0	**90**	9	10	50	13	0	**73**	3	**360**
5:15PM	19	88	16	0	**123**	0	12	45	7	0	**64**	3	8	69	17	0	**94**	4	11	43	20	0	**74**	4	**355**
5:30PM	29	78	9	0	**116**	5	6	31	12	0	**49**	25	7	60	25	0	**92**	2	16	40	15	0	**71**	5	**328**
5:45PM	18	70	12	0	**100**	0	5	26	8	0	**39**	7	8	53	20	0	**81**	3	15	50	12	0	**77**	0	**297**
Hourly Total	100	321	44	0	**465**	7	30	150	43	0	**223**	41	36	243	78	0	**357**	18	52	183	60	0	**295**	12	**1340**
6:00PM	9	69	13	0	**91**	1	10	45	17	0	**72**	8	18	57	28	0	**103**	0	11	32	18	0	**61**	5	**327**
6:15PM	23	67	14	0	**104**	1	13	50	14	0	**77**	2	6	43	20	0	**69**	1	16	39	19	0	**74**	0	**324**
Hourly Total	32	136	27	0	**195**	2	23	95	31	0	**149**	10	24	100	48	0	**172**	1	27	71	37	0	**135**	5	**651**
Total	358	1225	212	0	**1795**	136	205	1151	331	0	**1687**	417	225	995	371	0	**1591**	84	227	980	343	0	**1550**	158	**6623**
% Approach	19.9%	68.2%	11.8%	0%	-	-	12.2%	68.2%	19.6%	0%	-	-	14.1%	62.5%	23.3%	0%	-	-	14.6%	63.2%	22.1%	0%	-	-	-
% Total	5.4%	18.5%	3.2%	0%	**27.1%**	-	3.1%	17.4%	5.0%	0%	**25.5%**	-	3.4%	15.0%	5.6%	0%	**24.0%**	-	3.4%	14.8%	5.2%	0%	**23.4%**	-	-
Lights	341	1211	185	0	**1737**	-	198	1141	327	0	**1666**	-	198	968	366	0	**1532**	-	224	958	323	0	**1505**	-	6440
% Lights	95.3%	98.9%	87.3%	0%	**96.8%**	-	96.6%	99.1%	98.8%	0%	**98.8%**	-	88.0%	97.3%	98.7%	0%	**96.3%**	-	98.7%	97.8%	94.2%	0%	**97.1%**	-	97.2%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	3	0	0	**3**	-	0	5	0	0	**5**	-	9
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	0.3%	0%	0%	**0.2%**	-	0%	0.5%	0%	0%	**0.3%**	-	0.1%
Buses and Single-Unit Trucks	17	14	27	0	**58**	-	7	9	4	0	**20**	-	27	24	5	0	**56**	-	3	17	20	0	**40**	-	174
% Buses and Single-Unit Trucks	4.7%	1.1%	12.7%	0%	**3.2%**	-	3.4%	0.8%	1.2%	0%	**1.2%**	-	12.0%	2.4%	1.3%	0%	**3.5%**	-	1.3%	1.7%	5.8%	0%	**2.6%**	-	2.6%
Pedestrians	-	-	-	-	-	131	-	-	-	-	-	413	-	-	-	-	-	82	-	-	-	-	-	157	
% Pedestrians	-	-	-	-	-	96.3%	-	-	-	-	-	99.0%	-	-	-	-	-	97.6%	-	-	-	-	-	99.4%	-
Bicycles on Crosswalk	-	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	3.7%	-	-	-	-	-	1.0%	-	-	-	-	-	2.4%	-	-	-	-	-	0.6%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Pineland Drive at Fair Oaks Avenue - TMC

Wed May 23, 2018
AM Peak (7:30AM - 8:30AM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528131, Location: 32.87563, -96.754743

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Pineland Drive Eastbound						Pineland Drive Westbound						Fair Oaks Avenue Northbound						Fair Oaks Avenue Southbound						
Direction																									
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 7:30AM	14	36	13	0	**63**	0	19	82	15	0	**116**	0	16	25	18	0	**59**	0	4	40	12	0	**56**	0	**294**
7:45AM	12	41	11	0	**64**	1	12	83	14	0	**109**	1	15	37	14	0	**66**	1	4	45	11	0	**60**	1	**299**
8:00AM	10	23	12	0	**45**	3	14	71	16	0	**101**	10	9	34	6	0	**49**	3	9	71	19	0	**99**	6	**294**
8:15AM	17	23	9	0	**49**	6	9	45	20	0	**74**	11	13	38	7	0	**58**	1	6	57	19	0	**82**	7	**263**
Total	53	123	45	0	**221**	10	54	281	65	0	**400**	22	53	134	45	0	**232**	5	23	213	61	0	**297**	14	**1150**
% Approach	24.0%	55.7%	20.4%	0%	-	-	13.5%	70.3%	16.3%	0%	-	-	22.8%	57.8%	19.4%	0%	-	-	7.7%	71.7%	20.5%	0%	-	-	-
% Total	4.6%	10.7%	3.9%	0%	**19.2%**	-	4.7%	24.4%	5.7%	0%	**34.8%**	-	4.6%	11.7%	3.9%	0%	**20.2%**	-	2.0%	18.5%	5.3%	0%	**25.8%**	-	-
PHF	0.779	0.750	0.865	-	**0.863**	-	0.711	0.846	0.813	-	**0.862**	-	0.828	0.882	0.625	-	**0.879**	-	0.639	0.750	0.803	-	**0.750**	-	0.962
Lights	49	122	39	0	**210**	-	52	278	65	0	**395**	-	49	130	44	0	**223**	-	22	207	58	0	**287**	-	1115
% Lights	92.5%	99.2%	86.7%	0%	**95.0%**	-	96.3%	98.9%	100%	0%	**98.8%**	-	92.5%	97.0%	97.8%	0%	**96.1%**	-	95.7%	97.2%	95.1%	0%	**96.6%**	-	97.0%
Articulated Trucks	0	0	0	0	**0**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	0	0	0	**0**	-	2
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0.4%	0%	0%	**0.3%**	-	0%	0.7%	0%	0%	**0.4%**	-	0%	0%	0%	0%	**0%**	-	0.2%
Buses and Single-Unit Trucks	4	1	6	0	**11**	-	2	2	0	0	**4**	-	4	3	1	0	**8**	-	1	6	3	0	**10**	-	33
% Buses and Single-Unit Trucks	7.5%	0.8%	13.3%	0%	**5.0%**	-	3.7%	0.7%	0%	0%	**1.0%**	-	7.5%	2.2%	2.2%	0%	**3.4%**	-	4.3%	2.8%	4.9%	0%	**3.4%**	-	2.9%
Pedestrians	-	-	-	-	-	9	-	-	-	-	-	22	-	-	-	-	-	5	-	-	-	-	-	14	
% Pedestrians	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8. Pineland Drive at Fair Oaks Avenue - TMC

Wed May 23, 2018
PM Peak (5PM - 6PM) - Overall Peak Hour
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)
All Movements
ID: 528131, Location: 32.87563, -96.754743

Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg	Pineland Drive						Pineland Drive						Fair Oaks Avenue						Fair Oaks Avenue						
Direction	Eastbound						Westbound						Northbound						Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-05-23 5:00PM	34	85	7	0	**126**	2	7	48	16	0	**71**	6	13	61	16	0	**90**	9	10	50	13	0	**73**	3	**360**
5:15PM	19	88	16	0	**123**	0	12	45	7	0	**64**	3	8	69	17	0	**94**	4	11	43	20	0	**74**	4	**355**
5:30PM	29	78	9	0	**116**	5	6	31	12	0	**49**	25	7	60	25	0	**92**	2	16	40	15	0	**71**	5	**328**
5:45PM	18	70	12	0	**100**	0	5	26	8	0	**39**	7	8	53	20	0	**81**	3	15	50	12	0	**77**	0	**297**
Total	100	321	44	0	**465**	7	30	150	43	0	**223**	41	36	243	78	0	**357**	18	52	183	60	0	**295**	12	**1340**
% Approach	21.5%	69.0%	9.5%	0%	-	-	13.5%	67.3%	19.3%	0%	-	-	10.1%	68.1%	21.8%	0%	-	-	17.6%	62.0%	20.3%	0%	-	-	**-**
% Total	7.5%	24.0%	3.3%	0%	**34.7%**	-	2.2%	11.2%	3.2%	0%	**16.6%**	-	2.7%	18.1%	5.8%	0%	**26.6%**	-	3.9%	13.7%	4.5%	0%	**22.0%**	-	**-**
PHF	0.735	0.912	0.688	-	**0.923**	-	0.625	0.781	0.672	-	**0.785**	-	0.692	0.880	0.780	-	**0.949**	-	0.813	0.915	0.750	-	**0.958**	-	0.931
Lights	96	321	41	0	**458**	-	27	150	42	0	**219**	-	30	240	78	0	**348**	-	52	180	58	0	**290**	-	1315
% Lights	96.0%	100%	93.2%	0%	**98.5%**	-	90.0%	100%	97.7%	0%	**98.2%**	-	83.3%	98.8%	100%	0%	**97.5%**	-	100%	98.4%	96.7%	0%	**98.3%**	-	98.1%
Articulated Trucks	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	0	0	0	**0**	-	0	1	0	0	**1**	-	1
% Articulated Trucks	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0%	0%	0%	**0%**	-	0%	0.5%	0%	0%	**0.3%**	-	0.1%
Buses and Single-Unit Trucks	4	0	3	0	**7**	-	3	0	1	0	**4**	-	6	3	0	0	**9**	-	0	2	2	0	**4**	-	24
% Buses and Single-Unit Trucks	4.0%	0%	6.8%	0%	**1.5%**	-	10.0%	0%	2.3%	0%	**1.8%**	-	16.7%	1.2%	0%	0%	**2.5%**	-	0%	1.1%	3.3%	0%	**1.4%**	-	1.8%
Pedestrians	-	-	-	-	-	6	-	-	-	-	-	41	-	-	-	-	-	18	-	-	-	-	-	12	
% Pedestrians	-	-	-	-	-	85.7%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	14.3%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Synchro™ Output - 2018 Existing Traffic

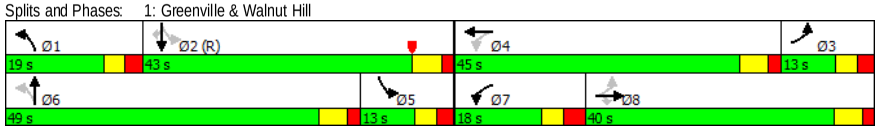
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	117	228	230	222	1429	125	374	741	40	104	1304	316
Future Volume (vph)	117	228	230	222	1429	125	374	741	40	104	1304	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor	1.00	1.00	0.99	1.00	1.00							
Frt		0.950	0.850		0.988			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4545	1362	3433	5018	0	3433	5045	0	3433	5085	1583
Flt Permitted	0.140			0.376			0.131			0.321		
Satd. Flow (perm)	506	4545	1344	1358	5018	0	473	5045	0	1160	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		107	185		13			8				183
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	248	250	241	1553	136	407	805	43	113	1417	343
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	127	373	125	241	1689	0	407	848	0	113	1417	343
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	13.0	40.0	40.0	18.0	45.0		19.0	49.0		13.0	43.0	43.0
Total Split (%)	10.8%	33.3%	33.3%	15.0%	37.5%		15.8%	40.8%		10.8%	35.8%	35.8%
Maximum Green (s)	7.5	34.2	34.2	12.0	39.2		13.5	43.2		7.5	37.0	37.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	Max		None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	36.0	35.7	35.7	39.0	39.2		43.5	43.2		38.3	37.8	37.8
Actuated g/C Ratio	0.30	0.30	0.30	0.32	0.33		0.36	0.36		0.32	0.32	0.32
v/c Ratio	0.38	0.26	0.24	0.39	1.03		0.84	0.47		0.22	0.89	0.55
Control Delay	44.5	23.4	2.0	31.4	68.6		41.3	28.2		32.9	47.1	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	44.5	23.4	2.0	31.4	68.6		41.3	28.2		32.9	47.1	19.2
LOS	D	C	A	C	E		D	C		C	D	B
Approach Delay		23.4			63.9			32.4			41.1	
Approach LOS		C			E			C			D	
Queue Length 50th (ft)	37	59	0	69	~508		123	191		31	384	100
Queue Length 95th (ft)	62	90	11	102	#606		m#159	m228		54	#454	197
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	334	1428	530	648	1647		504	1821		512	1600	623
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	0.38	0.26	0.24	0.37	1.03		0.81	0.47		0.22	0.89	0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 45.0		Intersection LOS: D	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	59	401	852	45	18	229	1262
Future Volume (vph)	59	401	852	45	18	229	1262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		85	
Storage Lanes	1	1		0		1	
Taper Length (ft)	25					65	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99					
Frt		0.850	0.992				
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	5045	0	0	1770	5085
Flt Permitted	0.950					0.251	
Satd. Flow (perm)	1770	1562	5045	0	0	468	5085
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		327	11				
Link Speed (mph)	30		35				35
Link Distance (ft)	262		900				146
Travel Time (s)	6.0		17.5				2.8
Confl. Peds. (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	436	926	49	20	249	1372
Shared Lane Traffic (%)							
Lane Group Flow (vph)	64	436	975	0	0	269	1372
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Number of Detectors	1	1	2		1	1	2
Detector Template	Left	Right	Thru		Left	Left	Thru
Leading Detector (ft)	20	20	100		20	20	100
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	Perm	NA		custom	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Protected Phases	4		6			5	2
Permitted Phases		4			5	2	
Detector Phase	4	4	6		5	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	20.0
Minimum Split (s)	12.0	12.0	25.0		9.5	9.5	25.0
Total Split (s)	20.0	20.0	75.0		25.0	25.0	100.0
Total Split (%)	16.7%	16.7%	62.5%		20.8%	20.8%	83.3%
Maximum Green (s)	14.6	14.6	70.0		20.0	20.0	95.0
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.4	2.4	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0			5.0	5.0
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	1.5	1.5	3.2		1.3	1.3	3.0
Recall Mode	Max	Max	C-Max		None	None	C-Max
Walk Time (s)	4.0	4.0	6.0				
Flash Dont Walk (s)	19.0	19.0	12.0				
Pedestrian Calls (#/hr)	5	5	0				
Act Effct Green (s)	14.6	14.6	81.7			95.0	95.0
Actuated g/C Ratio	0.12	0.12	0.68			0.79	0.79
v/c Ratio	0.30	0.91	0.28			0.58	0.34
Control Delay	52.2	38.9	3.3			10.6	0.6
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	52.2	38.9	3.3			10.6	0.6
LOS	D	D	A			B	A
Approach Delay	40.6		3.3				2.2
Approach LOS	D		A				A
Queue Length 50th (ft)	46	86	108			39	9
Queue Length 95th (ft)	91	#284	19			m58	10
Internal Link Dist (ft)	182		820				66
Turn Bay Length (ft)						85	
Base Capacity (vph)	215	477	3438			587	4025
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	0.30	0.91	0.28			0.46	0.34

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 8.7 Intersection LOS: A
Intersection Capacity Utilization 68.9% ICU Level of Service C

Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Greenville & Pineland

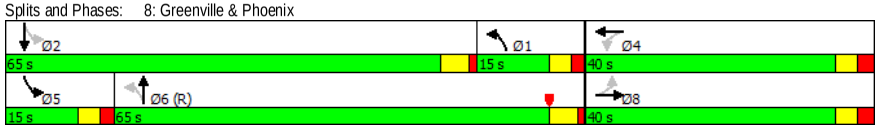
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	5	42	42	9	38	38	873	81	107	1164	70
Future Volume (vph)	13	5	42	42	9	38	38	873	81	107	1164	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99			1.00				
Frt		0.865			0.943			0.987			0.991	
Flt Protected	0.950				0.977		0.950			0.950		
Satd. Flow (prot)	1770	1591	0	0	1706	0	1770	5004	0	1770	5040	0
Flt Permitted	0.646				0.823		0.192			0.232		
Satd. Flow (perm)	1202	1591	0	0	1436	0	358	5004	0	432	5040	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			31			18			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	5	46	46	10	41	41	949	88	116	1265	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	51	0	0	97	0	41	1037	0	116	1341	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	26.5	26.5		29.5	29.5		9.5	24.0		9.5	23.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	65.0		15.0	65.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	34.5	34.5		34.5	34.5		10.0	60.0		10.0	60.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.3	2.6		1.3	2.0	
Recall Mode	None	None		None	None		Min	C-Max		None	Max	
Walk Time (s)	4.0	4.0		4.0	4.0			8.0			5.0	
Flash Dont Walk (s)	17.0	17.0		20.0	20.0			8.0			11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)	12.4	12.4			12.4		85.5	85.5		82.1	82.1	
Actuated g/C Ratio	0.10	0.10			0.10		0.71	0.71		0.68	0.68	
v/c Ratio	0.11	0.25			0.55		0.11	0.29		0.31	0.39	
Control Delay	46.9	17.4			45.2		9.1	7.2		7.4	5.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	46.9	17.4			45.2		9.1	7.2		7.4	5.5	
LOS	D	B			D		A	A		A	A	
Approach Delay		23.8			45.2			7.3			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	10	4			50		8	83		16	71	
Queue Length 95th (ft)	28	38			95		28	169		33	95	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	345	490			434		372	3568		406	3451	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.04	0.10			0.22		0.11	0.29		0.29	0.39	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 52.4%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

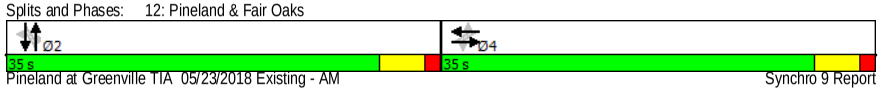


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	134	45	23	213	61	54	281	65	53	123	45
Future Volume (vph)	53	134	45	23	213	61	54	281	65	53	123	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.971			0.969			0.976			0.970	
Flt Protected		0.989			0.996			0.993			0.988	
Satd. Flow (prot)	0	3379	0	0	3402	0	0	3417	0	0	3381	0
Flt Permitted		0.825			0.921			0.879			0.797	
Satd. Flow (perm)	0	2816	0	0	3143	0	0	3024	0	0	2723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			57			40			49	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	10		22	22		10	5		14	14		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	146	49	25	232	66	59	305	71	58	134	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	253	0	0	323	0	0	435	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		26.0			26.0			26.0			26.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.21			0.24			0.34			0.21	
Control Delay		9.7			10.0			11.9			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			10.0			11.9			9.6	
LOS		A			B			B			A	
Approach Delay		9.7			10.0			11.9			9.6	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		24			32			50			22	
Queue Length 95th (ft)		44			55			80			43	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1387			1550			1483			1342	
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		0.18			0.21			0.29			0.18	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.34			
Intersection Signal Delay: 10.5		Intersection LOS: B	
Intersection Capacity Utilization 102.0%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	27	1104	82	57	1715
Future Vol, veh/h	11	27	1104	82	57	1715
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	29	1200	89	62	1864

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2115	645	0	0	1289	0
Stage 1	1245	-	-	-	-	-
Stage 2	870	-	-	-	-	-
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	*354	*673	-	-	743	-
Stage 1	*636	-	-	-	-	-
Stage 2	*534	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*324	*673	-	-	743	-
Mov Cap-2 Maneuver	*395	-	-	-	-	-
Stage 1	*636	-	-	-	-	-
Stage 2	*490	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	559	743	-
HCM Lane V/C Ratio	-	-	0.074	0.083	-
HCM Control Delay (s)	-	-	12	10.3	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.3	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	94	1122	1470	237
Future Vol, veh/h	0	45	94	1122	1470	237
Conflicting Peds, #/hr	2	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	49	102	1220	1598	258

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	800	1599	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	0	*586	*737	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*585	*737	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 737	-	585	-	-
HCM Lane V/C Ratio	0.139	-	0.084	-	-
HCM Control Delay (s)	10.7	-	11.7	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	37	499	7	24	227
Future Vol, veh/h	8	37	499	7	24	227
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	9	40	542	8	26	247

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	723	276	0	0	551	0
Stage 1	547	-	-	-	-	-
Stage 2	176	-	-	-	-	-
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	*443	721	-	-	1015	-
Stage 1	*544	-	-	-	-	-
Stage 2	*941	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*429	720	-	-	1015	-
Mov Cap-2 Maneuver	*429	-	-	-	-	-
Stage 1	*543	-	-	-	-	-
Stage 2	*913	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	643	1015	-
HCM Lane V/C Ratio	-	-	0.076	0.026	-
HCM Control Delay (s)	-	-	11.1	8.6	0.1
HCM Lane LOS	-	-	B	A	A
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	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	33	5	46	18	17	76	50	376	15	29	141	26
Future Vol, veh/h	33	5	46	18	17	76	50	376	15	29	141	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	36	5	50	20	18	83	54	409	16	32	153	28
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.4	9.5	11.2	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	39%	16%	29%	0%
Vol Thru, %	79%	93%	6%	15%	71%	73%
Vol Right, %	0%	7%	55%	68%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	238	203	84	111	100	97
LT Vol	50	0	33	18	29	0
Through Vol	188	188	5	17	71	71
RT Vol	0	15	46	76	0	26
Lane Flow Rate	259	221	91	121	108	105
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.389	0.322	0.14	0.179	0.176	0.161
Departure Headway (Hd)	5.519	5.361	5.521	5.349	5.847	5.509
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	657	675	652	674	615	653
Service Time	3.219	3.061	3.534	3.349	3.561	3.222
HCM Lane V/C Ratio	0.394	0.327	0.14	0.18	0.176	0.161
HCM Control Delay	11.7	10.6	9.4	9.5	9.8	9.3
HCM Lane LOS	B	B	A	A	A	A
HCM 95th-tile Q	1.8	1.4	0.5	0.6	0.6	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	332	1336	419	84	426	102	269	1196	210	305	1199	197
Future Volume (vph)	332	1336	419	84	426	102	269	1196	210	305	1199	197
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor		1.00	0.98	1.00								
Frt		0.995	0.850		0.971			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4780	1362	3433	4938	0	3433	4973	0	3433	5085	1583
Flt Permitted	0.266			0.112			0.158			0.105		
Satd. Flow (perm)	961	4780	1341	405	4938	0	571	4973	0	379	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	180		39			26				152
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	361	1452	455	91	463	111	292	1300	228	332	1303	214
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	361	1498	409	91	574	0	292	1528	0	332	1303	214
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

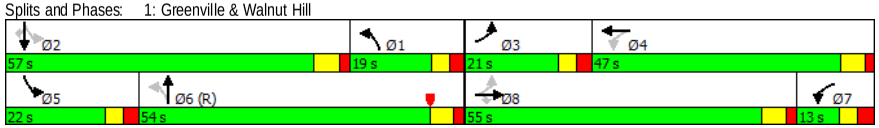
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	21.0	55.0	55.0	13.0	47.0		19.0	54.0		22.0	57.0	57.0
Total Split (%)	14.6%	38.2%	38.2%	9.0%	32.6%		13.2%	37.5%		15.3%	39.6%	39.6%
Maximum Green (s)	15.5	49.2	49.2	7.0	41.2		13.5	48.2		16.5	51.0	51.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	C-Max		None	Max	Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	49.5	49.2	49.2	41.7	41.9		52.2	51.9		52.4	51.9	51.9
Actuated g/C Ratio	0.34	0.34	0.34	0.29	0.29		0.36	0.36		0.36	0.36	0.36
v/c Ratio	0.63	0.92	0.71	0.37	0.39		0.61	0.84		0.78	0.71	0.32
Control Delay	40.2	55.1	30.0	53.9	39.0		77.8	68.7		46.9	42.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.2	55.1	30.0	53.9	39.0		77.8	68.7		46.9	42.4	11.6
LOS	D	E	C	D	D		E	E		D	D	B
Approach Delay		48.2			41.0			70.1			39.6	
Approach LOS		D			D			E			D	
Queue Length 50th (ft)	127	520	223	32	148		116	458		112	384	39
Queue Length 95th (ft)	170	592	381	55	186		m175	567		161	444	103
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	596	1635	576	267	1464		475	1809		487	1831	667
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	0.61	0.92	0.71	0.34	0.39		0.61	0.84		0.68	0.71	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 105 (73%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 51.1		Intersection LOS: D	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	

Analysis Period (min) 15

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

Splits and Phases: 1: Greenville & Walnut Hill



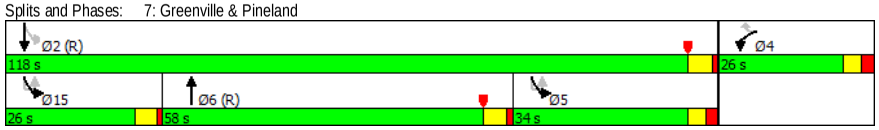
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	47	217	1316	100	61	349	1509		
Future Volume (vph)	47	217	1316	100	61	349	1509		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Frt		0.850	0.989						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5029	0	0	1770	5085		
Flt Permitted	0.950					0.067			
Satd. Flow (perm)	1770	1583	5029	0	0	125	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		236	9						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	51	236	1430	109	66	379	1640		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	51	236	1539	0	0	445	1640		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	26.0	26.0	58.0				118.0	34.0	26.0
Total Split (%)	18.1%	18.1%	40.3%				81.9%	24%	18%
Maximum Green (s)	20.6	20.6	53.0				113.0	29.0	21.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag						Lead
Lead-Lag Optimize?			Yes						Yes
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	Max	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	20.6	20.6	58.4			113.0	113.0		
Actuated g/C Ratio	0.14	0.14	0.41			0.78	0.78		
v/c Ratio	0.20	0.55	0.75			0.73	0.41		
Control Delay	56.8	11.6	33.3			37.3	2.6		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	56.8	11.6	33.3			37.3	2.6		
LOS	E	B	C			D	A		
Approach Delay	19.7		33.3				10.0		
Approach LOS	B		C				A		
Queue Length 50th (ft)	43	0	459			217	65		
Queue Length 95th (ft)	86	80	545			m292	93		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	253	428	2045			669	3990		
Starvation Cap Reductn	0	0	0			0	0		
Spillback Cap Reductn	0	0	0			0	0		
Storage Cap Reductn	0	0	0			0	0		
Reduced v/c Ratio	0.20	0.55	0.75			0.67	0.41		

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 130 (90%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 76.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 7: Greenville & Pineland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	17	49	57	1	40	23	1287	55	58	1437	10
Future Volume (vph)	89	17	49	57	1	40	23	1287	55	58	1437	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.888			0.945			0.994			0.999	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1770	1637	0	0	1701	0	1770	5055	0	1770	5080	0
Flt Permitted	0.659				0.780		0.113			0.130		
Satd. Flow (perm)	1226	1637	0	0	1364	0	210	5055	0	242	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			21			6			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	18	53	62	1	43	25	1399	60	63	1562	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	71	0	0	106	0	25	1459	0	63	1573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Lane Configurations										
Traffic Volume (vph)										
Future Volume (vph)										
Ideal Flow (vphpl)										
Storage Length (ft)										
Storage Lanes										
Taper Length (ft)										
Lane Util. Factor										
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)										
Flt Permitted										
Satd. Flow (perm)										
Right Turn on Red										
Satd. Flow (RTOR)										
Link Speed (mph)										
Link Distance (ft)										
Travel Time (s)										
Confl. Peds. (#/hr)										
Peak Hour Factor										
Adj. Flow (vph)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)										
Enter Blocked Intersection										
Lane Alignment										
Median Width(ft)										
Link Offset(ft)										
Crosswalk Width(ft)										
Two way Left Turn Lane										
Headway Factor										
Turning Speed (mph)										
Number of Detectors										
Detector Template										
Leading Detector (ft)										
Trailing Detector (ft)										
Detector 1 Position(ft)										
Detector 1 Size(ft)										
Detector 1 Type										
Detector 1 Channel										
Detector 1 Extend (s)										
Detector 1 Queue (s)										
Detector 1 Delay (s)										
Detector 2 Position(ft)										
Detector 2 Size(ft)										
Detector 2 Type										
Detector 2 Channel										
Detector 2 Extend (s)										
Turn Type										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8 18			4 14		1	6 16		15 25	2 12	
Permitted Phases	8 18			4 14			6 16			2 12		
Detector Phase	8 18	8 18		4 14	4 14		1	6 16		15 25	2 12	
Switch Phase												
Minimum Initial (s)							4.0					
Minimum Split (s)							9.5					
Total Split (s)							13.0					
Total Split (%)							9.0%					
Maximum Green (s)							8.0					
Yellow Time (s)							3.0					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							5.0					
Lead/Lag							Lag					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							1.3					
Recall Mode							Min					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.1	18.1			18.1		87.8	87.8		93.7	91.9	
Actuated g/C Ratio	0.13	0.13			0.13		0.61	0.61		0.65	0.64	
v/c Ratio	0.63	0.28			0.56		0.12	0.47		0.22	0.48	
Control Delay	50.2	13.0			35.9		9.8	8.9		6.2	3.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	50.2	13.0			35.9		9.8	8.9		6.2	3.2	
LOS	D	B			D		A	A		A	A	
Approach Delay		34.5			35.9			8.9			3.3	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	50	9			43		4	130		5	49	
Queue Length 95th (ft)	82	34			76		12	162		17	51	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	246	372			291		214	3084		332	3434	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.39	0.19			0.36		0.12	0.47		0.19	0.46	

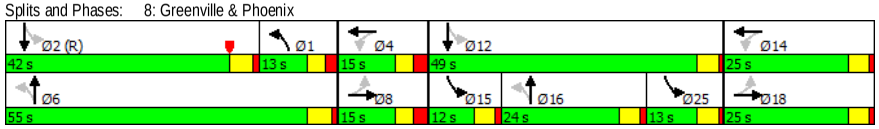
Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 121 (84%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 56.9%		ICU Level of Service B	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Protected Phases	2	4	6	8	12	14	15	16	18	25
Permitted Phases										
Detector Phase										
Switch Phase										
Minimum Initial (s)	16.0	8.0	16.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.5	24.0	26.5	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	42.0	15.0	55.0	15.0	49.0	25.0	12.0	24.0	25.0	13.0
Total Split (%)	29%	10%	38%	10%	34%	17%	8%	17%	17%	9%
Maximum Green (s)	37.0	9.5	50.0	9.5	44.5	20.5	7.5	19.5	20.5	8.5
Yellow Time (s)	4.0	3.0	4.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.6	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	None	None	None	None	None	None	None
Walk Time (s)	5.0	4.0	8.0	4.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	20.0	8.0	17.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5	5	0	0		0	0	
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)										
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

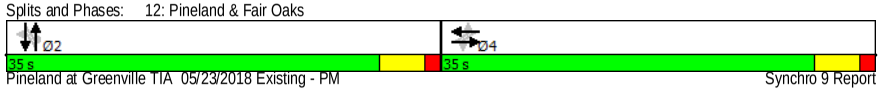


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	243	78	52	183	60	30	150	43	100	321	44
Future Volume (vph)	36	243	78	52	183	60	30	150	43	100	321	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.967			0.970			0.971			0.986	
Flt Protected		0.995			0.991			0.993			0.989	
Satd. Flow (prot)	0	3363	0	0	3389	0	0	3396	0	0	3441	0
Flt Permitted		0.896			0.837			0.861			0.823	
Satd. Flow (perm)	0	3027	0	0	2849	0	0	2941	0	0	2858	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64			56			47			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	7		41	41		7	18		12	12		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	264	85	57	199	65	33	163	47	109	349	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	388	0	0	321	0	0	243	0	0	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		19.0			19.0			19.6			19.6	
Actuated g/C Ratio		0.39			0.39			0.40			0.40	
v/c Ratio		0.32			0.28			0.20			0.44	
Control Delay		9.5			9.2			8.0			11.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			9.2			8.0			11.4	
LOS		A			A			A			B	
Approach Delay		9.5			9.2			8.0			11.4	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		30			24			17			49	
Queue Length 95th (ft)		61			51			35			80	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1895			1782			1835			1773	
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		0.20			0.18			0.13			0.29	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 48.6			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	51	1597	14	39	1731
Future Vol, veh/h	31	51	1597	14	39	1731
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	34	55	1736	15	42	1882

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2580	876	0	0	1751	0
Stage 1	1743	-	-	-	-	-
Stage 2	837	-	-	-	-	-
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	*131	*551	-	-	*692	-
Stage 1	*565	-	-	-	-	-
Stage 2	*349	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*123	*551	-	-	*692	-
Mov Cap-2 Maneuver	*240	-	-	-	-	-
Stage 1	*565	-	-	-	-	-
Stage 2	*328	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	* 692	-
HCM Lane V/C Ratio	-	-	0.241	0.061	-
HCM Control Delay (s)	-	-	17.8	10.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	0.2	-

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

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	187	24	1493	1739	42
Future Vol, veh/h	1	187	24	1493	1739	42
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	1	203	26	1623	1890	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2592	946	1891	0	-	0
Stage 1	1891	-	-	-	-	-
Stage 2	701	-	-	-	-	-
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	*117	225	142	-	-	-
Stage 1	*67	-	-	-	-	-
Stage 2	*584	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*96	225	142	-	-	-
Mov Cap-2 Maneuver	*96	-	-	-	-	-
Stage 1	*67	-	-	-	-	-
Stage 2	*476	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	82.8	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	142	-	225	-	-
HCM Lane V/C Ratio	0.184	-	0.903	-	-
HCM Control Delay (s)	36	-	82.8	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.6	-	7.5	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	20	244	10	46	405
Future Vol, veh/h	10	20	244	10	46	405
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	22	265	11	50	440

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	592	140	0	0	277	0
Stage 1	272	-	-	-	-	-
Stage 2	320	-	-	-	-	-
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	*676	882	-	-	1283	-
Stage 1	*749	-	-	-	-	-
Stage 2	*873	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*641	880	-	-	1282	-
Mov Cap-2 Maneuver	*641	-	-	-	-	-
Stage 1	*748	-	-	-	-	-
Stage 2	*827	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	783	1282	-
HCM Lane V/C Ratio	-	-	0.042	0.039	-
HCM Control Delay (s)	-	-	9.8	7.9	0.2
HCM Lane LOS	-	-	A	A	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	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	20	54	20	18	38	48	160	27	37	375	27
Future Vol, veh/h	19	20	54	20	18	38	48	160	27	37	375	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	22	59	22	20	41	52	174	29	40	408	29
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.5	9.4	9.8	11
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	38%	0%	20%	26%	16%	0%
Vol Thru, %	62%	75%	22%	24%	84%	87%
Vol Right, %	0%	25%	58%	50%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	107	93	76	225	215
LT Vol	48	0	19	20	37	0
Through Vol	80	80	20	18	188	188
RT Vol	0	27	54	38	0	27
Lane Flow Rate	139	116	101	83	244	233
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.224	0.176	0.153	0.128	0.364	0.336
Departure Headway (Hd)	5.805	5.437	5.465	5.56	5.367	5.195
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	622	663	659	647	661	683
Service Time	3.509	3.141	3.476	3.574	3.165	2.993
HCM Lane V/C Ratio	0.223	0.175	0.153	0.128	0.369	0.341
HCM Control Delay	10.2	9.3	9.5	9.4	11.3	10.6
HCM Lane LOS	B	A	A	A	B	B
HCM 95th-tile Q	0.9	0.6	0.5	0.4	1.7	1.5

Synchro™ Output - 2021 Background Traffic

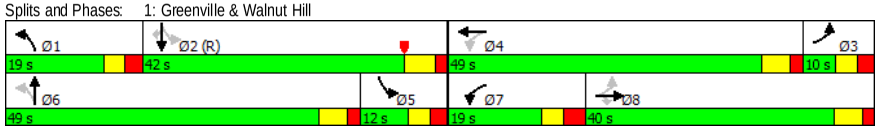
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	235	237	229	1472	129	385	763	41	107	1344	326
Future Volume (vph)	121	235	237	229	1472	129	385	763	41	107	1344	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor	1.00	1.00	0.99	1.00	1.00							
Frt		0.950	0.850		0.988			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4545	1362	3433	5018	0	3433	5045	0	3433	5085	1583
Flt Permitted	0.123			0.385			0.132			0.313		
Satd. Flow (perm)	444	4545	1344	1390	5018	0	477	5045	0	1131	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		106	185		13			8				183
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	255	258	249	1600	140	418	829	45	116	1461	354
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	132	384	129	249	1740	0	418	874	0	116	1461	354
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	10.0	40.0	40.0	19.0	49.0		19.0	49.0		12.0	42.0	42.0
Total Split (%)	8.3%	33.3%	33.3%	15.8%	40.8%		15.8%	40.8%		10.0%	35.0%	35.0%
Maximum Green (s)	4.5	34.2	34.2	13.0	43.2		13.5	43.2		6.5	36.0	36.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	Max		None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	36.9	36.6	36.6	43.0	43.2		43.5	43.2		37.1	36.6	36.6
Actuated g/C Ratio	0.31	0.30	0.30	0.36	0.36		0.36	0.36		0.31	0.30	0.30
v/c Ratio	0.53	0.26	0.24	0.37	0.96		0.85	0.48		0.24	0.94	0.58
Control Delay	50.8	23.3	2.2	28.4	51.0		43.0	28.9		34.2	53.7	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	50.8	23.3	2.2	28.4	51.0		43.0	28.9		34.2	53.7	20.8
LOS	D	C	A	C	D		D	C		C	D	C
Approach Delay		24.7			48.1			33.4			46.5	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	38	61	0	68	476		128	200		33	406	110
Queue Length 95th (ft)	64	94	15	99	#586		m#165	m233		56	#509	212
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	248	1459	538	719	1814		505	1821		474	1551	610
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	0.53	0.26	0.24	0.35	0.96		0.83	0.48		0.24	0.94	0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 41.8		Intersection LOS: D	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	

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: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	61	413	878	46	19	236	1300
Future Volume (vph)	61	413	878	46	19	236	1300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		85	
Storage Lanes	1	1		0		1	
Taper Length (ft)	25					65	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99					
Frt		0.850	0.993				
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	5050	0	0	1770	5085
Flt Permitted	0.950					0.242	
Satd. Flow (perm)	1770	1562	5050	0	0	451	5085
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		319	11				
Link Speed (mph)	30		35				35
Link Distance (ft)	262		900				146
Travel Time (s)	6.0		17.5				2.8
Confl. Peds. (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	449	954	50	21	257	1413
Shared Lane Traffic (%)							
Lane Group Flow (vph)	66	449	1004	0	0	278	1413
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Number of Detectors	1	1	2		1	1	2
Detector Template	Left	Right	Thru		Left	Left	Thru
Leading Detector (ft)	20	20	100		20	20	100
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	Perm	NA		custom	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Protected Phases	4		6			5	2
Permitted Phases		4			5	2	
Detector Phase	4	4	6		5	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	20.0
Minimum Split (s)	12.0	12.0	25.0		9.5	9.5	25.0
Total Split (s)	20.0	20.0	75.0		25.0	25.0	100.0
Total Split (%)	16.7%	16.7%	62.5%		20.8%	20.8%	83.3%
Maximum Green (s)	14.6	14.6	70.0		20.0	20.0	95.0
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.4	2.4	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0			5.0	5.0
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	1.5	1.5	3.2		1.3	1.3	3.0
Recall Mode	Max	Max	C-Max		None	None	C-Max
Walk Time (s)	4.0	4.0	6.0				
Flash Dont Walk (s)	19.0	19.0	12.0				
Pedestrian Calls (#/hr)	5	5	0				
Act Effct Green (s)	14.6	14.6	81.5			95.0	95.0
Actuated g/C Ratio	0.12	0.12	0.68			0.79	0.79
v/c Ratio	0.31	0.96	0.29			0.62	0.35
Control Delay	52.4	47.8	3.3			12.8	0.6
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	52.4	47.8	3.3			12.8	0.6
LOS	D	D	A			B	A
Approach Delay	48.4		3.3				2.6
Approach LOS	D		A				A
Queue Length 50th (ft)	47	108	112			48	10
Queue Length 95th (ft)	93	#319	19			m64	m10
Internal Link Dist (ft)	182		820				66
Turn Bay Length (ft)						85	
Base Capacity (vph)	215	470	3433			576	4025
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	0.96	0.29			0.48	0.35

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 10.2 Intersection LOS: B
Intersection Capacity Utilization 70.6% ICU Level of Service C

Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Greenville & Pineland

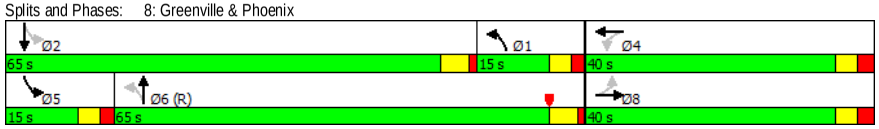
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	5	43	43	9	39	39	899	83	110	1199	72
Future Volume (vph)	13	5	43	43	9	39	39	899	83	110	1199	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99			1.00				
Frt		0.864			0.943			0.987			0.992	
Flt Protected	0.950				0.977		0.950			0.950		
Satd. Flow (prot)	1770	1590	0	0	1706	0	1770	5004	0	1770	5045	0
Flt Permitted	0.642				0.823		0.184			0.223		
Satd. Flow (perm)	1194	1590	0	0	1436	0	343	5004	0	415	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			31			18			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	5	47	47	10	42	42	977	90	120	1303	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	52	0	0	99	0	42	1067	0	120	1381	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	26.5	26.5		29.5	29.5		9.5	24.0		9.5	23.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	65.0		15.0	65.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	34.5	34.5		34.5	34.5		10.0	60.0		10.0	60.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.3	2.6		1.3	2.0	
Recall Mode	None	None		None	None		Min	C-Max		None	Max	
Walk Time (s)	4.0	4.0		4.0	4.0			8.0			5.0	
Flash Dont Walk (s)	17.0	17.0		20.0	20.0			8.0			11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)	12.5	12.5			12.5		85.3	85.3		82.0	82.0	
Actuated g/C Ratio	0.10	0.10			0.10		0.71	0.71		0.68	0.68	
v/c Ratio	0.11	0.25			0.56		0.12	0.30		0.33	0.40	
Control Delay	46.8	17.4			45.7		9.4	7.3		7.9	5.4	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	46.8	17.4			45.7		9.4	7.3		7.9	5.4	
LOS	D	B			D		A	A		A	A	
Approach Delay		23.6			45.7			7.4			5.6	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	10	4			52		8	87		16	72	
Queue Length 95th (ft)	28	38			97		29	176		34	98	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	343	490			434		362	3562		396	3451	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11			0.23		0.12	0.30		0.30	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 8.2		Intersection LOS: A	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

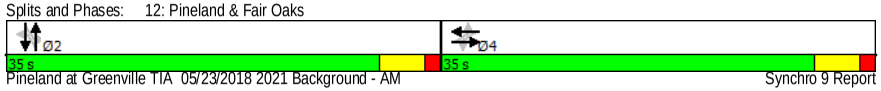


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	138	46	24	219	63	56	290	67	55	127	46
Future Volume (vph)	55	138	46	24	219	63	56	290	67	55	127	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.971			0.969			0.976			0.970	
Flt Protected		0.989			0.996			0.993			0.988	
Satd. Flow (prot)	0	3380	0	0	3402	0	0	3417	0	0	3381	0
Flt Permitted		0.821			0.920			0.877			0.792	
Satd. Flow (perm)	0	2802	0	0	3139	0	0	3017	0	0	2706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			57			40			50	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	10		22	22		10	5		14	14		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	150	50	26	238	68	61	315	73	60	138	50
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	0	0	332	0	0	449	0	0	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		26.0			26.0			26.0			26.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.22			0.25			0.35			0.21	
Control Delay		9.8			10.1			12.0			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			10.1			12.0			9.6	
LOS		A			B			B			A	
Approach Delay		9.8			10.1			12.0			9.6	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		24			33			52			23	
Queue Length 95th (ft)		46			57			83			44	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1381			1548			1480			1335	
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		0.19			0.21			0.30			0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 10.6		Intersection LOS: B	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	28	1137	84	59	1767
Future Vol, veh/h	11	28	1137	84	59	1767
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	30	1236	91	64	1921

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2179	664	0	0	1327	0
Stage 1	1282	-	-	-	-	-
Stage 2	897	-	-	-	-	-
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	*332	*651	-	-	793	-
Stage 1	*668	-	-	-	-	-
Stage 2	*512	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*305	*651	-	-	793	-
Mov Cap-2 Maneuver	*382	-	-	-	-	-
Stage 1	*668	-	-	-	-	-
Stage 2	*471	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	543	793	-
HCM Lane V/C Ratio	-	-	0.078	0.081	-
HCM Control Delay (s)	-	-	12.2	9.9	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

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

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	46	97	1156	1515	244
Future Vol, veh/h	0	46	97	1156	1515	244
Conflicting Peds, #/hr	2	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	50	105	1257	1647	265

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	824	1648	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	0	*564	*709	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*564	*709	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 709	-	564	-	-
HCM Lane V/C Ratio	0.149	-	0.089	-	-
HCM Control Delay (s)	11	-	12	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	-	-

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

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	38	514	7	25	234
Future Vol, veh/h	8	38	514	7	25	234
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	9	41	559	8	27	254

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	746	284	0	0	567	0
Stage 1	564	-	-	-	-	-
Stage 2	182	-	-	-	-	-
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	*426	713	-	-	1001	-
Stage 1	*533	-	-	-	-	-
Stage 2	*941	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*413	712	-	-	1001	-
Mov Cap-2 Maneuver	*413	-	-	-	-	-
Stage 1	*532	-	-	-	-	-
Stage 2	*912	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	632	1001	-
HCM Lane V/C Ratio	-	-	0.079	0.027	-
HCM Control Delay (s)	-	-	11.2	8.7	0.1
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Notes

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

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	5	47	19	18	78	52	387	15	30	145	27
Future Vol, veh/h	34	5	47	19	18	78	52	387	15	30	145	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	5	51	21	20	85	57	421	16	33	158	29
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.6	9.7	11.5	9.7
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	40%	17%	29%	0%
Vol Thru, %	79%	93%	6%	16%	71%	73%
Vol Right, %	0%	7%	55%	68%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	246	209	86	115	103	100
LT Vol	52	0	34	19	30	0
Through Vol	194	194	5	18	73	73
RT Vol	0	15	47	78	0	27
Lane Flow Rate	267	227	93	125	111	108
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.412	0.34	0.145	0.187	0.183	0.167
Departure Headway (Hd)	5.557	5.4	5.58	5.394	5.897	5.557
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	651	671	642	665	609	647
Service Time	3.257	3.1	3.614	3.426	3.624	3.283
HCM Lane V/C Ratio	0.41	0.338	0.145	0.188	0.182	0.167
HCM Control Delay	12.1	10.9	9.6	9.7	9.9	9.4
HCM Lane LOS	B	B	A	A	A	A
HCM 95th-tile Q	2	1.5	0.5	0.7	0.7	0.6

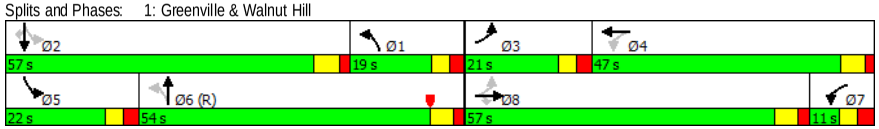
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	342	1376	432	87	439	105	277	1232	216	314	1235	203
Future Volume (vph)	342	1376	432	87	439	105	277	1232	216	314	1235	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor		1.00	0.98	1.00								
Frt		0.995	0.850		0.971			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4780	1362	3433	4938	0	3433	4973	0	3433	5085	1583
Flt Permitted	0.266			0.106			0.143			0.108		
Satd. Flow (perm)	961	4780	1341	383	4938	0	517	4973	0	390	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	185		39			26				152
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	372	1496	470	95	477	114	301	1339	235	341	1342	221
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	372	1543	423	95	591	0	301	1574	0	341	1342	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	21.0	57.0	57.0	11.0	47.0		19.0	54.0		22.0	57.0	57.0
Total Split (%)	14.6%	39.6%	39.6%	7.6%	32.6%		13.2%	37.5%		15.3%	39.6%	39.6%
Maximum Green (s)	15.5	51.2	51.2	5.0	41.2		13.5	48.2		16.5	51.0	51.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	C-Max		None	Max	Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	51.5	51.2	51.2	42.5	42.7		51.0	50.7		51.5	51.0	51.0
Actuated g/C Ratio	0.36	0.36	0.36	0.30	0.30		0.35	0.35		0.36	0.35	0.35
v/c Ratio	0.64	0.91	0.71	0.44	0.40		0.66	0.89		0.79	0.75	0.34
Control Delay	38.8	52.8	29.2	56.9	38.8		30.8	22.9		47.7	43.9	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.8	52.8	29.2	56.9	38.8		30.8	22.9		47.7	43.9	12.4
LOS	D	D	C	E	D		C	C		D	D	B
Approach Delay		46.3			41.3			24.2			40.9	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	129	531	230	33	152		68	418		117	403	44
Queue Length 95th (ft)	171	603	390	57	193		m101	#489		165	461	110
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	609	1701	596	218	1490		456	1769		488	1801	658
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	0.61	0.91	0.71	0.44	0.40		0.66	0.89		0.70	0.75	0.34

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 133 (92%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 38.2		Intersection LOS: D	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	

Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	48	224	1356	103	63	360	1555		
Future Volume (vph)	48	224	1356	103	63	360	1555		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Frt		0.850	0.989						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5029	0	0	1770	5085		
Flt Permitted	0.950					0.059			
Satd. Flow (perm)	1770	1583	5029	0	0	110	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		243	9						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	52	243	1474	112	68	391	1690		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	52	243	1586	0	0	459	1690		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			

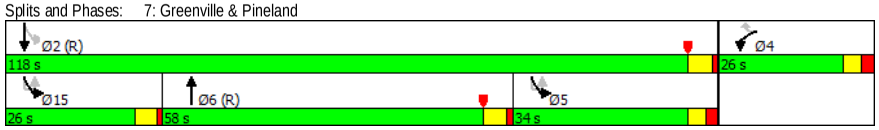
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	26.0	26.0	58.0				118.0	34.0	26.0
Total Split (%)	18.1%	18.1%	40.3%				81.9%	24%	18%
Maximum Green (s)	20.6	20.6	53.0				113.0	29.0	21.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag						Lead
Lead-Lag Optimize?			Yes						Yes
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	Max	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	20.6	20.6	58.0			113.0	113.0		
Actuated g/C Ratio	0.14	0.14	0.40			0.78	0.78		
v/c Ratio	0.21	0.56	0.78			0.76	0.42		
Control Delay	56.9	11.7	35.2			25.7	1.6		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	56.9	11.7	35.2			25.7	1.6		
LOS	E	B	D			C	A		
Approach Delay	19.7		35.2				6.7		
Approach LOS	B		D				A		
Queue Length 50th (ft)	44	0	376			300	47		
Queue Length 95th (ft)	86	81	465			m418	44		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	253	434	2030			662	3990		
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	0.21	0.56	0.78			0.69	0.42		

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 108 (75%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 78.6%		ICU Level of Service D	
Analysis Period (min) 15			

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

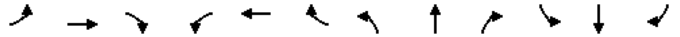
Pineland at Greenville TIA
Lanes, Volumes, Timings
2021 Background - PM
7: Greenville & Pineland

Splits and Phases: 7: Greenville & Pineland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	18	50	59	1	41	24	1326	57	60	1481	10
Future Volume (vph)	92	18	50	59	1	41	24	1326	57	60	1481	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.891			0.945			0.994			0.999	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1770	1643	0	0	1701	0	1770	5055	0	1770	5080	0
Flt Permitted	0.654				0.779		0.105			0.121		
Satd. Flow (perm)	1217	1643	0	0	1362	0	196	5055	0	225	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			22			6			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	20	54	64	1	45	26	1441	62	65	1610	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	74	0	0	110	0	26	1503	0	65	1621	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Lane Configurations										
Traffic Volume (vph)										
Future Volume (vph)										
Ideal Flow (vphpl)										
Storage Length (ft)										
Storage Lanes										
Taper Length (ft)										
Lane Util. Factor										
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)										
Flt Permitted										
Satd. Flow (perm)										
Right Turn on Red										
Satd. Flow (RTOR)										
Link Speed (mph)										
Link Distance (ft)										
Travel Time (s)										
Confl. Peds. (#/hr)										
Peak Hour Factor										
Adj. Flow (vph)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)										
Enter Blocked Intersection										
Lane Alignment										
Median Width(ft)										
Link Offset(ft)										
Crosswalk Width(ft)										
Two way Left Turn Lane										
Headway Factor										
Turning Speed (mph)										
Number of Detectors										
Detector Template										
Leading Detector (ft)										
Trailing Detector (ft)										
Detector 1 Position(ft)										
Detector 1 Size(ft)										
Detector 1 Type										
Detector 1 Channel										
Detector 1 Extend (s)										
Detector 1 Queue (s)										
Detector 1 Delay (s)										
Detector 2 Position(ft)										
Detector 2 Size(ft)										
Detector 2 Type										
Detector 2 Channel										
Detector 2 Extend (s)										
Turn Type										



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8 18			4 14		1	6 16		15 25	2 12	
Permitted Phases	8 18			4 14			6 16			2 12		
Detector Phase	8 18	8 18		4 14	4 14		1	6 16		15 25	2 12	
Switch Phase												
Minimum Initial (s)							4.0					
Minimum Split (s)							9.5					
Total Split (s)							13.0					
Total Split (%)							9.0%					
Maximum Green (s)							8.0					
Yellow Time (s)							3.0					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							5.0					
Lead/Lag							Lag					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							1.3					
Recall Mode							Min					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.3	18.3			18.3		87.3	87.3		93.2	91.7	
Actuated g/C Ratio	0.13	0.13			0.13		0.61	0.61		0.65	0.64	
v/c Ratio	0.65	0.29			0.57		0.13	0.49		0.23	0.50	
Control Delay	51.0	13.2			36.0		10.5	9.3		11.8	13.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	51.0	13.2			36.0		10.5	9.3		11.8	13.6	
LOS	D	B			D		B	A		B	B	
Approach Delay		34.9			36.0			9.3			13.5	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	52	10			44		5	136		23	254	
Queue Length 95th (ft)	82	35			75		13	181		48	294	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	245	374			291		206	3065		321	3419	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.41	0.20			0.38		0.13	0.49		0.20	0.47	

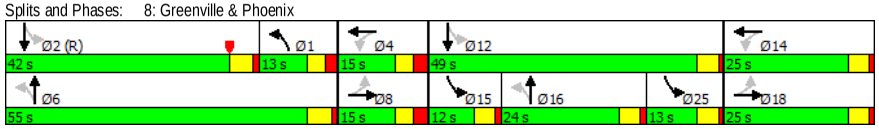
Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 121 (84%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Protected Phases	2	4	6	8	12	14	15	16	18	25
Permitted Phases										
Detector Phase										
Switch Phase										
Minimum Initial (s)	16.0	8.0	16.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.5	24.0	26.5	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	42.0	15.0	55.0	15.0	49.0	25.0	12.0	24.0	25.0	13.0
Total Split (%)	29%	10%	38%	10%	34%	17%	8%	17%	17%	9%
Maximum Green (s)	37.0	9.5	50.0	9.5	44.5	20.5	7.5	19.5	20.5	8.5
Yellow Time (s)	4.0	3.0	4.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.6	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	None	None	None	None	None	None	None
Walk Time (s)	5.0	4.0	8.0	4.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	20.0	8.0	17.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5	5	0	0		0	0	
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)										
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

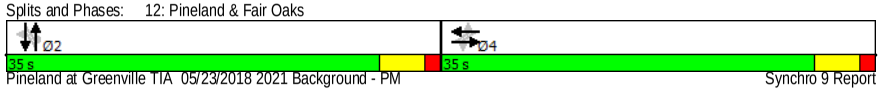


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	250	80	54	189	62	31	155	44	103	331	45
Future Volume (vph)	37	250	80	54	189	62	31	155	44	103	331	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.967			0.970			0.971			0.986	
Flt Protected		0.995			0.991			0.993			0.989	
Satd. Flow (prot)	0	3363	0	0	3389	0	0	3396	0	0	3441	0
Flt Permitted		0.895			0.833			0.858			0.820	
Satd. Flow (perm)	0	3024	0	0	2835	0	0	2931	0	0	2847	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64			56			48			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	7		41	41		7	18		12	12		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	272	87	59	205	67	34	168	48	112	360	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	399	0	0	331	0	0	250	0	0	521	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		19.0			19.0			19.7			19.7	
Actuated g/C Ratio		0.39			0.39			0.40			0.40	
v/c Ratio		0.33			0.29			0.21			0.45	
Control Delay		9.7			9.4			8.0			11.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			9.4			8.0			11.6	
LOS		A			A			A			B	
Approach Delay		9.7			9.4			8.0			11.6	
Approach LOS		A			A			A			B	
Queue Length 50th (ft)		31			25			18			51	
Queue Length 95th (ft)		63			54			36			83	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1890			1770			1826			1763	
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		0.21			0.19			0.14			0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 48.7			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.45			
Intersection Signal Delay: 10.0		Intersection LOS: A	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	53	1645	14	40	1783
Future Vol, veh/h	32	53	1645	14	40	1783
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	35	58	1788	15	43	1938

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2658	902	0	0	1803	0
Stage 1	1796	-	-	-	-	-
Stage 2	862	-	-	-	-	-
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	*123	*533	-	-	*670	-
Stage 1	*546	-	-	-	-	-
Stage 2	*339	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*115	*533	-	-	*670	-
Mov Cap-2 Maneuver	*231	-	-	-	-	-
Stage 1	*546	-	-	-	-	-
Stage 2	*317	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	357	* 670	-
HCM Lane V/C Ratio	-	-	0.259	0.065	-
HCM Control Delay (s)	-	-	18.6	10.7	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1	0.2	-

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

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	193	25	1538	1792	43
Future Vol, veh/h	1	193	25	1538	1792	43
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	1	210	27	1672	1948	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2672	975	1949	0	-	0
Stage 1	1949	-	-	-	-	-
Stage 2	723	-	-	-	-	-
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	*109	216	133	-	-	-
Stage 1	*61	-	-	-	-	-
Stage 2	*565	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*87	216	133	-	-	-
Mov Cap-2 Maneuver	*87	-	-	-	-	-
Stage 1	*61	-	-	-	-	-
Stage 2	*450	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	100.8	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	133	-	216	-	-
HCM Lane V/C Ratio	0.204	-	0.971	-	-
HCM Control Delay (s)	38.9	-	100.8	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.7	-	8.5	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	21	251	10	47	417
Future Vol, veh/h	10	21	251	10	47	417
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	23	273	11	51	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	608	144	0	0	285	0
Stage 1	279	-	-	-	-	-
Stage 2	329	-	-	-	-	-
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	*658	877	-	-	1274	-
Stage 1	*743	-	-	-	-	-
Stage 2	*873	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*622	875	-	-	1273	-
Mov Cap-2 Maneuver	*622	-	-	-	-	-
Stage 1	*742	-	-	-	-	-
Stage 2	*826	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	774	1273	-
HCM Lane V/C Ratio	-	-	0.044	0.04	-
HCM Control Delay (s)	-	-	9.9	7.9	0.2
HCM Lane LOS	-	-	A	A	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	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	21	56	21	19	39	49	165	28	38	386	28
Future Vol, veh/h	20	21	56	21	19	39	49	165	28	38	386	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	23	61	23	21	42	53	179	30	41	420	30
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.6	9.5	9.9	11.3
HCM LOS	A	A	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	37%	0%	21%	27%	16%	0%
Vol Thru, %	63%	75%	22%	24%	84%	87%
Vol Right, %	0%	25%	58%	49%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	111	97	79	231	221
LT Vol	49	0	20	21	38	0
Through Vol	83	83	21	19	193	193
RT Vol	0	28	56	39	0	28
Lane Flow Rate	143	120	105	86	251	240
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.232	0.183	0.162	0.134	0.384	0.356
Departure Headway (Hd)	5.851	5.484	5.524	5.627	5.508	5.336
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	656	649	637	658	677
Service Time	3.574	3.206	3.553	3.658	3.208	3.036
HCM Lane V/C Ratio	0.233	0.183	0.162	0.135	0.381	0.355
HCM Control Delay	10.3	9.4	9.6	9.5	11.6	11
HCM Lane LOS	B	A	A	A	B	B
HCM 95th-tile Q	0.9	0.7	0.6	0.5	1.8	1.6

Synchro™ Output - 2021 Background Plus Site Traffic

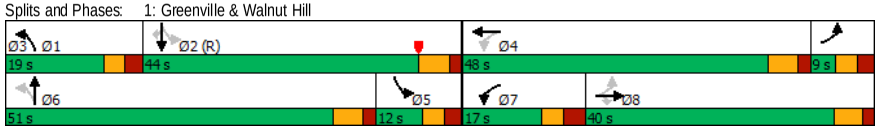
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	235	396	325	1472	129	455	806	73	107	1471	326
Future Volume (vph)	121	235	396	325	1472	129	455	806	73	107	1471	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor	1.00	0.99	0.99	1.00	1.00							
Frt		0.931	0.850		0.988			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4447	1362	3433	5018	0	3433	5024	0	3433	5085	1583
Flt Permitted	0.128			0.316			0.126			0.287		
Satd. Flow (perm)	462	4447	1344	1141	5018	0	455	5024	0	1037	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		177	215		13			14				183
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	132	255	430	353	1600	140	495	876	79	116	1599	354
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	132	470	215	353	1740	0	495	955	0	116	1599	354
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	9.0	40.0	40.0	17.0	48.0		19.0	51.0		12.0	44.0	44.0
Total Split (%)	7.5%	33.3%	33.3%	14.2%	40.0%		15.8%	42.5%		10.0%	36.7%	36.7%
Maximum Green (s)	3.5	34.2	34.2	11.0	42.2		13.5	45.2		6.5	38.0	38.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	Max		None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	34.7	34.4	34.4	42.0	42.2		45.5	45.2		38.5	38.0	38.0
Actuated g/C Ratio	0.29	0.29	0.29	0.35	0.35		0.38	0.38		0.32	0.32	0.32
v/c Ratio	0.60	0.34	0.40	0.58	0.98		0.98	0.50		0.25	0.99	0.57
Control Delay	55.5	21.3	6.7	32.6	55.8		52.8	19.5		33.3	61.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.5	21.3	6.7	32.6	55.8		52.8	19.5		33.3	61.9	19.8
LOS	E	C	A	C	E		D	B		C	E	B
Approach Delay		23.0			51.9			30.9			53.1	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	39	67	0	101	482		119	200		32	451	107
Queue Length 95th (ft)	64	101	67	140	#599		m#226	m217		55	#565	207
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	220	1400	538	609	1773		507	1901		462	1610	626
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	0.60	0.34	0.40	0.58	0.98		0.98	0.50		0.25	0.99	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 43.9		Intersection LOS: D	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	

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: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	104	477	1005	110	51	459	1304
Future Volume (vph)	104	477	1005	110	51	459	1304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		85	
Storage Lanes	1	1		0		1	
Taper Length (ft)	25					65	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99					
Frt		0.850	0.985				
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	5009	0	0	1770	5085
Flt Permitted	0.950					0.137	
Satd. Flow (perm)	1770	1562	5009	0	0	255	5085
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		332	20				
Link Speed (mph)	30		35				35
Link Distance (ft)	262		900				146
Travel Time (s)	6.0		17.5				2.8
Confl. Peds. (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	518	1092	120	55	499	1417
Shared Lane Traffic (%)							
Lane Group Flow (vph)	113	518	1212	0	0	554	1417
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Number of Detectors	1	1	2		1	1	2
Detector Template	Left	Right	Thru		Left	Left	Thru
Leading Detector (ft)	20	20	100		20	20	100
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	Perm	NA		custom	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Protected Phases	4		6			5	2
Permitted Phases		4			5	2	
Detector Phase	4	4	6		5	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	20.0
Minimum Split (s)	12.0	12.0	25.0		9.5	9.5	25.0
Total Split (s)	28.0	28.0	58.0		34.0	34.0	92.0
Total Split (%)	23.3%	23.3%	48.3%		28.3%	28.3%	76.7%
Maximum Green (s)	22.6	22.6	53.0		29.0	29.0	87.0
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.4	2.4	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0			5.0	5.0
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	1.5	1.5	3.2		1.3	1.3	3.0
Recall Mode	Max	Max	C-Max		None	None	C-Max
Walk Time (s)	4.0	4.0	6.0				
Flash Dont Walk (s)	19.0	19.0	12.0				
Pedestrian Calls (#/hr)	5	5	0				
Act Effct Green (s)	22.6	22.6	53.0			87.0	87.0
Actuated g/C Ratio	0.19	0.19	0.44			0.72	0.72
v/c Ratio	0.34	0.92	0.55			1.01	0.38
Control Delay	45.6	40.2	19.5			45.7	2.8
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	45.6	40.2	19.5			45.7	2.8
LOS	D	D	B			D	A
Approach Delay	41.2		19.5				14.9
Approach LOS	D		B				B
Queue Length 50th (ft)	77	156	249			~215	68
Queue Length 95th (ft)	133	#373	295			m#412	m65
Internal Link Dist (ft)	182		820				66
Turn Bay Length (ft)						85	
Base Capacity (vph)	333	563	2223			551	3686
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	0.34	0.92	0.55			1.01	0.38

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 20.7 Intersection LOS: C
Intersection Capacity Utilization 92.6% ICU Level of Service F

Pineland at Greenville TIA
Lanes, Volumes, Timings
2021 Background + Site - AM
7: Greenville & Pineland

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Greenville & Pineland

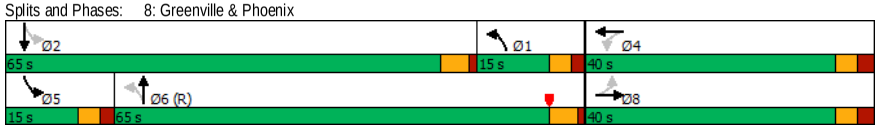
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	5	43	43	9	39	39	1090	83	110	1246	72
Future Volume (vph)	13	5	43	43	9	39	39	1090	83	110	1246	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99			1.00				
Frt		0.864			0.943			0.989			0.992	
Flt Protected	0.950				0.977		0.950			0.950		
Satd. Flow (prot)	1770	1590	0	0	1706	0	1770	5017	0	1770	5045	0
Flt Permitted	0.642				0.823		0.174			0.173		
Satd. Flow (perm)	1194	1590	0	0	1436	0	324	5017	0	322	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			31			14			10	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	5	47	47	10	42	42	1185	90	120	1354	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	52	0	0	99	0	42	1275	0	120	1432	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	26.5	26.5		29.5	29.5		9.5	24.0		9.5	23.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	65.0		15.0	65.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	34.5	34.5		34.5	34.5		10.0	60.0		10.0	60.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.3	2.6		1.3	2.0	
Recall Mode	None	None		None	None		Min	C-Max		None	Max	
Walk Time (s)	4.0	4.0		4.0	4.0			8.0			5.0	
Flash Dont Walk (s)	17.0	17.0		20.0	20.0			8.0			11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)	12.5	12.5			12.5		85.3	85.3		82.0	82.0	
Actuated g/C Ratio	0.10	0.10			0.10		0.71	0.71		0.68	0.68	
v/c Ratio	0.11	0.25			0.56		0.12	0.36		0.40	0.41	
Control Delay	46.8	17.4			45.7		9.6	7.8		15.5	6.6	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	46.8	17.4			45.7		9.6	7.8		15.5	6.6	
LOS	D	B			D		A	A		B	A	
Approach Delay		23.6			45.7			7.9			7.3	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	10	4			52		8	110		20	90	
Queue Length 95th (ft)	28	38			97		29	219		68	125	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	343	490			434		350	3570		340	3451	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11			0.23		0.12	0.36		0.35	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

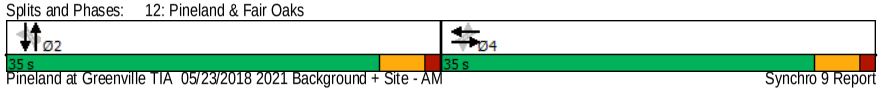


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	138	46	24	219	76	56	328	67	59	140	50
Future Volume (vph)	68	138	46	24	219	76	56	328	67	59	140	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.973			0.964			0.978			0.970	
Flt Protected		0.987			0.996			0.994			0.988	
Satd. Flow (prot)	0	3381	0	0	3382	0	0	3429	0	0	3381	0
Flt Permitted		0.790			0.920			0.879			0.780	
Satd. Flow (perm)	0	2702	0	0	3121	0	0	3031	0	0	2666	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			75			36			54	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	10		22	22		10	5		14	14		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	74	150	50	26	238	83	61	357	73	64	152	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	274	0	0	347	0	0	491	0	0	270	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		26.0			26.0			26.0			26.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.24			0.26			0.38			0.23	
Control Delay		10.1			9.6			12.5			9.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.1			9.6			12.5			9.8	
LOS		B			A			B			A	
Approach Delay		10.1			9.6			12.5			9.8	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)		26			32			58			25	
Queue Length 95th (ft)		49			57			92			47	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1332			1548			1485			1317	
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		0.21			0.22			0.33			0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	54	1256	84	186	2022
Future Vol, veh/h	15	54	1256	84	186	2022
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	-	-	-	125	-
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	16	59	1365	91	202	2198

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2694	728	0	0	1456	0
Stage 1	1411	-	-	-	-	-
Stage 2	1283	-	-	-	-	-
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	*287	*629	-	-	740	-
Stage 1	*646	-	-	-	-	-
Stage 2	*468	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*209	*629	-	-	740	-
Mov Cap-2 Maneuver	*209	-	-	-	-	-
Stage 1	*469	-	-	-	-	-
Stage 2	*468	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.9	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	438	740	-
HCM Lane V/C Ratio	-	-	0.171	0.273	-
HCM Control Delay (s)	-	-	14.9	11.7	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.6	1.1	-

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	21	1254	32	0	2018
Future Vol, veh/h	0	21	1254	32	0	2018
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	-	-	-	-
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	1363	35	0	2193

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	699	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*629	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*629	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	629	-
HCM Lane V/C Ratio	-	-	0.036	-
HCM Control Delay (s)	-	-	10.9	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	46	97	1286	1774	244
Future Vol, veh/h	0	46	97	1286	1774	244
Conflicting Peds, #/hr	2	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	50	105	1398	1928	265

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	965	2194	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	0	*499	476	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*499	475	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13	1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	475	-	499	-	-
HCM Lane V/C Ratio	0.222	-	0.1	-	-
HCM Control Delay (s)	14.7	-	13	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.3	-	-

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	1370	32	0	1820
Future Vol, veh/h	0	13	1370	32	0	1820
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	-	-	-	-
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	14	1489	35	0	1978

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	762	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*608	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*608	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	608	-
HCM Lane V/C Ratio	-	-	0.023	-
HCM Control Delay (s)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	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	21	1419	96	0	1795
Future Vol, veh/h	0	21	1419	96	0	1795
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	-	-	-	-
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	1542	104	0	1951

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	823	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*612	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*612	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	612	-
HCM Lane V/C Ratio	-	-	0.037	-
HCM Control Delay (s)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

Notes

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

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	527	32	159	409
Future Vol, veh/h	11	53	527	32	159	409
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	-	-	-	-	-
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	58	573	35	173	445

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1160	304	0	0	608	0
Stage 1	591	-	-	-	-	-
Stage 2	569	-	-	-	-	-
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	189	692	-	-	966	-
Stage 1	516	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	144	692	-	-	966	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	3.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	966	-
HCM Lane V/C Ratio	-	-	0.166	0.179	-
HCM Control Delay (s)	-	-	15.3	9.5	0.6
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.6	-

Intersection	
Int Delay, s/veh	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	91	546	39	152	245
Future Vol, veh/h	19	91	546	39	152	245
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	21	99	593	42	165	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1078	319	0	0	636	0
Stage 1	615	-	-	-	-	-
Stage 2	463	-	-	-	-	-
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	251	677	-	-	943	-
Stage 1	502	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	199	676	-	-	942	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	712	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15	0	3.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 478	942	-
HCM Lane V/C Ratio	-	- 0.25	0.175	-
HCM Control Delay (s)	-	- 15	9.6	0.4
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 1	0.6	-

Intersection	
Intersection Delay, s/veh	11.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	5	47	19	18	78	52	451	15	30	166	27
Future Vol, veh/h	34	5	47	19	18	78	52	451	15	30	166	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	37	5	51	21	20	85	57	490	16	33	180	29
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.8	10	12.5	10
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	40%	17%	27%	0%
Vol Thru, %	81%	94%	6%	16%	73%	75%
Vol Right, %	0%	6%	55%	68%	0%	25%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	278	241	86	115	113	110
LT Vol	52	0	34	19	30	0
Through Vol	226	226	5	18	83	83
RT Vol	0	15	47	78	0	27
Lane Flow Rate	302	261	93	125	123	120
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.467	0.395	0.15	0.194	0.205	0.189
Departure Headway (Hd)	5.579	5.441	5.771	5.579	5.995	5.687
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	645	661	622	644	599	631
Service Time	3.306	3.167	3.807	3.612	3.728	3.419
HCM Lane V/C Ratio	0.468	0.395	0.15	0.194	0.205	0.19
HCM Control Delay	13.1	11.7	9.8	10	10.3	9.7
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	2.5	1.9	0.5	0.7	0.8	0.7

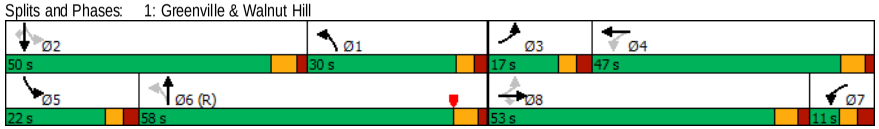
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	342	1376	527	144	439	105	530	1385	331	314	1311	203
Future Volume (vph)	342	1376	527	144	439	105	530	1385	331	314	1311	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor		1.00	0.98									
Frt		0.989	0.850		0.971			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4748	1362	3433	4938	0	3433	4938	0	3433	5085	1583
Flt Permitted	0.258			0.110			0.133			0.136		
Satd. Flow (perm)	932	4748	1341	398	4938	0	481	4938	0	491	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8	207		39			44				152
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	372	1496	573	157	477	114	576	1505	360	341	1425	221
Shared Lane Traffic (%)			20%									
Lane Group Flow (vph)	372	1611	458	157	591	0	576	1865	0	341	1425	221
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	17.0	53.0	53.0	11.0	47.0		30.0	58.0		22.0	50.0	50.0
Total Split (%)	11.8%	36.8%	36.8%	7.6%	32.6%		20.8%	40.3%		15.3%	34.7%	34.7%
Maximum Green (s)	11.5	47.2	47.2	5.0	41.2		24.5	52.2		16.5	44.0	44.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	C-Max		None	Max	Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	47.5	47.2	47.2	41.1	41.3		54.5	54.2		44.5	44.0	44.0
Actuated g/C Ratio	0.33	0.33	0.33	0.29	0.29		0.38	0.38		0.31	0.31	0.31
v/c Ratio	0.74	1.03	0.79	0.72	0.41		0.84	0.99		0.76	0.92	0.38
Control Delay	46.5	78.2	34.6	74.8	39.6		39.6	36.5		50.1	58.5	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	46.5	78.2	34.6	74.8	39.6		39.6	36.5		50.1	58.5	14.6
LOS	D	E	C	E	D		D	D		D	E	B
Approach Delay		65.2			47.0			37.2			52.2	
Approach LOS		E			D			D			D	
Queue Length 50th (ft)	135	~624	263	57	153		200	544		126	473	47
Queue Length 95th (ft)	179	#728	447	#95	193		m236	m#750		170	#543	119
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	507	1561	578	218	1442		684	1887		488	1553	589
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	0.73	1.03	0.79	0.72	0.41		0.84	0.99		0.70	0.92	0.38

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 133 (92%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 51.0		Intersection LOS: D	
Intersection Capacity Utilization 97.0%		ICU Level of Service F	

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	201	454	1432	141	82	493	1570		
Future Volume (vph)	201	454	1432	141	82	493	1570		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Frt		0.850	0.987						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5019	0	0	1770	5085		
Flt Permitted	0.950					0.064			
Satd. Flow (perm)	1770	1583	5019	0	0	119	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		395	13						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	218	493	1557	153	89	536	1707		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	218	493	1710	0	0	625	1707		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	26.0	26.0	58.0				118.0	34.0	26.0
Total Split (%)	18.1%	18.1%	40.3%				81.9%	24%	18%
Maximum Green (s)	20.6	20.6	53.0				113.0	29.0	21.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag						Lead
Lead-Lag Optimize?			Yes						Yes
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	Max	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	20.6	20.6	53.0			113.0	113.0		
Actuated g/C Ratio	0.14	0.14	0.37			0.78	0.78		
v/c Ratio	0.86	0.87	0.92			0.94	0.43		
Control Delay	90.2	30.0	46.5			45.5	1.5		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	90.2	30.0	46.5			45.5	1.5		
LOS	F	C	D			D	A		
Approach Delay	48.5		46.5				13.3		
Approach LOS	D		D				B		
Queue Length 50th (ft)	203	92	426			438	46		
Queue Length 95th (ft)	#347	#296	530			m#571	m45		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	253	564	1855			666	3990		
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	0.86	0.87	0.92			0.94	0.43		

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 108 (75%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 30.5		Intersection LOS: C	
Intersection Capacity Utilization 103.6%		ICU Level of Service G	
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: 7: Greenville & Pineland

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	18	50	59	1	41	24	1440	57	60	1650	10
Future Volume (vph)	92	18	50	59	1	41	24	1440	57	60	1650	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.891			0.945			0.994			0.999	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1770	1643	0	0	1701	0	1770	5055	0	1770	5080	0
Flt Permitted	0.654				0.779		0.079			0.099		
Satd. Flow (perm)	1217	1643	0	0	1362	0	147	5055	0	184	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		54			22			6			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	20	54	64	1	45	26	1565	62	65	1793	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	74	0	0	110	0	26	1627	0	65	1804	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Lane Configurations										
Traffic Volume (vph)										
Future Volume (vph)										
Ideal Flow (vphpl)										
Storage Length (ft)										
Storage Lanes										
Taper Length (ft)										
Lane Util. Factor										
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)										
Flt Permitted										
Satd. Flow (perm)										
Right Turn on Red										
Satd. Flow (RTOR)										
Link Speed (mph)										
Link Distance (ft)										
Travel Time (s)										
Confl. Peds. (#/hr)										
Peak Hour Factor										
Adj. Flow (vph)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)										
Enter Blocked Intersection										
Lane Alignment										
Median Width(ft)										
Link Offset(ft)										
Crosswalk Width(ft)										
Two way Left Turn Lane										
Headway Factor										
Turning Speed (mph)										
Number of Detectors										
Detector Template										
Leading Detector (ft)										
Trailing Detector (ft)										
Detector 1 Position(ft)										
Detector 1 Size(ft)										
Detector 1 Type										
Detector 1 Channel										
Detector 1 Extend (s)										
Detector 1 Queue (s)										
Detector 1 Delay (s)										
Detector 2 Position(ft)										
Detector 2 Size(ft)										
Detector 2 Type										
Detector 2 Channel										
Detector 2 Extend (s)										
Turn Type										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8 18			4 14		1	6 16		15 25	2 12	
Permitted Phases	8 18			4 14			6 16			2 12		
Detector Phase	8 18	8 18		4 14	4 14		1	6 16		15 25	2 12	
Switch Phase												
Minimum Initial (s)							4.0					
Minimum Split (s)							9.5					
Total Split (s)							13.0					
Total Split (%)							9.0%					
Maximum Green (s)							8.0					
Yellow Time (s)							3.0					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							5.0					
Lead/Lag							Lag					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							1.3					
Recall Mode							Min					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.4	18.4			18.4		86.2	86.2		92.9	91.6	
Actuated g/C Ratio	0.13	0.13			0.13		0.60	0.60		0.65	0.64	
v/c Ratio	0.65	0.29			0.57		0.15	0.54		0.24	0.56	
Control Delay	50.2	13.0			35.6		13.4	10.1		10.9	11.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	50.2	13.0			35.6		13.4	10.1		10.9	11.3	
LOS	D	B			D		B	B		B	B	
Approach Delay		34.4			35.6			10.2			11.3	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	52	10			45		5	153		19	208	
Queue Length 95th (ft)	80	34			73		16	213		m39	245	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	245	374			291		178	3029		297	3381	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.41	0.20			0.38		0.15	0.54		0.22	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 121 (84%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	

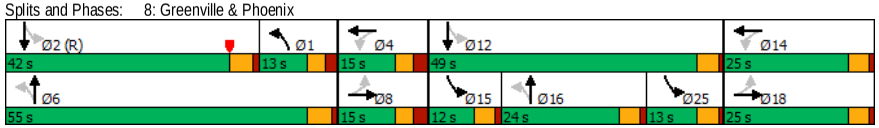
Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Protected Phases	2	4	6	8	12	14	15	16	18	25
Permitted Phases										
Detector Phase										
Switch Phase										
Minimum Initial (s)	16.0	8.0	16.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.5	24.0	26.5	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	42.0	15.0	55.0	15.0	49.0	25.0	12.0	24.0	25.0	13.0
Total Split (%)	29%	10%	38%	10%	34%	17%	8%	17%	17%	9%
Maximum Green (s)	37.0	9.5	50.0	9.5	44.5	20.5	7.5	19.5	20.5	8.5
Yellow Time (s)	4.0	3.0	4.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.6	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	None	None	None	None	None	None	None
Walk Time (s)	5.0	4.0	8.0	4.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	20.0	8.0	17.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5	5	0	0		0	0	
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)										
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary

Analysis Period (min) 15

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

Splits and Phases: 8: Greenville & Phoenix

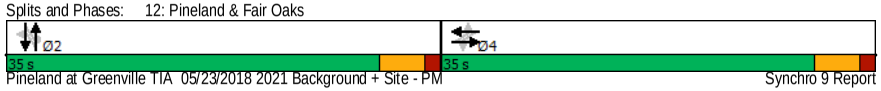


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	250	80	54	189	70	31	178	44	118	377	60
Future Volume (vph)	45	250	80	54	189	70	31	178	44	118	377	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.968			0.966			0.974			0.984	
Flt Protected		0.994			0.991			0.994			0.989	
Satd. Flow (prot)	0	3364	0	0	3373	0	0	3412	0	0	3433	0
Flt Permitted		0.878			0.832			0.855			0.809	
Satd. Flow (perm)	0	2970	0	0	2820	0	0	2932	0	0	2802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61			66			45			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	7		41	41		7	18		12	12		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	272	87	59	205	76	34	193	48	128	410	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	408	0	0	340	0	0	275	0	0	603	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		19.5			19.5			20.9			20.9	
Actuated g/C Ratio		0.39			0.39			0.41			0.41	
v/c Ratio		0.34			0.30			0.22			0.51	
Control Delay		10.7			9.9			8.3			12.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.7			9.9			8.3			12.3	
LOS		B			A			A			B	
Approach Delay		10.7			9.9			8.3			12.3	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		33			25			21			61	
Queue Length 95th (ft)		76			62			41			103	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1803			1715			1774			1687	
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		0.23			0.20			0.16			0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 50.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 80.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	47	145	2075	14	116	1935
Future Vol, veh/h	47	145	2075	14	116	1935
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	51	158	2255	15	126	2103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3356	1135	0	0	2270	0
Stage 1	2263	-	-	-	-	-
Stage 2	1093	-	-	-	-	-
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	*~ 42	*424	-	-	*533	-
Stage 1	*435	-	-	-	-	-
Stage 2	*254	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*~ 32	*424	-	-	*533	-
Mov Cap-2 Maneuver	*96	-	-	-	-	-
Stage 1	*332	-	-	-	-	-
Stage 2	*254	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	81.4	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	231	* 533	-
HCM Lane V/C Ratio	-	-	0.903	0.237	-
HCM Control Delay (s)	-	-	81.4	13.8	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	7.6	0.9	-

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	77	1892	19	0	2003
Future Vol, veh/h	0	77	1892	19	0	2003
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	-	-	-	-
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	84	2057	21	0	2177

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1039	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*478	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*478	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	478	-
HCM Lane V/C Ratio	-	-	0.175	-
HCM Control Delay (s)	-	-	14.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

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

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	193	25	1910	1960	43
Future Vol, veh/h	1	193	25	1910	1960	43
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	1	210	27	2076	2130	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3015	1066	2178	0	-	0
Stage 1	2131	-	-	-	-	-
Stage 2	884	-	-	-	-	-
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	*75	~ 187	101	-	-	-
Stage 1	*47	-	-	-	-	-
Stage 2	*491	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*55	~ 187	101	-	-	-
Mov Cap-2 Maneuver	*55	-	-	-	-	-
Stage 1	*34	-	-	-	-	-
Stage 2	*490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	154	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	101	-	187	-	-
HCM Lane V/C Ratio	0.269	-	1.122	-	-
HCM Control Delay (s)	53.3	-	154	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	1	-	10.4	-	-

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	46	1889	19	0	2152
Future Vol, veh/h	0	46	1889	19	0	2152
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	-	-	-	-
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	50	2053	21	0	2339

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1037	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*478	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*478	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	478	-
HCM Lane V/C Ratio	-	-	0.105	-
HCM Control Delay (s)	-	-	13.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.3	-

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	77	1847	57	0	2082
Future Vol, veh/h	0	77	1847	57	0	2082
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	-	-	-	-
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	84	2008	62	0	2263

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1035	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*513	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*513	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	513	-
HCM Lane V/C Ratio	-	-	0.163	-
HCM Control Delay (s)	-	-	13.4	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

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

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	192	464	19	95	539
Future Vol, veh/h	38	192	464	19	95	539
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	-	-	-	-	-
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	41	209	504	21	103	586

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1014	263	0	0	525	0
Stage 1	515	-	-	-	-	-
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	235	735	-	-	1038	-
Stage 1	565	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	200	735	-	-	1038	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.7	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	510	1038	-
HCM Lane V/C Ratio	-	-	0.49	0.099	-
HCM Control Delay (s)	-	-	18.7	8.9	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.7	0.3	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	213	270	29	123	455
Future Vol, veh/h	48	213	270	29	123	455
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	52	232	293	32	134	495

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	826	165	0	0	326	0
Stage 1	310	-	-	-	-	-
Stage 2	516	-	-	-	-	-
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	487	850	-	-	1230	-
Stage 1	717	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	413	848	-	-	1229	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	833	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	710	1229	-
HCM Lane V/C Ratio	-	-	0.4	0.109	-
HCM Control Delay (s)	-	-	13.4	8.3	0.4
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1.9	0.4	-

Intersection	
Intersection Delay, s/veh	11.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	21	56	21	19	39	49	203	28	38	463	28
Future Vol, veh/h	20	21	56	21	19	39	49	203	28	38	463	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	23	61	23	21	42	53	221	30	41	503	30
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10	9.9	10.5	12.5
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	0%	21%	27%	14%	0%
Vol Thru, %	67%	78%	22%	24%	86%	89%
Vol Right, %	0%	22%	58%	49%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	130	97	79	270	260
LT Vol	49	0	20	21	38	0
Through Vol	102	102	21	19	232	232
RT Vol	0	28	56	39	0	28
Lane Flow Rate	164	141	105	86	293	282
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.271	0.221	0.169	0.14	0.453	0.424
Departure Headway (Hd)	5.962	5.644	5.771	5.879	5.562	5.414
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	604	636	622	610	650	666
Service Time	3.692	3.374	3.806	3.917	3.286	3.138
HCM Lane V/C Ratio	0.272	0.222	0.169	0.141	0.451	0.423
HCM Control Delay	10.9	10	10	9.9	12.8	12.1
HCM Lane LOS	B	A	A	A	B	B
HCM 95th-tile Q	1.1	0.8	0.6	0.5	2.4	2.1

Synchro™ Output - 2026 Background Traffic

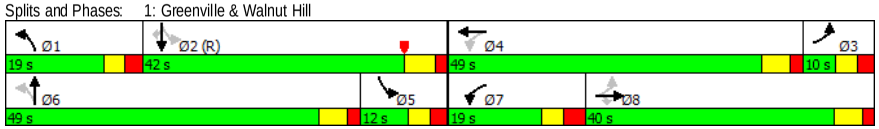
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	247	249	240	1545	135	404	801	43	112	1410	342
Future Volume (vph)	127	247	249	240	1545	135	404	801	43	112	1410	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor	1.00	1.00	0.99	1.00	1.00							
Frt		0.950	0.850		0.988			0.992				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4545	1362	3433	5018	0	3433	5045	0	3433	5085	1583
Flt Permitted	0.124			0.369			0.133			0.299		
Satd. Flow (perm)	448	4545	1344	1333	5018	0	481	5045	0	1081	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		108	185		13			8				183
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	268	271	261	1679	147	439	871	47	122	1533	372
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	138	404	135	261	1826	0	439	918	0	122	1533	372
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	10.0	40.0	40.0	19.0	49.0		19.0	49.0		12.0	42.0	42.0
Total Split (%)	8.3%	33.3%	33.3%	15.8%	40.8%		15.8%	40.8%		10.0%	35.0%	35.0%
Maximum Green (s)	4.5	34.2	34.2	13.0	43.2		13.5	43.2		6.5	36.0	36.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	Max		None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	36.7	36.4	36.4	43.0	43.2		43.5	43.2		36.9	36.4	36.4
Actuated g/C Ratio	0.31	0.30	0.30	0.36	0.36		0.36	0.36		0.31	0.30	0.30
v/c Ratio	0.56	0.28	0.25	0.39	1.01		0.88	0.50		0.27	0.99	0.61
Control Delay	52.0	23.9	2.6	28.7	60.9		46.2	29.5		34.9	63.6	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	52.0	23.9	2.6	28.7	60.9		46.2	29.5		34.9	63.6	22.5
LOS	D	C	A	C	E		D	C		C	E	C
Approach Delay		25.4			56.9			34.9			54.4	
Approach LOS		C			E			C			D	
Queue Length 50th (ft)	39	66	0	71	~518		136	212		35	~438	124
Queue Length 95th (ft)	67	100	20	104	#638		m#176	m241		58	#551	231
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	248	1453	536	705	1814		506	1821		459	1541	607
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	0.56	0.28	0.25	0.37	1.01		0.87	0.50		0.27	0.99	0.61

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 85 (71%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.01			
Intersection Signal Delay: 47.7		Intersection LOS: D	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	64	434	921	49	19	248	1365
Future Volume (vph)	64	434	921	49	19	248	1365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0		85	
Storage Lanes	1	1		0		1	
Taper Length (ft)	25					65	
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91
Ped Bike Factor		0.99					
Frt		0.850	0.992				
Flt Protected	0.950					0.950	
Satd. Flow (prot)	1770	1583	5045	0	0	1770	5085
Flt Permitted	0.950					0.227	
Satd. Flow (perm)	1770	1562	5045	0	0	423	5085
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		309	11				
Link Speed (mph)	30		35				35
Link Distance (ft)	262		900				146
Travel Time (s)	6.0		17.5				2.8
Confl. Peds. (#/hr)		1					
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	472	1001	53	21	270	1484
Shared Lane Traffic (%)							
Lane Group Flow (vph)	70	472	1054	0	0	291	1484
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left
Median Width(ft)	12		12				12
Link Offset(ft)	0		0				0
Crosswalk Width(ft)	16		16				16
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	9	15	
Number of Detectors	1	1	2		1	1	2
Detector Template	Left	Right	Thru		Left	Left	Thru
Leading Detector (ft)	20	20	100		20	20	100
Trailing Detector (ft)	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0		0	0	0
Detector 1 Size(ft)	20	20	6		20	20	6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)			94				94
Detector 2 Size(ft)			6				6
Detector 2 Type			Cl+Ex				Cl+Ex
Detector 2 Channel							
Detector 2 Extend (s)			0.0				0.0
Turn Type	Prot	Perm	NA		custom	pm+pt	NA

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Protected Phases	4		6			5	2
Permitted Phases		4			5	2	
Detector Phase	4	4	6		5	5	2
Switch Phase							
Minimum Initial (s)	5.0	5.0	20.0		3.0	3.0	20.0
Minimum Split (s)	12.0	12.0	25.0		9.5	9.5	25.0
Total Split (s)	20.0	20.0	75.0		25.0	25.0	100.0
Total Split (%)	16.7%	16.7%	62.5%		20.8%	20.8%	83.3%
Maximum Green (s)	14.6	14.6	70.0		20.0	20.0	95.0
Yellow Time (s)	3.0	3.0	4.0		3.0	3.0	4.0
All-Red Time (s)	2.4	2.4	1.0		2.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)	5.4	5.4	5.0			5.0	5.0
Lead/Lag			Lag		Lead	Lead	
Lead-Lag Optimize?			Yes		Yes	Yes	
Vehicle Extension (s)	1.5	1.5	3.2		1.3	1.3	3.0
Recall Mode	Max	Max	C-Max		None	None	C-Max
Walk Time (s)	4.0	4.0	6.0				
Flash Dont Walk (s)	19.0	19.0	12.0				
Pedestrian Calls (#/hr)	5	5	0				
Act Effct Green (s)	14.6	14.6	81.0			95.0	95.0
Actuated g/C Ratio	0.12	0.12	0.68			0.79	0.79
v/c Ratio	0.33	1.02	0.31			0.67	0.37
Control Delay	52.8	66.5	3.4			16.0	0.5
Queue Delay	0.0	0.0	0.0			0.0	0.0
Total Delay	52.8	66.5	3.4			16.0	0.5
LOS	D	E	A			B	A
Approach Delay	64.7		3.4				3.1
Approach LOS	E		A				A
Queue Length 50th (ft)	50	~163	120			59	10
Queue Length 95th (ft)	98	#374	20			m68	m10
Internal Link Dist (ft)	182		820				66
Turn Bay Length (ft)						85	
Base Capacity (vph)	215	461	3410			559	4025
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	0.33	1.02	0.31			0.52	0.37

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 47 (39%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 13.1 Intersection LOS: B
Intersection Capacity Utilization 73.5% ICU Level of Service D

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Greenville & Pineland

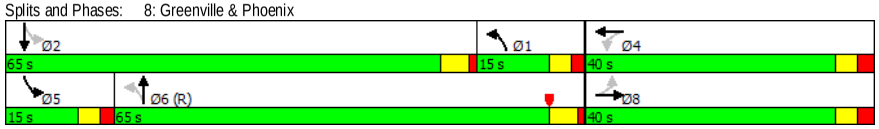
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	5	45	45	10	41	41	944	88	116	1259	76
Future Volume (vph)	14	5	45	45	10	41	41	944	88	116	1259	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99			1.00				
Frt		0.864			0.942			0.987			0.991	
Flt Protected	0.950				0.977		0.950			0.950		
Satd. Flow (prot)	1770	1589	0	0	1704	0	1770	5004	0	1770	5040	0
Flt Permitted	0.626				0.824		0.171			0.208		
Satd. Flow (perm)	1165	1589	0	0	1436	0	319	5004	0	387	5040	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			32			18			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	5	49	49	11	45	45	1026	96	126	1368	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	54	0	0	105	0	45	1122	0	126	1451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	26.5	26.5		29.5	29.5		9.5	24.0		9.5	23.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	65.0		15.0	65.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	34.5	34.5		34.5	34.5		10.0	60.0		10.0	60.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.3	2.6		1.3	2.0	
Recall Mode	None	None		None	None		Min	C-Max		None	Max	
Walk Time (s)	4.0	4.0		4.0	4.0			8.0			5.0	
Flash Dont Walk (s)	17.0	17.0		20.0	20.0			8.0			11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)	12.7	12.7			12.7		84.9	84.9		81.8	81.8	
Actuated g/C Ratio	0.11	0.11			0.11		0.71	0.71		0.68	0.68	
v/c Ratio	0.12	0.26			0.58		0.13	0.32		0.37	0.42	
Control Delay	47.0	16.9			46.9		10.0	7.6		9.6	5.5	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	47.0	16.9			46.9		10.0	7.6		9.6	5.5	
LOS	D	B			D		A	A		A	A	
Approach Delay		23.5			46.9			7.7			5.9	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	11	4			55		9	95		17	77	
Queue Length 95th (ft)	29	38			102		31	188		42	104	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	334	491			435		346	3546		379	3440	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11			0.24		0.13	0.32		0.33	0.42	

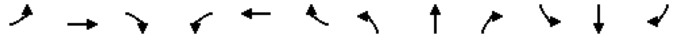
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 54.8%		ICU Level of Service A	

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix



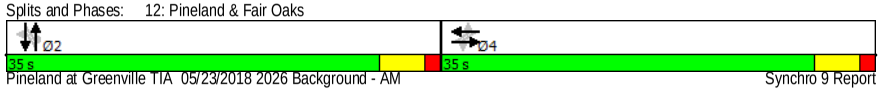
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	145	49	25	230	66	58	304	70	57	133	49
Future Volume (vph)	57	145	49	25	230	66	58	304	70	57	133	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.971			0.969			0.976			0.969	
Flt Protected		0.989			0.996			0.993			0.988	
Satd. Flow (prot)	0	3379	0	0	3402	0	0	3417	0	0	3377	0
Flt Permitted		0.817			0.918			0.875			0.787	
Satd. Flow (perm)	0	2788	0	0	3132	0	0	3010	0	0	2687	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			58			40			53	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	10		22	22		10	5		14	14		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	158	53	27	250	72	63	330	76	62	145	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	273	0	0	349	0	0	469	0	0	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		26.0			26.0			26.0			26.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.23			0.26			0.36			0.22	
Control Delay		9.9			10.3			12.2			9.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.9			10.3			12.2			9.7	
LOS		A			B			B			A	
Approach Delay		9.9			10.3			12.2			9.7	
Approach LOS		A			B			B			A	
Queue Length 50th (ft)		26			35			54			24	
Queue Length 95th (ft)		48			60			87			45	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1375			1545			1477			1327	
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		0.20			0.23			0.32			0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	29	1194	89	62	1854
Future Vol, veh/h	12	29	1194	89	62	1854
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	13	32	1298	97	67	2015

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2287	697	0	0	1395	0
Stage 1	1346	-	-	-	-	-
Stage 2	941	-	-	-	-	-
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	*309	*651	-	-	717	-
Stage 1	*620	-	-	-	-	-
Stage 2	*490	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*281	*651	-	-	717	-
Mov Cap-2 Maneuver	*357	-	-	-	-	-
Stage 1	*620	-	-	-	-	-
Stage 2	*444	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	525	717	-
HCM Lane V/C Ratio	-	-	0.085	0.094	-
HCM Control Delay (s)	-	-	12.5	10.5	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.3	-

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	49	102	1213	1590	256
Future Vol, veh/h	0	49	102	1213	1590	256
Conflicting Peds, #/hr	2	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	53	111	1318	1728	278

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	865	1729	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	0	*542	*682	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*542	*682	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	* 682	-	542	-	-
HCM Lane V/C Ratio	0.163	-	0.098	-	-
HCM Control Delay (s)	11.3	-	12.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.3	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	40	540	8	26	245
Future Vol, veh/h	9	40	540	8	26	245
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	43	587	9	28	266

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	782	299	0	0	597	0
Stage 1	592	-	-	-	-	-
Stage 2	190	-	-	-	-	-
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	*403	697	-	-	976	-
Stage 1	*516	-	-	-	-	-
Stage 2	*941	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*389	696	-	-	976	-
Mov Cap-2 Maneuver	*389	-	-	-	-	-
Stage 1	*516	-	-	-	-	-
Stage 2	*909	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 608	976	-
HCM Lane V/C Ratio	-	- 0.088	0.029	-
HCM Control Delay (s)	-	- 11.5	8.8	0.1
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0.1	-

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

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	5	50	19	18	82	54	407	16	31	152	28
Future Vol, veh/h	36	5	50	19	18	82	54	407	16	31	152	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	5	54	21	20	89	59	442	17	34	165	30
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.8	9.9	12	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	21%	0%	40%	16%	29%	0%
Vol Thru, %	79%	93%	5%	15%	71%	73%
Vol Right, %	0%	7%	55%	69%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	258	220	91	119	107	104
LT Vol	54	0	36	19	31	0
Through Vol	204	204	5	18	76	76
RT Vol	0	16	50	82	0	28
Lane Flow Rate	280	239	99	129	116	113
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.435	0.36	0.156	0.197	0.193	0.177
Departure Headway (Hd)	5.593	5.436	5.67	5.477	5.974	5.637
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	647	663	633	656	601	636
Service Time	3.316	3.159	3.704	3.51	3.705	3.367
HCM Lane V/C Ratio	0.433	0.36	0.156	0.197	0.193	0.178
HCM Control Delay	12.6	11.2	9.8	9.9	10.1	9.6
HCM Lane LOS	B	B	A	A	B	A
HCM 95th-tile Q	2.2	1.6	0.5	0.7	0.7	0.6

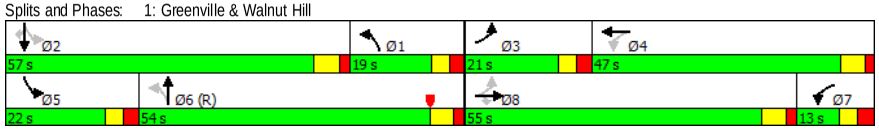
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	1445	453	91	461	110	291	1293	227	330	1296	213
Future Volume (vph)	359	1445	453	91	461	110	291	1293	227	330	1296	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor		1.00	0.98	1.00								
Frt		0.995	0.850		0.971			0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4780	1362	3433	4938	0	3433	4973	0	3433	5085	1583
Flt Permitted	0.236			0.113			0.126			0.107		
Satd. Flow (perm)	853	4780	1341	408	4938	0	455	4973	0	387	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3	180		39			26				152
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	390	1571	492	99	501	120	316	1405	247	359	1409	232
Shared Lane Traffic (%)			10%									
Lane Group Flow (vph)	390	1620	443	99	621	0	316	1652	0	359	1409	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	21.0	55.0	55.0	13.0	47.0		19.0	54.0		22.0	57.0	57.0
Total Split (%)	14.6%	38.2%	38.2%	9.0%	32.6%		13.2%	37.5%		15.3%	39.6%	39.6%
Maximum Green (s)	15.5	49.2	49.2	7.0	41.2		13.5	48.2		16.5	51.0	51.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	C-Max		None	Max	Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	49.5	49.2	49.2	41.3	41.5		51.5	51.2		52.3	51.8	51.8
Actuated g/C Ratio	0.34	0.34	0.34	0.29	0.29		0.36	0.36		0.36	0.36	0.36
v/c Ratio	0.71	0.99	0.77	0.40	0.43		0.71	0.93		0.81	0.77	0.35
Control Delay	42.8	67.0	34.6	55.5	40.0		33.3	25.0		49.6	44.4	13.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.8	67.0	34.6	55.5	40.0		33.3	25.0		49.6	44.4	13.3
LOS	D	E	C	E	D		C	C		D	D	B
Approach Delay		57.3			42.2			26.3			41.7	
Approach LOS		E			D			C			D	
Queue Length 50th (ft)	139	584	268	35	164		76	440		123	427	51
Queue Length 95th (ft)	184	#708	441	59	203		m112	#648		177	491	120
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	570	1635	576	266	1454		442	1784		489	1830	666
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	0.68	0.99	0.77	0.37	0.43		0.71	0.93		0.73	0.77	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 133 (92%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 42.9		Intersection LOS: D	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	

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: Greenville & Walnut Hill



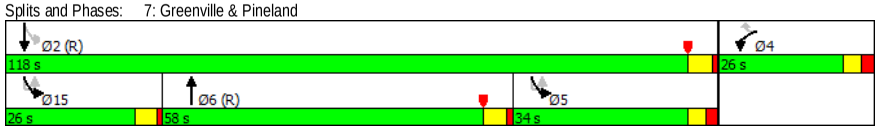
Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	51	235	1423	108	66	377	1632		
Future Volume (vph)	51	235	1423	108	66	377	1632		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Frt		0.850	0.989						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5029	0	0	1770	5085		
Flt Permitted	0.950					0.060			
Satd. Flow (perm)	1770	1583	5029	0	0	112	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		255	9						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	55	255	1547	117	72	410	1774		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	55	255	1664	0	0	482	1774		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	26.0	26.0	58.0				118.0	34.0	26.0
Total Split (%)	18.1%	18.1%	40.3%				81.9%	24%	18%
Maximum Green (s)	20.6	20.6	53.0				113.0	29.0	21.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag						Lead
Lead-Lag Optimize?			Yes						Yes
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	Max	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	20.6	20.6	57.4			113.0	113.0		
Actuated g/C Ratio	0.14	0.14	0.40			0.78	0.78		
v/c Ratio	0.22	0.57	0.83			0.79	0.44		
Control Delay	57.2	11.7	38.5			27.7	1.6		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	57.2	11.7	38.5			27.7	1.6		
LOS	E	B	D			C	A		
Approach Delay	19.8		38.5				7.1		
Approach LOS	B		D				A		
Queue Length 50th (ft)	46	0	408			322	48		
Queue Length 95th (ft)	90	82	522			m440	m45		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	253	444	2008			663	3990		
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	0.22	0.57	0.83			0.73	0.44		

Intersection Summary

Area Type: Other
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 108 (75%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 20.4 Intersection LOS: C
Intersection Capacity Utilization 81.8% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Greenville & Pineland



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	18	53	62	1	43	25	1392	59	63	1554	11
Future Volume (vph)	96	18	53	62	1	43	25	1392	59	63	1554	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.888			0.945			0.994			0.999	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1770	1637	0	0	1701	0	1770	5055	0	1770	5080	0
Flt Permitted	0.649				0.771		0.092			0.107		
Satd. Flow (perm)	1207	1637	0	0	1348	0	171	5055	0	199	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			22			6			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	20	58	67	1	47	27	1513	64	68	1689	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	78	0	0	115	0	27	1577	0	68	1701	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Lane Configurations										
Traffic Volume (vph)										
Future Volume (vph)										
Ideal Flow (vphpl)										
Storage Length (ft)										
Storage Lanes										
Taper Length (ft)										
Lane Util. Factor										
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)										
Flt Permitted										
Satd. Flow (perm)										
Right Turn on Red										
Satd. Flow (RTOR)										
Link Speed (mph)										
Link Distance (ft)										
Travel Time (s)										
Confl. Peds. (#/hr)										
Peak Hour Factor										
Adj. Flow (vph)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)										
Enter Blocked Intersection										
Lane Alignment										
Median Width(ft)										
Link Offset(ft)										
Crosswalk Width(ft)										
Two way Left Turn Lane										
Headway Factor										
Turning Speed (mph)										
Number of Detectors										
Detector Template										
Leading Detector (ft)										
Trailing Detector (ft)										
Detector 1 Position(ft)										
Detector 1 Size(ft)										
Detector 1 Type										
Detector 1 Channel										
Detector 1 Extend (s)										
Detector 1 Queue (s)										
Detector 1 Delay (s)										
Detector 2 Position(ft)										
Detector 2 Size(ft)										
Detector 2 Type										
Detector 2 Channel										
Detector 2 Extend (s)										
Turn Type										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8 18			4 14		1	6 16		15 25	2 12	
Permitted Phases	8 18			4 14			6 16			2 12		
Detector Phase	8 18	8 18		4 14	4 14		1	6 16		15 25	2 12	
Switch Phase												
Minimum Initial (s)							4.0					
Minimum Split (s)							9.5					
Total Split (s)							13.0					
Total Split (%)							9.0%					
Maximum Green (s)							8.0					
Yellow Time (s)							3.0					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							5.0					
Lead/Lag							Lag					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							1.3					
Recall Mode							Min					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.7	18.7			18.7		86.5	86.5		92.7	91.3	
Actuated g/C Ratio	0.13	0.13			0.13		0.60	0.60		0.64	0.63	
v/c Ratio	0.67	0.30			0.59		0.14	0.52		0.25	0.53	
Control Delay	52.1	12.7			36.9		11.8	9.8		12.4	13.8	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	52.1	12.7			36.9		11.8	9.8		12.4	13.8	
LOS	D	B			D		B	A		B	B	
Approach Delay		35.2			36.9			9.9			13.8	
Approach LOS		D			D			A			B	
Queue Length 50th (ft)	54	10			47		5	146		24	268	
Queue Length 95th (ft)	82	34			76		14	209		54	315	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	243	375			289		191	3038		306	3397	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.43	0.21			0.40		0.14	0.52		0.22	0.50	

Intersection Summary

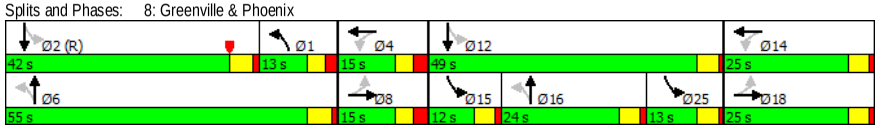
Area Type: Other
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 121 (84%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.67
Intersection Signal Delay: 13.9 Intersection LOS: B
Intersection Capacity Utilization 59.6% ICU Level of Service B

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Protected Phases	2	4	6	8	12	14	15	16	18	25
Permitted Phases										
Detector Phase										
Switch Phase										
Minimum Initial (s)	16.0	8.0	16.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.5	24.0	26.5	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	42.0	15.0	55.0	15.0	49.0	25.0	12.0	24.0	25.0	13.0
Total Split (%)	29%	10%	38%	10%	34%	17%	8%	17%	17%	9%
Maximum Green (s)	37.0	9.5	50.0	9.5	44.5	20.5	7.5	19.5	20.5	8.5
Yellow Time (s)	4.0	3.0	4.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.6	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	None	None	None	None	None	None	None
Walk Time (s)	5.0	4.0	8.0	4.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	20.0	8.0	17.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5	5	0	0		0	0	
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)										
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

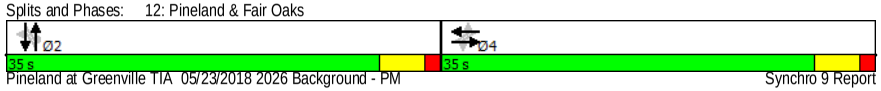


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	263	84	56	198	65	32	162	46	108	347	48
Future Volume (vph)	39	263	84	56	198	65	32	162	46	108	347	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			0.99			1.00	
Frt		0.967			0.969			0.971			0.986	
Flt Protected		0.995			0.991			0.993			0.989	
Satd. Flow (prot)	0	3364	0	0	3385	0	0	3396	0	0	3441	0
Flt Permitted		0.892			0.828			0.855			0.816	
Satd. Flow (perm)	0	3014	0	0	2816	0	0	2921	0	0	2833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		63			57			50			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	7		41	41		7	18		12	12		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	286	91	61	215	71	35	176	50	117	377	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	419	0	0	347	0	0	261	0	0	546	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		19.3			19.3			20.0			20.0	
Actuated g/C Ratio		0.39			0.39			0.40			0.40	
v/c Ratio		0.34			0.31			0.21			0.47	
Control Delay		10.2			9.8			8.1			11.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.2			9.8			8.1			11.9	
LOS		B			A			A			B	
Approach Delay		10.2			9.8			8.1			11.9	
Approach LOS		B			A			A			B	
Queue Length 50th (ft)		33			27			18			54	
Queue Length 95th (ft)		72			60			38			92	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1859			1736			1797			1732	
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		0.23			0.20			0.15			0.32	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 49.4			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	55	1727	15	42	1872
Future Vol, veh/h	34	55	1727	15	42	1872
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	60	1877	16	46	2035

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2790	947	0	0	1893	0
Stage 1	1885	-	-	-	-	-
Stage 2	905	-	-	-	-	-
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	*103	*514	-	-	*647	-
Stage 1	*528	-	-	-	-	-
Stage 2	*321	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*95	*514	-	-	*647	-
Mov Cap-2 Maneuver	*213	-	-	-	-	-
Stage 1	*528	-	-	-	-	-
Stage 2	*298	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	334	* 647	-
HCM Lane V/C Ratio	-	-	0.29	0.071	-
HCM Control Delay (s)	-	-	20.1	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	1.2	0.2	-

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

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	202	26	1614	1880	45
Future Vol, veh/h	1	202	26	1614	1880	45
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	1	220	28	1754	2043	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2802	1023	2044	0	-	0
Stage 1	2044	-	-	-	-	-
Stage 2	758	-	-	-	-	-
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	*91	~ 200	119	-	-	-
Stage 1	*53	-	-	-	-	-
Stage 2	*546	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*70	~ 200	119	-	-	-
Mov Cap-2 Maneuver	*70	-	-	-	-	-
Stage 1	*53	-	-	-	-	-
Stage 2	*417	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	141.8	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	119	-	200	-	-
HCM Lane V/C Ratio	0.237	-	1.098	-	-
HCM Control Delay (s)	44.4	-	141.8	-	-
HCM Lane LOS	E	-	F	-	-
HCM 95th %tile Q(veh)	0.9	-	10.4	-	-

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

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	22	264	11	50	438
Future Vol, veh/h	11	22	264	11	50	438
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	24	287	12	54	476

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	641	151	0	0	300	0
Stage 1	294	-	-	-	-	-
Stage 2	347	-	-	-	-	-
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	*670	868	-	-	1258	-
Stage 1	*730	-	-	-	-	-
Stage 2	*852	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*630	866	-	-	1257	-
Mov Cap-2 Maneuver	*630	-	-	-	-	-
Stage 1	*729	-	-	-	-	-
Stage 2	*803	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	1
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	770	1257	-
HCM Lane V/C Ratio	-	-	0.047	0.043	-
HCM Control Delay (s)	-	-	9.9	8	0.2
HCM Lane LOS	-	-	A	A	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	
Intersection Delay, s/veh	10.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	22	58	22	19	41	52	173	29	40	405	29
Future Vol, veh/h	21	22	58	22	19	41	52	173	29	40	405	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	24	63	24	21	45	57	188	32	43	440	32
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	9.8	9.7	10.1	11.7
HCM LOS	A	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	38%	0%	21%	27%	16%	0%
Vol Thru, %	62%	75%	22%	23%	84%	87%
Vol Right, %	0%	25%	57%	50%	0%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	139	116	101	82	243	232
LT Vol	52	0	21	22	40	0
Through Vol	87	87	22	19	203	203
RT Vol	0	29	58	41	0	29
Lane Flow Rate	151	126	110	89	264	252
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.248	0.194	0.171	0.142	0.406	0.376
Departure Headway (Hd)	5.923	5.555	5.618	5.72	5.546	5.375
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	647	639	627	651	672
Service Time	3.648	3.28	3.65	3.752	3.266	3.095
HCM Lane V/C Ratio	0.248	0.195	0.172	0.142	0.406	0.375
HCM Control Delay	10.6	9.6	9.8	9.7	12	11.3
HCM Lane LOS	B	A	A	A	B	B
HCM 95th-tile Q	1	0.7	0.6	0.5	2	1.7

Synchro™ Output - 2026 Background Plus Site Traffic

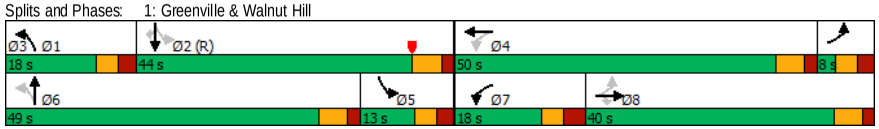
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	247	408	336	1545	135	474	844	75	112	1537	342
Future Volume (vph)	127	247	408	336	1545	135	474	844	75	112	1537	342
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor	1.00	0.99	0.99	1.00	1.00							
Frt		0.932	0.850		0.988			0.988				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4452	1362	3433	5018	0	3433	5024	0	3433	5085	1583
Flt Permitted	0.123			0.308			0.130			0.275		
Satd. Flow (perm)	444	4452	1344	1112	5018	0	470	5024	0	994	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		176	221		13			14				183
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)	2		1	1		2						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	268	443	365	1679	147	515	917	82	122	1671	372
Shared Lane Traffic (%)			50%									
Lane Group Flow (vph)	138	490	221	365	1826	0	515	999	0	122	1671	372
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	8.0	40.0	40.0	18.0	50.0		18.0	49.0		13.0	44.0	44.0
Total Split (%)	6.7%	33.3%	33.3%	15.0%	41.7%		15.0%	40.8%		10.8%	36.7%	36.7%
Maximum Green (s)	2.5	34.2	34.2	12.0	44.2		12.5	43.2		7.5	38.0	38.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lead		Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	Max		None	C-Max	C-Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	34.9	34.6	34.6	44.0	44.2		43.5	43.2		38.5	38.0	38.0
Actuated g/C Ratio	0.29	0.29	0.29	0.37	0.37		0.36	0.36		0.32	0.32	0.32
v/c Ratio	0.73	0.35	0.41	0.58	0.98		1.08	0.55		0.26	1.04	0.59
Control Delay	66.2	22.0	6.7	31.0	54.9		84.2	17.9		33.8	73.2	21.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	66.2	22.0	6.7	31.0	54.9		84.2	17.9		33.8	73.2	21.3
LOS	E	C	A	C	D		F	B		C	E	C
Approach Delay		25.2			50.9			40.5			62.0	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	40	72	0	102	505		~169	181		34	~511	120
Queue Length 95th (ft)	#79	107	69	141	#625		m#270	m213		57	#608	225
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	190	1408	544	639	1856		479	1817		471	1610	626
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	0.73	0.35	0.41	0.57	0.98		1.08	0.55		0.26	1.04	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 26 (22%), Referenced to phase 2:SBTL, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 48.9		Intersection LOS: D	
Intersection Capacity Utilization 99.3%		ICU Level of Service F	

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	107	498	1048	113	51	471	1369		
Future Volume (vph)	107	498	1048	113	51	471	1369		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Ped Bike Factor		0.99							
Frt		0.850	0.985						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5009	0	0	1770	5085		
Flt Permitted	0.950					0.098			
Satd. Flow (perm)	1770	1562	5009	0	0	183	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		427	16						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Confl. Peds. (#/hr)		1							
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	116	541	1139	123	55	512	1488		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	116	541	1262	0	0	567	1488		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	29.0	29.0	45.0				91.0	30.0	16.0
Total Split (%)	24.2%	24.2%	37.5%				75.8%	25%	13%
Maximum Green (s)	23.6	23.6	40.0				86.0	25.0	11.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag					Lead	
Lead-Lag Optimize?			Yes					Yes	
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	None	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	23.6	23.6	41.2			86.0	86.0		
Actuated g/C Ratio	0.20	0.20	0.34			0.72	0.72		
v/c Ratio	0.33	0.83	0.73			0.96	0.41		
Control Delay	44.6	22.6	41.5			37.1	7.1		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	44.6	22.6	41.5			37.1	7.1		
LOS	D	C	D			D	A		
Approach Delay	26.5		41.5				15.3		
Approach LOS	C		D				B		
Queue Length 50th (ft)	78	83	228			284	226		
Queue Length 95th (ft)	135	#280	424			m325	m220		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	348	650	1728			607	3644		
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	0.33	0.83	0.73			0.93	0.41		

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 98 (82%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 95.5% ICU Level of Service F

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: 7: Greenville & Pineland

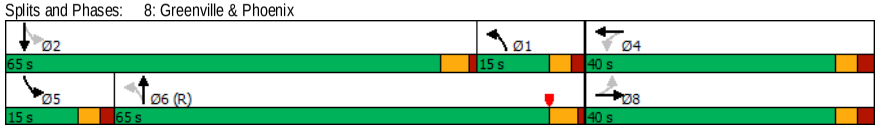
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	5	45	45	10	41	41	1135	88	116	1306	76
Future Volume (vph)	14	5	45	45	10	41	41	1135	88	116	1306	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99			1.00				
Frt		0.864			0.942			0.989			0.992	
Flt Protected	0.950				0.977		0.950			0.950		
Satd. Flow (prot)	1770	1589	0	0	1704	0	1770	5017	0	1770	5045	0
Flt Permitted	0.626				0.824		0.162			0.160		
Satd. Flow (perm)	1165	1589	0	0	1436	0	302	5017	0	298	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			32			15			11	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1			4	4		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	5	49	49	11	45	45	1234	96	126	1420	83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	54	0	0	105	0	45	1330	0	126	1503	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		4.0	16.0		4.0	16.0	
Minimum Split (s)	26.5	26.5		29.5	29.5		9.5	24.0		9.5	23.0	
Total Split (s)	40.0	40.0		40.0	40.0		15.0	65.0		15.0	65.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		12.5%	54.2%		12.5%	54.2%	
Maximum Green (s)	34.5	34.5		34.5	34.5		10.0	60.0		10.0	60.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.0	1.0		2.0	1.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5			5.5		5.0	5.0		5.0	5.0	
Lead/Lag							Lag	Lag		Lead	Lead	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		1.3	2.6		1.3	2.0	
Recall Mode	None	None		None	None		Min	C-Max		None	Max	
Walk Time (s)	4.0	4.0		4.0	4.0			8.0			5.0	
Flash Dont Walk (s)	17.0	17.0		20.0	20.0			8.0			11.0	
Pedestrian Calls (#/hr)	5	5		5	5			5			5	
Act Effct Green (s)	12.7	12.7			12.7		84.9	84.9		81.8	81.8	
Actuated g/C Ratio	0.11	0.11			0.11		0.71	0.71		0.68	0.68	
v/c Ratio	0.12	0.26			0.58		0.13	0.37		0.44	0.44	
Control Delay	47.0	16.9			46.9		10.3	8.2		10.0	10.1	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	47.0	16.9			46.9		10.3	8.2		10.0	10.1	
LOS	D	B			D		B	A		B	B	
Approach Delay		23.5			46.9			8.2			10.1	
Approach LOS		C			D			A			B	
Queue Length 50th (ft)	11	4			55		9	120		9	337	
Queue Length 95th (ft)	29	38			102		31	234		89	428	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	334	491			435		335	3553		326	3443	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.04	0.11			0.24		0.13	0.37		0.39	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 30 (25%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 55.8%		ICU Level of Service B	

Analysis Period (min) 15

Splits and Phases: 8: Greenville & Phoenix

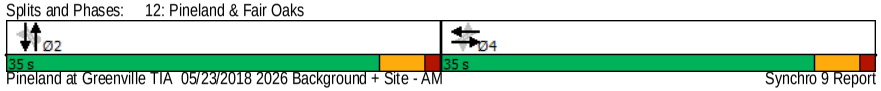


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	145	49	25	230	79	58	342	70	61	146	53
Future Volume (vph)	70	145	49	25	230	79	58	342	70	61	146	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			1.00			1.00	
Frt		0.972			0.964			0.978			0.969	
Flt Protected		0.987			0.996			0.994			0.988	
Satd. Flow (prot)	0	3377	0	0	3382	0	0	3429	0	0	3377	0
Flt Permitted		0.787			0.919			0.876			0.776	
Satd. Flow (perm)	0	2689	0	0	3118	0	0	3021	0	0	2649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			74			35			57	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	10		22	22		10	5		14	14		5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	158	53	27	250	86	63	372	76	66	159	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	287	0	0	363	0	0	511	0	0	283	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		26.0			26.0			26.0			26.0	
Actuated g/C Ratio		0.42			0.42			0.42			0.42	
v/c Ratio		0.25			0.27			0.40			0.25	
Control Delay		10.3			9.9			12.8			9.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.3			9.9			12.8			9.9	
LOS		B			A			B			A	
Approach Delay		10.3			9.9			12.8			9.9	
Approach LOS		B			A			B			A	
Queue Length 50th (ft)		28			34			62			27	
Queue Length 95th (ft)		51			60			96			50	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1326			1546			1479			1311	
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		0.22			0.23			0.35			0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 103.3%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	55	1313	89	189	2109
Future Vol, veh/h	16	55	1313	89	189	2109
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	-	-	-	125	-
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	60	1427	97	205	2292

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2803	762	0	0	1524	0
Stage 1	1476	-	-	-	-	-
Stage 2	1327	-	-	-	-	-
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	*187	*608	-	-	757	-
Stage 1	*624	-	-	-	-	-
Stage 2	*445	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*136	*608	-	-	757	-
Mov Cap-2 Maneuver	*136	-	-	-	-	-
Stage 1	*455	-	-	-	-	-
Stage 2	*445	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.6	0	0.9
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	341	757	-
HCM Lane V/C Ratio	-	-	0.226	0.271	-
HCM Control Delay (s)	-	-	18.6	11.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.9	1.1	-

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	21	1311	32	0	2105
Future Vol, veh/h	0	21	1311	32	0	2105
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	-	-	-	-
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	1425	35	0	2288

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	730	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*608	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*608	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	608	-
HCM Lane V/C Ratio	-	-	0.038	-
HCM Control Delay (s)	-	-	11.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	49	102	1343	1849	256
Future Vol, veh/h	0	49	102	1343	1849	256
Conflicting Peds, #/hr	2	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	53	111	1460	2010	278

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1006	2289	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	5.34	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	3.12	-	-	-
Pot Cap-1 Maneuver	0	*477	460	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %		1	1	-	-	-
Mov Cap-1 Maneuver	-	*477	459	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	459	-	477	-	-
HCM Lane V/C Ratio	0.242	-	0.112	-	-
HCM Control Delay (s)	15.3	-	13.5	-	-
HCM Lane LOS	C	-	B	-	-
HCM 95th %tile Q(veh)	0.9	-	0.4	-	-

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	13	1432	32	0	1897
Future Vol, veh/h	0	13	1432	32	0	1897
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	-	-	-	-
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	14	1557	35	0	2062

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	796	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*586	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*586	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	586	-
HCM Lane V/C Ratio	-	-	0.024	-
HCM Control Delay (s)	-	-	11.3	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	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	21	1483	96	0	1871
Future Vol, veh/h	0	21	1483	96	0	1871
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	-	-	-	-
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	1612	104	0	2034

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	858	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*612	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*612	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	612	-
HCM Lane V/C Ratio	-	-	0.037	-
HCM Control Delay (s)	-	-	11.1	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.1	-

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

Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	11	53	550	32	159	423
Future Vol, veh/h	11	53	550	32	159	423
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	-	-	-	-	-
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	58	598	35	173	460

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1192	317	0	0	633	0
Stage 1	616	-	-	-	-	-
Stage 2	576	-	-	-	-	-
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	180	679	-	-	946	-
Stage 1	501	-	-	-	-	-
Stage 2	525	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	136	679	-	-	946	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	378	-	-	-	-	-
Stage 2	525	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	3.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	403	946	-
HCM Lane V/C Ratio	-	-	0.173	0.183	-
HCM Control Delay (s)	-	-	15.8	9.7	0.7
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.7	-

Intersection	
Int Delay, s/veh	3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	93	572	40	153	256
Future Vol, veh/h	20	93	572	40	153	256
Conflicting Peds, #/hr	0	0	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	22	101	622	43	166	278

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1116	334	0	0	666	0
Stage 1	645	-	-	-	-	-
Stage 2	471	-	-	-	-	-
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	237	662	-	-	919	-
Stage 1	484	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	186	661	-	-	918	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	918	-
HCM Lane V/C Ratio	-	-	0.27	0.181	-
HCM Control Delay (s)	-	-	15.8	9.8	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	1.1	0.7	-

Intersection	
Intersection Delay, s/veh	11.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	5	50	19	18	82	54	471	16	31	173	28
Future Vol, veh/h	36	5	50	19	18	82	54	471	16	31	173	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	5	54	21	20	89	59	512	17	34	188	30
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10	10.1	13	10.3
HCM LOS	A	B	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	19%	0%	40%	16%	26%	0%
Vol Thru, %	81%	94%	5%	15%	74%	76%
Vol Right, %	0%	6%	55%	69%	0%	24%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	290	252	91	119	118	115
LT Vol	54	0	36	19	31	0
Through Vol	236	236	5	18	87	87
RT Vol	0	16	50	82	0	28
Lane Flow Rate	315	273	99	129	128	124
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.493	0.418	0.161	0.203	0.216	0.2
Departure Headway (Hd)	5.64	5.501	5.861	5.662	6.079	5.771
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	639	656	611	634	591	622
Service Time	3.365	3.226	3.9	3.7	3.812	3.505
HCM Lane V/C Ratio	0.493	0.416	0.162	0.203	0.217	0.199
HCM Control Delay	13.7	12.1	10	10.1	10.5	10
HCM Lane LOS	B	B	A	B	B	A
HCM 95th-tile Q	2.7	2.1	0.6	0.8	0.8	0.7

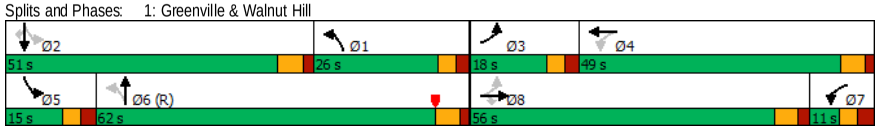
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	359	1445	548	148	461	110	544	1446	342	330	1372	213
Future Volume (vph)	359	1445	548	148	461	110	544	1446	342	330	1372	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		130	170		0	155		0	175		135
Storage Lanes	2		1	2		0	2		0	2		1
Taper Length (ft)	185			120			120			85		
Lane Util. Factor	0.97	0.86	0.86	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00
Ped Bike Factor		1.00	0.98									
Frt		0.990	0.850		0.971			0.971				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4753	1362	3433	4938	0	3433	4938	0	3433	5085	1583
Flt Permitted	0.253			0.104			0.111			0.113		
Satd. Flow (perm)	914	4753	1341	376	4938	0	401	4938	0	408	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8	213		40			45				152
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		1017			903			559			696	
Travel Time (s)		19.8			17.6			10.9			13.6	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	390	1571	596	161	501	120	591	1572	372	359	1491	232
Shared Lane Traffic (%)			19%									
Lane Group Flow (vph)	390	1684	483	161	621	0	591	1944	0	359	1491	232
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4			6			2		2
Detector Phase	3	8	8	7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	3.0	8.0		3.0	12.0		3.0	12.0	12.0
Minimum Split (s)	10.5	32.8	32.8	9.5	32.8		9.5	32.8		9.5	33.0	33.0
Total Split (s)	18.0	56.0	56.0	11.0	49.0		26.0	62.0		15.0	51.0	51.0
Total Split (%)	12.5%	38.9%	38.9%	7.6%	34.0%		18.1%	43.1%		10.4%	35.4%	35.4%
Maximum Green (s)	12.5	50.2	50.2	5.0	43.2		20.5	56.2		9.5	45.0	45.0
Yellow Time (s)	3.0	4.0	4.0	3.0	4.0		3.0	4.0		3.0	4.2	4.2
All-Red Time (s)	2.5	1.8	1.8	3.0	1.8		2.5	1.8		2.5	1.8	1.8
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)	5.5	5.8	5.8	6.0	5.8		5.5	5.8		5.5	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.2	2.2	2.2	2.2	2.4		1.2	2.1		1.6	2.1	2.1
Recall Mode	None	Max	Max	None	None		None	C-Max		None	Max	Max
Walk Time (s)		4.0	4.0		4.0			4.0			4.0	4.0
Flash Dont Walk (s)		23.0	23.0		23.0			23.0			23.0	23.0
Pedestrian Calls (#/hr)		5	5		5			0			0	0
Act Effct Green (s)	50.5	50.2	50.2	43.2	43.4		56.5	56.2		45.5	45.0	45.0
Actuated g/C Ratio	0.35	0.35	0.35	0.30	0.30		0.39	0.39		0.32	0.31	0.31
v/c Ratio	0.73	1.01	0.80	0.74	0.41		1.01	0.99		1.09	0.94	0.39
Control Delay	43.5	71.3	34.0	75.6	38.3		66.4	36.0		114.9	60.2	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.5	71.3	34.0	75.6	38.3		66.4	36.0		114.9	60.2	15.4
LOS	D	E	C	E	D		E	D		F	E	B
Approach Delay		60.0			46.0			43.1			64.6	
Approach LOS		E			D			D			E	
Queue Length 50th (ft)	137	~626	283	57	159		~226	521		~142	499	54
Queue Length 95th (ft)	181	#745	474	#97	198		m#295	m#744		#250	#593	129
Internal Link Dist (ft)		937			823			479			616	
Turn Bay Length (ft)	95		130	170			155			175		135
Base Capacity (vph)	539	1662	606	219	1516		588	1954		328	1589	599
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	0.72	1.01	0.80	0.74	0.41		1.01	0.99		1.09	0.94	0.39

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 133 (92%), Referenced to phase 6:NBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 54.5		Intersection LOS: D	
Intersection Capacity Utilization 100.5%		ICU Level of Service G	

Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Greenville & Walnut Hill



Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Lane Configurations									
Traffic Volume (vph)	204	465	1499	146	85	510	1647		
Future Volume (vph)	204	465	1499	146	85	510	1647		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900		
Storage Length (ft)	0	0		0		85			
Storage Lanes	1	1		0		1			
Taper Length (ft)	25					65			
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	1.00	0.91		
Frt		0.850	0.987						
Flt Protected	0.950					0.950			
Satd. Flow (prot)	1770	1583	5019	0	0	1770	5085		
Flt Permitted	0.950					0.063			
Satd. Flow (perm)	1770	1583	5019	0	0	117	5085		
Right Turn on Red		Yes		Yes					
Satd. Flow (RTOR)		368	13						
Link Speed (mph)	30		35				35		
Link Distance (ft)	262		900				146		
Travel Time (s)	6.0		17.5				2.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	222	505	1629	159	92	554	1790		
Shared Lane Traffic (%)									
Lane Group Flow (vph)	222	505	1788	0	0	646	1790		
Enter Blocked Intersection	No	No	No	No	No	No	No		
Lane Alignment	Left	Right	Left	Right	R NA	Left	Left		
Median Width(ft)	12		12				12		
Link Offset(ft)	0		0				0		
Crosswalk Width(ft)	16		16				16		
Two way Left Turn Lane									
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Turning Speed (mph)	15	9		9	9	15			
Number of Detectors	1	1	2		1	1	2		
Detector Template	Left	Right	Thru		Left	Left	Thru		
Leading Detector (ft)	20	20	100		20	20	100		
Trailing Detector (ft)	0	0	0		0	0	0		
Detector 1 Position(ft)	0	0	0		0	0	0		
Detector 1 Size(ft)	20	20	6		20	20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		
Detector 1 Channel									
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		
Detector 2 Position(ft)			94				94		
Detector 2 Size(ft)			6				6		
Detector 2 Type			Cl+Ex				Cl+Ex		
Detector 2 Channel									
Detector 2 Extend (s)			0.0				0.0		
Turn Type	Prot	Perm	NA		custom	pm+pt	NA		
Protected Phases	4		6			5 15	2	5	15
Permitted Phases		4			5 15	2			

Lane Group	WBL	WBR	NBT	NBR	SBU	SBL	SBT	Ø5	Ø15
Detector Phase	4	4	6		5 15	5 15	2		
Switch Phase									
Minimum Initial (s)	5.0	5.0	20.0				20.0	3.0	5.0
Minimum Split (s)	12.0	12.0	25.0				25.0	9.5	9.5
Total Split (s)	28.0	28.0	59.0				116.0	32.0	25.0
Total Split (%)	19.4%	19.4%	41.0%				80.6%	22%	17%
Maximum Green (s)	22.6	22.6	54.0				111.0	27.0	20.5
Yellow Time (s)	3.0	3.0	4.0				4.0	3.0	3.5
All-Red Time (s)	2.4	2.4	1.0				1.0	2.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0				0.0		
Total Lost Time (s)	5.4	5.4	5.0				5.0		
Lead/Lag			Lag						Lead
Lead-Lag Optimize?			Yes						Yes
Vehicle Extension (s)	1.5	1.5	3.2				3.0	1.3	3.0
Recall Mode	Max	Max	C-Max				C-Max	Max	None
Walk Time (s)	4.0	4.0	6.0						
Flash Dont Walk (s)	19.0	19.0	12.0						
Pedestrian Calls (#/hr)	5	5	0						
Act Effct Green (s)	22.6	22.6	54.0			111.0	111.0		
Actuated g/C Ratio	0.16	0.16	0.38			0.77	0.77		
v/c Ratio	0.80	0.91	0.95			1.03	0.46		
Control Delay	80.0	37.0	49.4			65.0	1.6		
Queue Delay	0.0	0.0	0.0			0.0	0.0		
Total Delay	80.0	37.0	49.4			65.0	1.6		
LOS	F	D	D			E	A		
Approach Delay	50.1		49.4				18.5		
Approach LOS	D		D				B		
Queue Length 50th (ft)	204	139	445			~483	51		
Queue Length 95th (ft)	#335	#356	#578			m#650	m49		
Internal Link Dist (ft)	182		820				66		
Turn Bay Length (ft)						85			
Base Capacity (vph)	277	558	1890			629	3919		
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	0.80	0.91	0.95			1.03	0.46		

Intersection Summary			
Area Type:	Other		
Cycle Length: 144			
Actuated Cycle Length: 144			
Offset: 108 (75%), Referenced to phase 2:SBTL and 6:NBT, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 34.3		Intersection LOS: C	
Intersection Capacity Utilization 106.8%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

\# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 7: Greenville & Pineland

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	96	18	53	62	1	43	25	1506	59	63	1723	11
Future Volume (vph)	96	18	53	62	1	43	25	1506	59	63	1723	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	125		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	1.00	0.99			0.99							
Frt		0.888			0.945			0.994			0.999	
Flt Protected	0.950				0.972		0.950			0.950		
Satd. Flow (prot)	1770	1637	0	0	1701	0	1770	5055	0	1770	5080	0
Flt Permitted	0.650				0.771		0.068			0.087		
Satd. Flow (perm)	1209	1637	0	0	1348	0	127	5055	0	162	5080	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		58			22			5			1	
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		294			206			520			900	
Travel Time (s)		6.7			4.7			10.1			17.5	
Confl. Peds. (#/hr)	1		1	1		1						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	104	20	58	67	1	47	27	1637	64	68	1873	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	78	0	0	115	0	27	1701	0	68	1885	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	

Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Lane Configurations										
Traffic Volume (vph)										
Future Volume (vph)										
Ideal Flow (vphpl)										
Storage Length (ft)										
Storage Lanes										
Taper Length (ft)										
Lane Util. Factor										
Ped Bike Factor										
Frt										
Flt Protected										
Satd. Flow (prot)										
Flt Permitted										
Satd. Flow (perm)										
Right Turn on Red										
Satd. Flow (RTOR)										
Link Speed (mph)										
Link Distance (ft)										
Travel Time (s)										
Confl. Peds. (#/hr)										
Peak Hour Factor										
Adj. Flow (vph)										
Shared Lane Traffic (%)										
Lane Group Flow (vph)										
Enter Blocked Intersection										
Lane Alignment										
Median Width(ft)										
Link Offset(ft)										
Crosswalk Width(ft)										
Two way Left Turn Lane										
Headway Factor										
Turning Speed (mph)										
Number of Detectors										
Detector Template										
Leading Detector (ft)										
Trailing Detector (ft)										
Detector 1 Position(ft)										
Detector 1 Size(ft)										
Detector 1 Type										
Detector 1 Channel										
Detector 1 Extend (s)										
Detector 1 Queue (s)										
Detector 1 Delay (s)										
Detector 2 Position(ft)										
Detector 2 Size(ft)										
Detector 2 Type										
Detector 2 Channel										
Detector 2 Extend (s)										
Turn Type										

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		8 18			4 14		1	6 16		15 25	2 12	
Permitted Phases	8 18			4 14			6 16			2 12		
Detector Phase	8 18	8 18		4 14	4 14		1	6 16		15 25	2 12	
Switch Phase												
Minimum Initial (s)							4.0					
Minimum Split (s)							9.5					
Total Split (s)							13.0					
Total Split (%)							9.0%					
Maximum Green (s)							8.0					
Yellow Time (s)							3.0					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							5.0					
Lead/Lag							Lag					
Lead-Lag Optimize?							Yes					
Vehicle Extension (s)							1.3					
Recall Mode							Min					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	18.8	18.8			18.8		85.4	85.4		92.2	91.2	
Actuated g/C Ratio	0.13	0.13			0.13		0.59	0.59		0.64	0.63	
v/c Ratio	0.66	0.30			0.59		0.16	0.57		0.26	0.59	
Control Delay	51.1	12.6			36.4		16.8	10.9		12.0	13.0	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	51.1	12.6			36.4		16.8	10.9		12.0	13.0	
LOS	D	B			D		B	B		B	B	
Approach Delay		34.6			36.4			11.0			13.0	
Approach LOS		C			D			B			B	
Queue Length 50th (ft)	52	9			46		5	165		23	278	
Queue Length 95th (ft)	82	34			76		19	232		m47	304	
Internal Link Dist (ft)		214			126			440			820	
Turn Bay Length (ft)										125		
Base Capacity (vph)	243	375			289		166	3001		284	3336	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.43	0.21			0.40		0.16	0.57		0.24	0.57	

Intersection Summary

Area Type: Other
Cycle Length: 144
Actuated Cycle Length: 144
Offset: 121 (84%), Referenced to phase 2:SBTL, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 13.8 Intersection LOS: B
Intersection Capacity Utilization 62.9% ICU Level of Service B

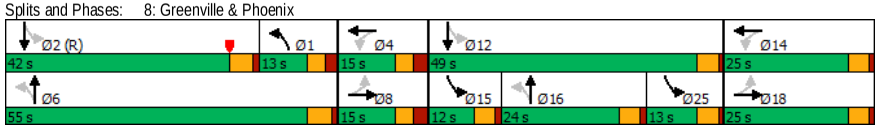
Lane Group	Ø2	Ø4	Ø6	Ø8	Ø12	Ø14	Ø15	Ø16	Ø18	Ø25
Protected Phases	2	4	6	8	12	14	15	16	18	25
Permitted Phases										
Detector Phase										
Switch Phase										
Minimum Initial (s)	16.0	8.0	16.0	8.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	23.0	29.5	24.0	26.5	22.5	22.5	9.5	22.5	22.5	9.5
Total Split (s)	42.0	15.0	55.0	15.0	49.0	25.0	12.0	24.0	25.0	13.0
Total Split (%)	29%	10%	38%	10%	34%	17%	8%	17%	17%	9%
Maximum Green (s)	37.0	9.5	50.0	9.5	44.5	20.5	7.5	19.5	20.5	8.5
Yellow Time (s)	4.0	3.0	4.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	1.0	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)										
Total Lost Time (s)										
Lead/Lag	Lead						Lead	Lag		
Lead-Lag Optimize?	Yes						Yes	Yes		
Vehicle Extension (s)	2.0	2.0	2.6	2.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	None	Max	None	None	None	None	None	None	None
Walk Time (s)	5.0	4.0	8.0	4.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	20.0	8.0	17.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	5	5	5	5	0	0		0	0	
Act Effct Green (s)										
Actuated g/C Ratio										
v/c Ratio										
Control Delay										
Queue Delay										
Total Delay										
LOS										
Approach Delay										
Approach LOS										
Queue Length 50th (ft)										
Queue Length 95th (ft)										
Internal Link Dist (ft)										
Turn Bay Length (ft)										
Base Capacity (vph)										
Starvation Cap Reductn										
Spillback Cap Reductn										
Storage Cap Reductn										
Reduced v/c Ratio										

Intersection Summary

Analysis Period (min) 15

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

Splits and Phases: 8: Greenville & Phoenix

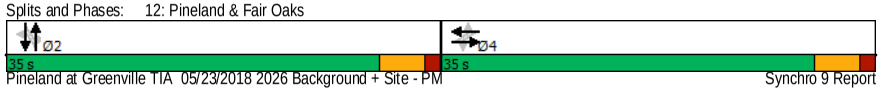


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	263	84	56	198	73	32	185	46	123	393	63
Future Volume (vph)	47	263	84	56	198	73	32	185	46	123	393	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			0.99			0.99			0.99	
Frt		0.968			0.967			0.974			0.984	
Flt Protected		0.994			0.991			0.994			0.989	
Satd. Flow (prot)	0	3365	0	0	3377	0	0	3412	0	0	3433	0
Flt Permitted		0.875			0.827			0.851			0.803	
Satd. Flow (perm)	0	2960	0	0	2806	0	0	2918	0	0	2782	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61			66			45			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		598			692			419			882	
Travel Time (s)		13.6			15.7			9.5			20.0	
Confl. Peds. (#/hr)	7		41	41		7	18		12	12		18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	51	286	91	61	215	79	35	201	50	134	427	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	428	0	0	355	0	0	286	0	0	629	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			4			2			2	
Permitted Phases	4			4			2			2		
Detector Phase	4	4		4	4		2	2		2	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	15.0		15.0	15.0	
Total Split (s)	35.0	35.0		35.0	35.0		35.0	35.0		35.0	35.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	30.0	30.0		30.0	30.0		30.0	30.0		30.0	30.0	
Yellow Time (s)	3.6	3.6		3.6	3.6		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.4	1.4		1.4	1.4		1.4	1.4		1.4	1.4	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Ped	Ped		Ped	Ped		Ped	Ped		Ped	Ped	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	10	10		10	10		10	10		10	10	
Act Effct Green (s)		19.6			19.6			21.2			21.2	
Actuated g/C Ratio		0.39			0.39			0.42			0.42	
v/c Ratio		0.36			0.32			0.23			0.54	
Control Delay		11.1			10.3			8.4			12.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			10.3			8.4			12.6	
LOS		B			B			A			B	
Approach Delay		11.1			10.3			8.4			12.6	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		35			27			22			65	
Queue Length 95th (ft)		82			67			44			111	
Internal Link Dist (ft)		518			612			339			802	
Turn Bay Length (ft)												
Base Capacity (vph)		1783			1693			1751			1662	
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		0.24			0.21			0.16			0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 50.9			
Natural Cycle: 40			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 12: Pineland & Fair Oaks



Intersection	
Int Delay, s/veh	5.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	147	2157	15	118	2024
Future Vol, veh/h	49	147	2157	15	118	2024
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	-	-	-	125	-
Veh in Median Storage, #	1	-	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	53	160	2345	16	128	2200

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3489	1181	0	0	2361	0
Stage 1	2353	-	-	-	-	-
Stage 2	1136	-	-	-	-	-
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	*~ 32	*406	-	-	*510	-
Stage 1	*417	-	-	-	-	-
Stage 2	*241	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*~ 24	*406	-	-	*510	-
Mov Cap-2 Maneuver	*84	-	-	-	-	-
Stage 1	*312	-	-	-	-	-
Stage 2	*241	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	118.9	0	0.8
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	207	* 510	-
HCM Lane V/C Ratio	-	-	1.029	0.251	-
HCM Control Delay (s)	-	-	118.9	14.4	-
HCM Lane LOS	-	-	F	B	-
HCM 95th %tile Q(veh)	-	-	9.3	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	77	1968	19	0	2094
Future Vol, veh/h	0	77	1968	19	0	2094
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	-	-	-	-
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	84	2139	21	0	2276

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1080	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*460	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*460	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	460	-
HCM Lane V/C Ratio	-	-	0.182	-
HCM Control Delay (s)	-	-	14.6	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

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

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	202	26	1986	2048	45
Future Vol, veh/h	1	202	26	1986	2048	45
Conflicting Peds, #/hr	0	0	1	0	0	1
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	135	-	-	-
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	1	220	28	2159	2226	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	3147	1114	2276	0	-	0
Stage 1	2227	-	-	-	-	-
Stage 2	920	-	-	-	-	-
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	*60	~ 174	90	-	-	-
Stage 1	*40	-	-	-	-	-
Stage 2	*472	-	-	-	-	-
Platoon blocked, %	1			-	-	-
Mov Cap-1 Maneuver	*41	~ 174	90	-	-	-
Mov Cap-2 Maneuver	*41	-	-	-	-	-
Stage 1	*28	-	-	-	-	-
Stage 2	*472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	208	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	90	-	174	-	-
HCM Lane V/C Ratio	0.314	-	1.262	-	-
HCM Control Delay (s)	62.3	-	208	-	-
HCM Lane LOS	F	-	F	-	-
HCM 95th %tile Q(veh)	1.2	-	12.4	-	-

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	46	1966	19	0	2251
Future Vol, veh/h	0	46	1966	19	0	2251
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	-	-	-	-
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	50	2137	21	0	2447

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1079	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*460	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*460	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	460	-
HCM Lane V/C Ratio	-	-	0.109	-
HCM Control Delay (s)	-	-	13.8	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.4	-

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	77	1926	57	0	2177
Future Vol, veh/h	0	77	1926	57	0	2177
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	-	-	-	-
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	84	2093	62	0	2366

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1078	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*496	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		1	-	-		-
Mov Cap-1 Maneuver	-	*496	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	496	-
HCM Lane V/C Ratio	-	-	0.169	-
HCM Control Delay (s)	-	-	13.7	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

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

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	38	192	477	19	95	562
Future Vol, veh/h	38	192	477	19	95	562
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	-	-	-	-	-
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	41	209	518	21	103	611

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1041	270	0	0	539	0
Stage 1	529	-	-	-	-	-
Stage 2	512	-	-	-	-	-
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	226	728	-	-	1025	-
Stage 1	555	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	728	-	-	1025	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	471	-	-	-	-	-
Stage 2	567	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	498	1025	-
HCM Lane V/C Ratio	-	-	0.502	0.101	-
HCM Control Delay (s)	-	-	19.3	8.9	0.5
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.8	0.3	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	49	214	283	30	126	476
Future Vol, veh/h	49	214	283	30	126	476
Conflicting Peds, #/hr	0	1	0	1	1	0
Sign Control	Stop	Stop	Free	Free	Free	Free
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	53	233	308	33	137	517

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	859	173	0	0	342	0
Stage 1	326	-	-	-	-	-
Stage 2	533	-	-	-	-	-
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	*492	840	-	-	1214	-
Stage 1	*704	-	-	-	-	-
Stage 2	*832	-	-	-	-	-
Platoon blocked, %	1		-	-		-
Mov Cap-1 Maneuver	*413	838	-	-	1213	-
Mov Cap-2 Maneuver	*413	-	-	-	-	-
Stage 1	*591	-	-	-	-	-
Stage 2	*832	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	2.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	1213	-
HCM Lane V/C Ratio	-	-	0.407	0.113	-
HCM Control Delay (s)	-	-	13.6	8.3	0.4
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2	0.4	-

Notes

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

Intersection	
Intersection Delay, s/veh	11.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	22	58	22	19	41	52	211	29	40	482	29
Future Vol, veh/h	21	22	58	22	19	41	52	211	29	40	482	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	24	63	24	21	45	57	229	32	43	524	32
Number of Lanes	0	1	0	0	1	0	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	1
HCM Control Delay	10.2	10	10.7	13
HCM LOS	B	A	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1	SBLn2
Vol Left, %	33%	0%	21%	27%	14%	0%
Vol Thru, %	67%	78%	22%	23%	86%	89%
Vol Right, %	0%	22%	57%	50%	0%	11%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	158	135	101	82	281	270
LT Vol	52	0	21	22	40	0
Through Vol	106	106	22	19	241	241
RT Vol	0	29	58	41	0	29
Lane Flow Rate	171	146	110	89	305	293
Geometry Grp	7	7	2	2	7	7
Degree of Util (X)	0.287	0.232	0.179	0.148	0.477	0.446
Departure Headway (Hd)	6.037	5.717	5.862	5.969	5.619	5.471
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	596	629	611	601	641	660
Service Time	3.773	3.453	3.9	4.009	3.347	3.199
HCM Lane V/C Ratio	0.287	0.232	0.18	0.148	0.476	0.444
HCM Control Delay	11.2	10.2	10.2	10	13.4	12.6
HCM Lane LOS	B	B	B	A	B	B
HCM 95th-tile Q	1.2	0.9	0.6	0.5	2.6	2.3