 **Volume 2 – Data**
Z189-153

Manderville Lane Development
Dallas, Texas

November 7, 2019

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #064537400
Registered Firm F-928

Kimley»»Horn

TRAFFIC COUNTS AND HISTORICAL DATA

Manderville Lane Apartments - Dallas, Texas

Historical Link Volumes and Growth Rates

Greenville Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2009	Walnut Hill Lane	Meadow Road	TxDOT	26,896	-
2	2014	Walnut Hill Lane	Meadow Road	TxDOT	27,866	0.7%
Average Growth 2009 - 2014:						0.7%

Walnut Hill, West of Greenville Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2004	Rambler Road	Greenville Avenue	TxDOT	31,526	-
2	2009	Rambler Road	Greenville Avenue	TxDOT	29,852	-1.1%
3	2014	Rambler Road	Greenville Avenue	TxDOT	29,270	-0.4%
Average Growth 2004 - 2014:						-0.7%

Walnut Hill, East of Greenville Avenue						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2004	Greenville Avenue	Fair Oaks Avenue	TxDOT	21,120	-
2	2009	Greenville Avenue	Fair Oaks Avenue	TxDOT	18,046	-3.1%
3	2014	Greenville Avenue	Fair Oaks Avenue	TxDOT	18,884	0.9%
Average Growth 2004 - 2014:						-1.1%

Meadow Road						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	US 75 NBFR	Manderville Lane	KHA	8,381	-

Manderville Road						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2014	Meadow Road	Walnut Hill Road	TxDOT	1,957	-
2	2018	Meadow Road	Walnut Hill Road	KHA	2,964	10.9%
Average Growth 2014 - 2018:						10.9%

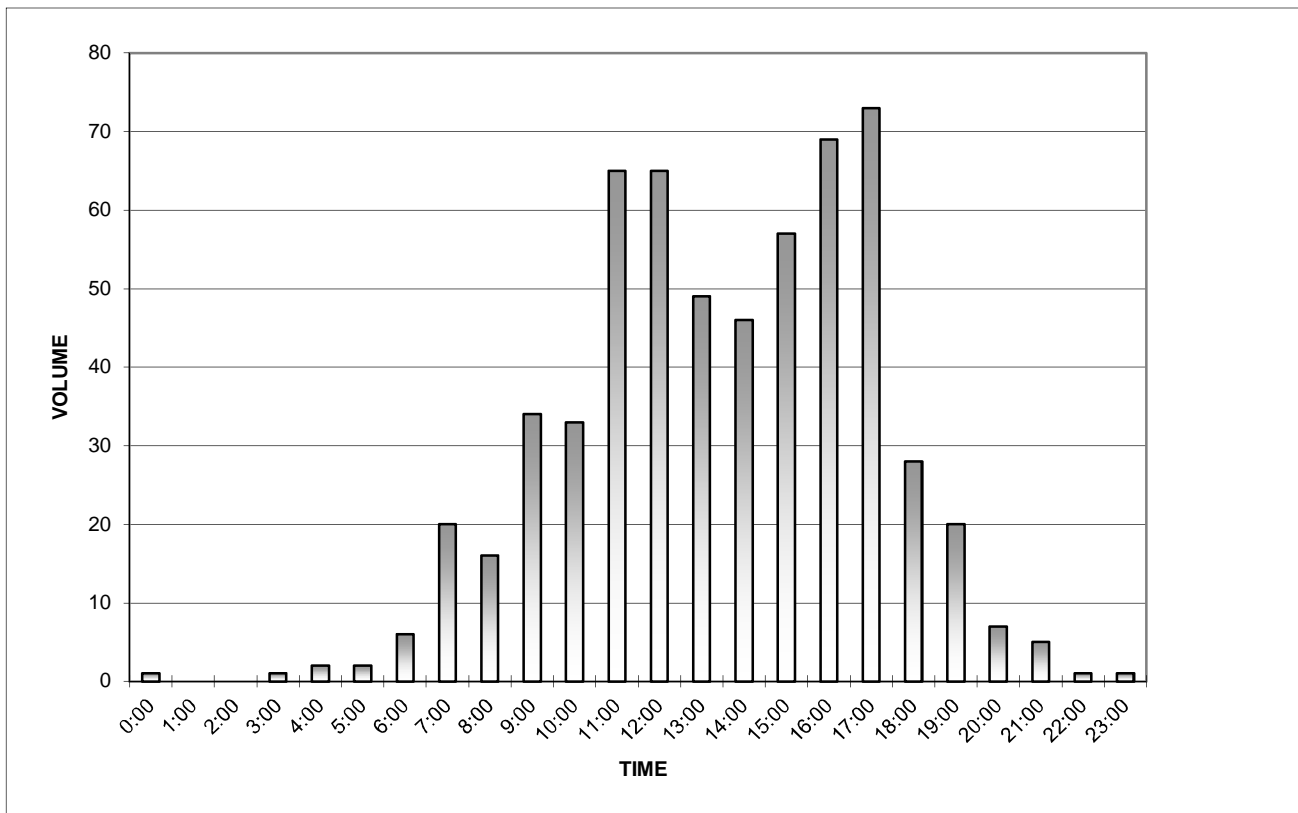
Blair Road						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	US 75 NBFR	Manderville Lane	KHA	1,141	-

EB Blair Road West of Manderville Lane

Date Began:
11/8/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	0	0	0	1
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	1	1
4:00	0	2	0	0	2
5:00	0	0	1	1	2
6:00	1	0	2	3	6
7:00	6	5	5	4	20
8:00	5	5	2	4	16
9:00	9	9	9	7	34
10:00	7	9	7	10	33
11:00	12	17	18	18	65
12:00	17	22	14	12	65
13:00	11	8	13	17	49
14:00	8	12	16	10	46
15:00	16	9	12	20	57
16:00	19	14	22	14	69
17:00	28	14	16	15	73
18:00	13	8	3	4	28
19:00	14	3	0	3	20
20:00	0	2	4	1	7
21:00	2	3	0	0	5
22:00	1	0	0	0	1
23:00	0	0	0	1	1
TOTAL:					601

The A.M. peak hour from 9:00 to 10:00 is 34
The P.M. peak hour from 16:30 to 17:30 is 78

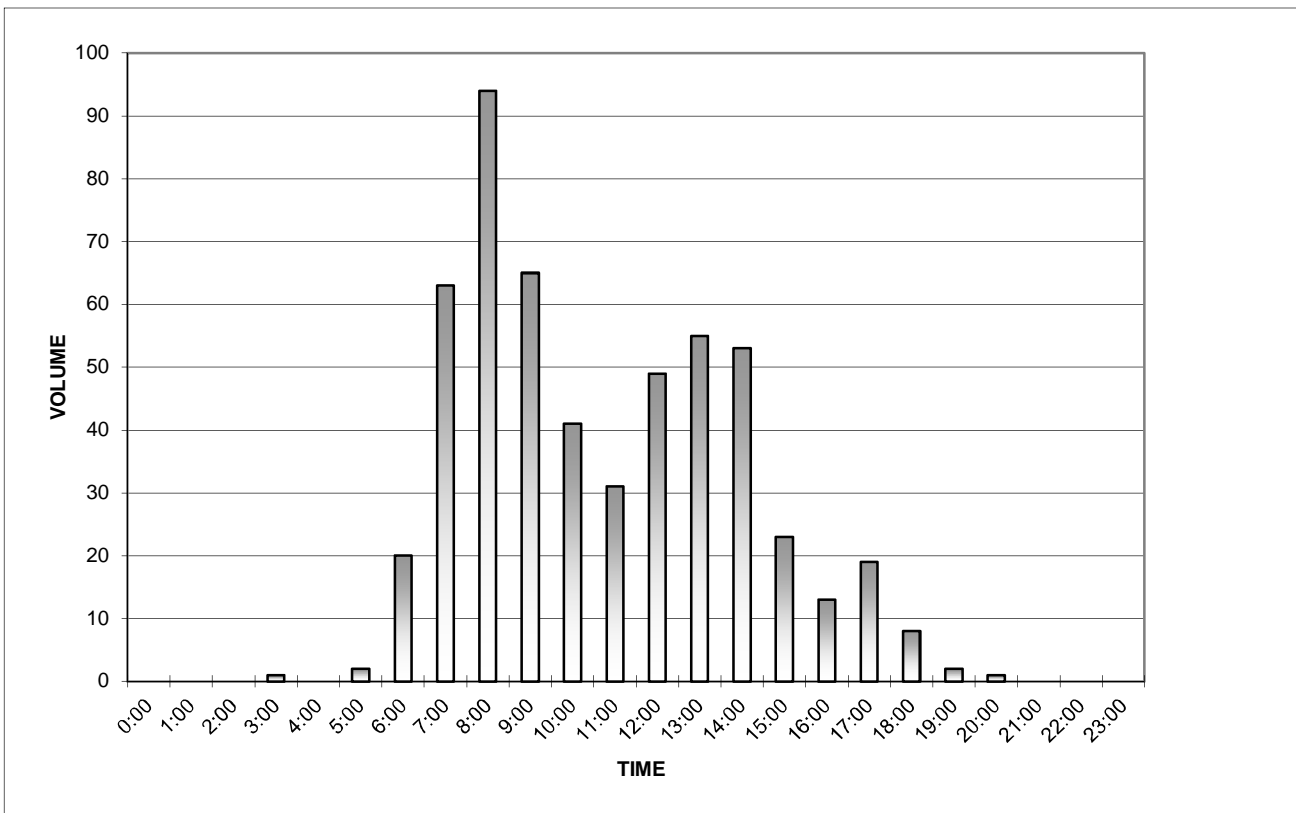


WB Blair Road West of Manderville Lane

Date Began:
11/8/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	1	0	1
4:00	0	0	0	0	0
5:00	1	1	0	0	2
6:00	0	3	5	12	20
7:00	11	11	19	22	63
8:00	25	22	29	18	94
9:00	26	12	14	13	65
10:00	8	10	13	10	41
11:00	9	8	4	10	31
12:00	13	13	7	16	49
13:00	13	14	21	7	55
14:00	9	13	14	17	53
15:00	5	8	7	3	23
16:00	1	5	2	5	13
17:00	3	5	4	7	19
18:00	3	0	2	3	8
19:00	1	0	1	0	2
20:00	0	0	1	0	1
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL:					540

The A.M. peak hour from 7:45 to 8:45 is 98
The P.M. peak hour from 14:15 to 15:15 is 49

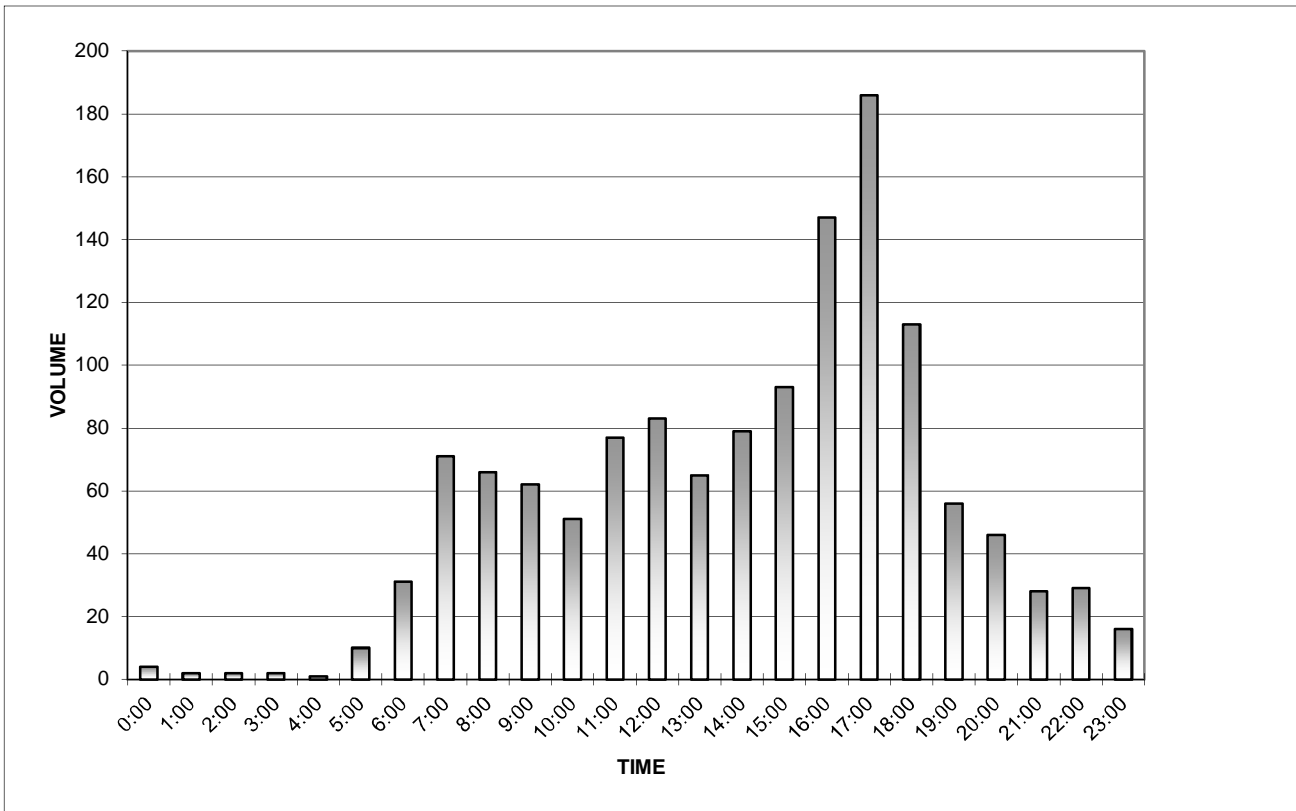


NB Manderville Lane South of Meadow Road

Date Began:
11/8/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	1	1	4
1:00	1	1	0	0	2
2:00	1	0	0	1	2
3:00	0	1	0	1	2
4:00	0	1	0	0	1
5:00	1	2	2	5	10
6:00	9	7	4	11	31
7:00	14	17	18	22	71
8:00	22	24	6	14	66
9:00	17	21	10	14	62
10:00	16	7	16	12	51
11:00	20	21	21	15	77
12:00	23	23	25	12	83
13:00	13	17	22	13	65
14:00	17	13	25	24	79
15:00	14	22	26	31	93
16:00	30	33	48	36	147
17:00	58	54	46	28	186
18:00	47	28	19	19	113
19:00	22	5	12	17	56
20:00	12	14	13	7	46
21:00	6	11	4	7	28
22:00	4	9	8	8	29
23:00	3	6	2	5	16
TOTAL:					1320

The A.M. peak hour from 7:30 to 8:30 is 86
The P.M. peak hour from 16:30 to 17:30 is 196

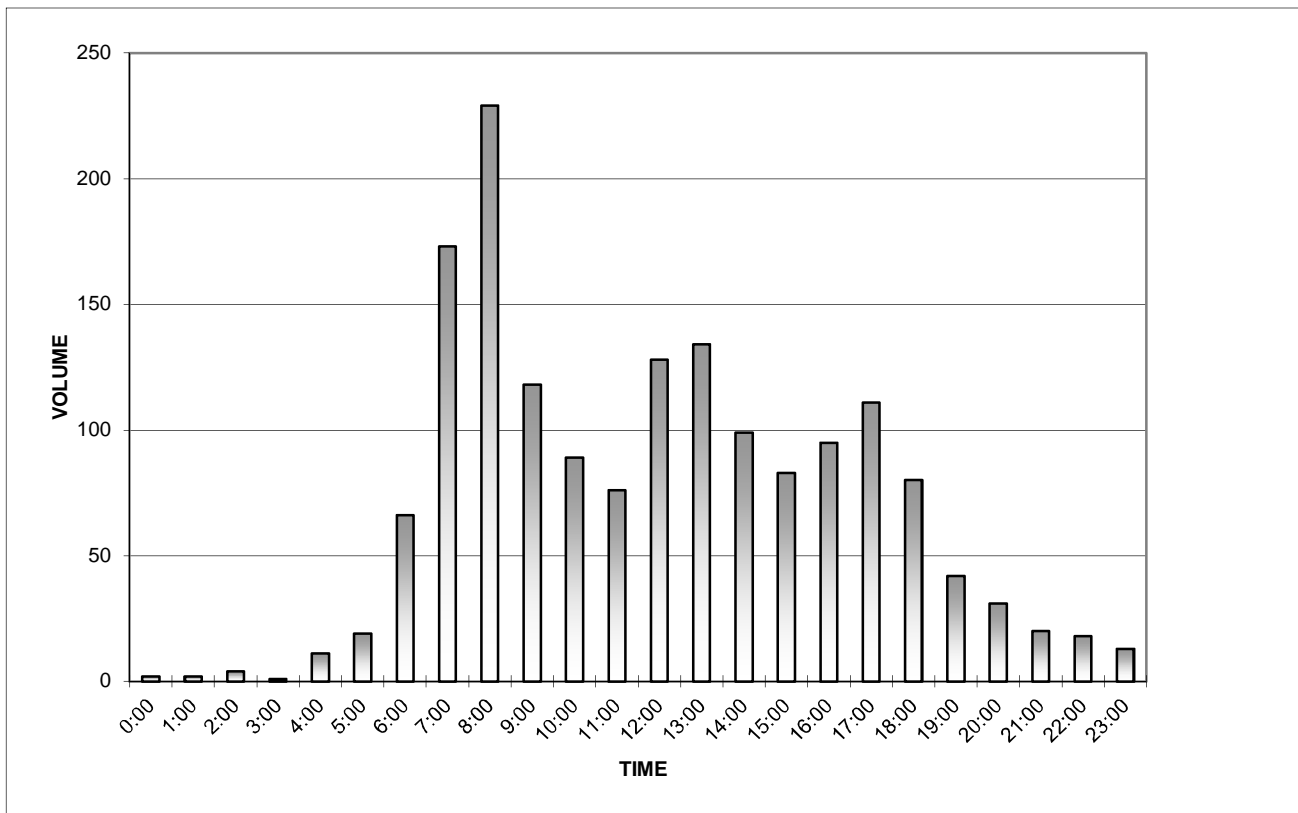


SB Manderville Lane South of Meadow Road

Date Began:
11/8/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	1	1	0	0	2
1:00	0	0	1	1	2
2:00	0	2	0	2	4
3:00	0	0	0	1	1
4:00	2	5	0	4	11
5:00	0	6	3	10	19
6:00	4	15	19	28	66
7:00	34	39	46	54	173
8:00	56	59	62	52	229
9:00	47	26	24	21	118
10:00	21	27	20	21	89
11:00	23	17	14	22	76
12:00	27	29	35	37	128
13:00	30	33	43	28	134
14:00	22	42	15	20	99
15:00	21	19	20	23	83
16:00	23	26	22	24	95
17:00	28	18	29	36	111
18:00	21	23	17	19	80
19:00	13	8	16	5	42
20:00	10	11	5	5	31
21:00	7	3	7	3	20
22:00	9	3	4	2	18
23:00	6	2	3	2	13
TOTAL:					1644

The A.M. peak hour from 7:45 to 8:45 is 231
The P.M. peak hour from 17:00 to 18:00 is 111



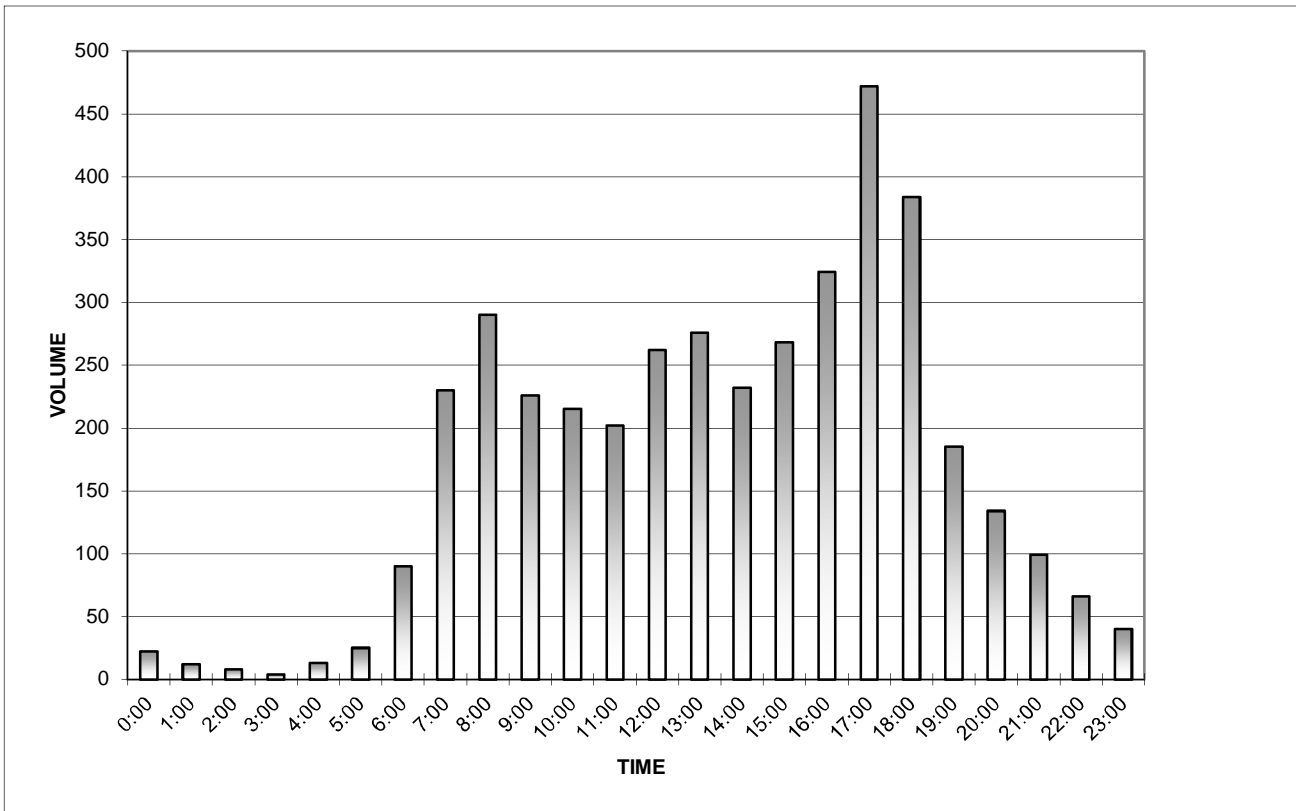
EB Meadow Road West of Manderville Lane

Date Began:
11/7/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	5	10	3	4	22
1:00	1	5	3	3	12
2:00	4	1	2	1	8
3:00	1	1	1	1	4
4:00	3	1	6	3	13
5:00	4	8	6	7	25
6:00	12	29	22	27	90
7:00	51	62	59	58	230
8:00	80	78	68	64	290
9:00	68	54	50	54	226
10:00	58	51	55	51	215
11:00	47	52	50	53	202
12:00	57	69	66	70	262
13:00	72	74	64	66	276
14:00	47	62	53	70	232
15:00	56	68	60	84	268
16:00	74	70	98	82	324
17:00	120	105	126	121	472
18:00	135	95	88	66	384
19:00	56	50	44	35	185
20:00	42	36	34	22	134
21:00	24	28	26	21	99
22:00	17	21	14	14	66
23:00	14	6	8	12	40

TOTAL: 4079

The A.M. peak hour from 8:00 to 9:00 is 290
The P.M. peak hour from 17:15 to 18:15 is 487

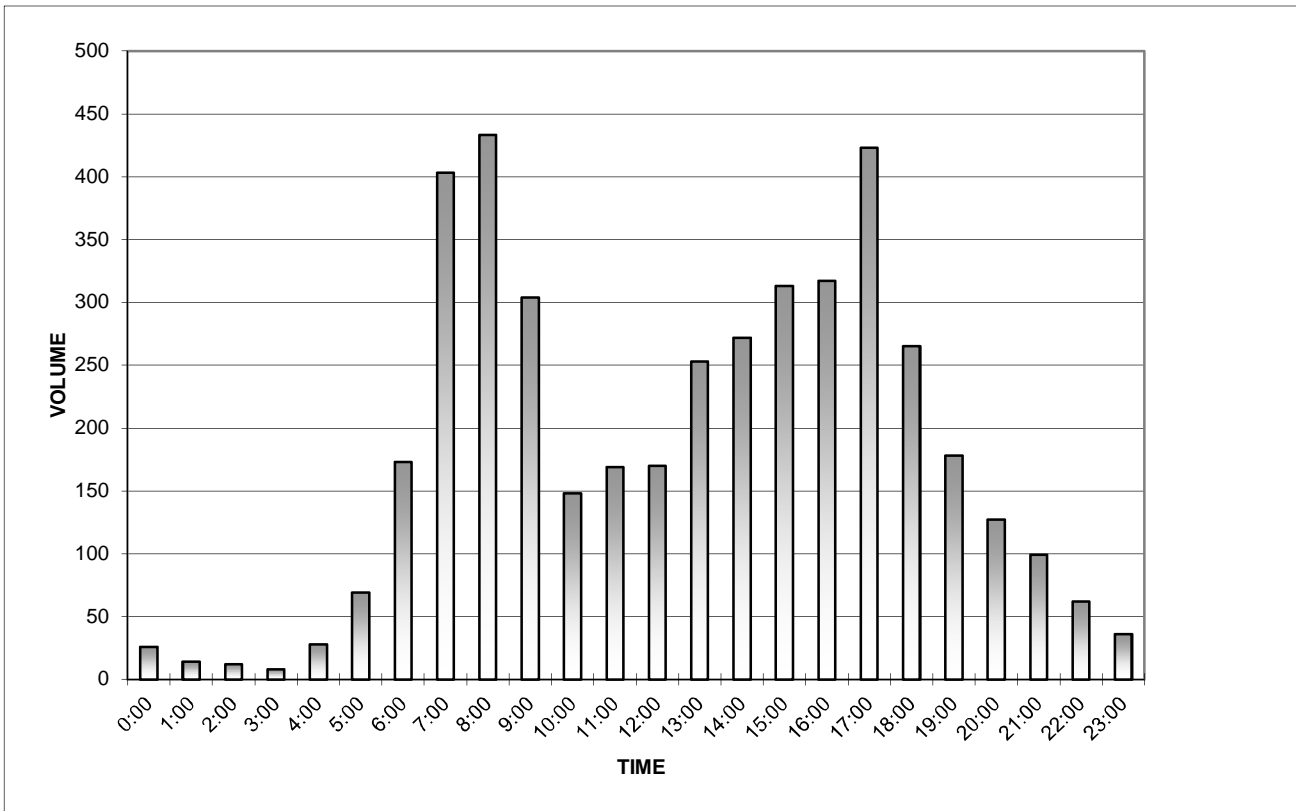


WB Meadow Road West of Manderville Lane

Date Began:
11/7/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	9	2	7	8	26
1:00	2	2	5	5	14
2:00	3	4	2	3	12
3:00	2	2	1	3	8
4:00	3	5	11	9	28
5:00	11	10	18	30	69
6:00	32	39	48	54	173
7:00	80	99	110	114	403
8:00	110	120	104	99	433
9:00	76	74	78	76	304
10:00	68	20	30	30	148
11:00	37	48	48	36	169
12:00	39	40	41	50	170
13:00	58	68	63	64	253
14:00	78	62	66	66	272
15:00	78	89	76	70	313
16:00	76	66	70	105	317
17:00	105	98	130	90	423
18:00	81	78	60	46	265
19:00	44	51	42	41	178
20:00	41	32	35	19	127
21:00	25	21	25	28	99
22:00	13	19	16	14	62
23:00	13	8	7	8	36
TOTAL:					4302

The A.M. peak hour from 7:30 to 8:30 is 454
The P.M. peak hour from 16:45 to 17:45 is 438



1. Meadow Road at Rambler Road - TMC

Thu Nov 8, 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: 585506, Location: 32.887175, -96.762375, Site Code: 1



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

Leg Direction	Meadow Road Eastbound				Meadow Road Westbound				Rambler Road Northbound				Rambler Road Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
2018-11-08 7:00AM	2	33	8	0	5	53	5	0	3	1	8	0	4	5	1	0
7:15AM	3	39	16	0	30	49	8	0	3	2	5	0	5	1	4	0
7:30AM	2	44	18	0	57	57	4	0	2	1	6	0	6	3	3	0
7:45AM	1	36	16	0	35	63	4	0	5	1	3	0	8	4	8	0
Hourly Total	8	152	58	0	127	222	21	0	13	5	22	0	23	13	16	0
8:00AM	0	62	18	0	23	76	3	0	6	0	14	0	6	7	4	0
8:15AM	0	57	25	0	18	82	2	0	9	2	5	0	4	2	2	0
8:30AM	0	32	24	0	17	86	1	0	5	1	4	0	4	0	2	0
8:45AM	1	42	25	0	17	71	3	0	8	0	5	0	2	1	0	0
Hourly Total	1	193	92	0	75	315	9	0	28	3	28	0	16	10	8	0
2:30PM	3	47	8	0	8	25	1	0	9	4	5	0	2	0	0	0
2:45PM	1	55	6	0	14	41	2	0	9	2	9	0	5	2	2	0
Hourly Total	4	102	14	0	22	66	3	0	18	6	14	0	7	2	2	0
3:00PM	3	56	6	0	22	48	1	1	17	2	13	0	9	0	5	0
3:15PM	2	52	8	0	6	37	4	0	16	1	8	0	3	1	2	0
3:30PM	0	43	10	0	1	48	1	0	12	2	9	0	3	2	0	0
3:45PM	0	63	10	1	7	51	5	0	15	4	11	0	1	1	0	0
Hourly Total	5	214	34	1	36	184	11	1	60	9	41	0	16	4	7	0
4:00PM	0	45	5	0	7	42	4	0	23	2	24	0	2	1	0	0
4:15PM	1	70	7	0	6	39	2	0	15	1	11	0	3	1	1	0
4:30PM	2	103	7	0	1	51	4	0	17	1	24	0	1	1	4	0
4:45PM	0	101	5	0	9	55	6	0	16	4	19	0	3	2	5	0
Hourly Total	3	319	24	0	23	187	16	0	71	8	78	0	9	5	10	0
5:00PM	0	136	8	0	5	64	6	0	33	1	35	0	6	0	0	0
5:15PM	0	109	15	0	12	51	5	0	23	2	34	0	3	2	0	0
5:30PM	0	132	12	0	0	62	4	0	27	1	20	0	7	1	0	0
5:45PM	0	128	5	0	6	73	4	0	19	0	12	0	6	0	1	0
Hourly Total	0	505	40	0	23	250	19	0	102	4	101	0	22	3	1	0
6:00PM	0	133	24	0	6	57	6	2	14	2	8	0	4	3	0	0
6:15PM	0	100	11	0	10	62	3	0	5	1	13	0	3	0	3	0
Hourly Total	0	233	35	0	16	119	9	2	19	3	21	0	7	3	3	0
Total	21	1718	297	1	322	1343	88	3	311	38	305	0	100	40	47	0
% Approach	1.0%	84.3%	14.6%	0%	18.3%	76.5%	5.0%	0.2%	47.6%	5.8%	46.6%	0%	53.5%	21.4%	25.1%	0%
% Total	0.5%	37.1%	6.4%	0%	6.9%	29.0%	1.9%	0.1%	6.7%	0.8%	6.6%	0%	2.2%	0.9%	1.0%	0%
Lights	17	1704	296	1	307	1336	78	3	310	28	291	0	84	36	40	0
% Lights	81.0%	99.2%	99.7%	100%	95.3%	99.5%	88.6%	100%	99.7%	73.7%	95.4%	0%	84.0%	90.0%	85.1%	0%
Articulated Trucks	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
% Articulated Trucks	4.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.0%	0%	0%	0%

Leg Direction	Meadow Road Eastbound			Meadow Road Westbound			Rambler Road Northbound			Rambler Road Southbound		
	L	T	App	L	T	App	L	T	App	L	T	App
Buses and Single-Unit Trucks	3	14	18	15	7	32	1	10	25	15	4	26
% Buses and Single-Unit Trucks	14.3%	0.8%	0.9%	4.7%	0.5%	1.8%	0.3%	26.3%	3.8%	15.0%	10.0%	13.9%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	0%	-	-	0%	-	-	0%	-	-	9.1%

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

1. Meadow Road at Rambler Road - TMC

Thu Nov 8, 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: 585506, Location: 32.887175, -96.762375, Site Code: 1



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

Leg Direction	Meadow Road Eastbound				Meadow Road Westbound				Rambler Road Northbound				Rambler Road Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Time																
2018-11-08 5:00PM	0	136	8	0	2	5	64	6	0	33	1	35	0	69	4	4
5:15PM	0	109	15	0	0	12	51	5	0	23	2	34	0	59	0	3
5:30PM	0	132	12	0	0	0	62	4	0	27	1	20	0	48	0	7
5:45PM	0	128	5	0	1	6	73	4	0	19	0	12	0	31	0	6
Total	0	505	40	0	3	23	250	19	0	292	1	102	4	207	4	22
% Approach	0%	92.7%	7.3%	0%	-	7.9%	85.6%	6.5%	0%	-	49.3%	1.9%	48.8%	0%	-	84.6%
% Total	0%	47.2%	3.7%	0%	-	2.1%	23.4%	1.8%	0%	27.3%	-	9.5%	0.4%	9.4%	0%	19.3%
PHF	-	0.928	0.667	-	-	0.479	0.856	0.792	-	0.880	-	0.773	0.500	0.721	-	0.750
Lights	0	502	40	0	0	21	250	19	0	290	-	102	4	206	-	22
% Lights	0%	99.4%	100%	0%	-	91.3%	100%	100%	0%	99.3%	-	100%	100%	99.0%	0%	99.5%
Articulated Trucks	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%
Buses and Single-Unit Trucks	0	3	0	0	3	2	0	0	0	2	-	0	0	1	-	0
% Buses and Single-Unit Trucks	0%	0.6%	0%	0%	-	8.7%	0%	0%	0%	0.7%	-	0%	1.0%	0%	0%	0%
Pedestrians	-	-	-	-	3	-	-	-	1	-	-	-	-	4	-	-
% 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. Meadow Road at Greenville Avenue - TMC

Thu Nov 8, 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: 585507, Location: 32.885594, -96.758364, Site Code: 2



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

Leg Direction	Meadow Road Eastbound				Meadow Road Westbound				Greenville Avenue Northbound				Greenville Avenue Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
2018-11-08 7:00AM	15	0	20	0	0	0	0	0	38	137	0	0	0	211	35	0
7:15AM	16	0	24	0	0	0	0	0	72	177	0	0	0	297	59	0
7:30AM	17	0	46	0	0	5	1	0	92	185	1	0	0	370	71	0
7:45AM	10	0	47	0	0	1	1	0	59	179	0	0	1	402	71	0
Hourly Total	58	0	137	0	0	6	2	0	261	678	1	0	1	1280	236	0
8:00AM	29	0	44	0	0	0	1	0	50	153	2	0	0	409	76	0
8:15AM	21	0	31	0	0	0	0	0	40	178	1	0	0	408	89	0
8:30AM	10	0	31	0	1	0	0	0	46	167	3	0	0	374	79	0
8:45AM	16	0	30	0	2	0	0	0	47	157	0	0	3	401	68	0
Hourly Total	76	0	136	0	3	0	1	0	183	655	6	0	3	1592	312	0
4:30PM	64	1	62	0	1	0	0	0	35	315	0	0	0	278	22	0
4:45PM	65	1	80	0	0	0	1	0	41	362	2	0	0	303	28	0
Hourly Total	129	2	142	0	1	0	1	0	76	677	2	0	0	581	50	0
5:00PM	89	0	117	0	0	1	3	0	41	343	0	0	0	340	28	0
5:15PM	77	1	81	0	0	0	0	0	43	366	0	0	0	400	31	0
5:30PM	76	2	96	0	0	1	0	0	41	330	0	0	0	375	34	0
5:45PM	71	0	90	0	0	0	0	0	44	329	0	0	0	345	39	0
Hourly Total	313	3	384	0	0	2	3	0	169	1368	0	0	0	1460	132	0
6:00PM	51	0	96	0	0	1	0	0	32	286	0	0	0	380	29	0
6:15PM	43	0	69	0	0	1	1	0	38	244	1	0	1	415	29	0
Hourly Total	94	0	165	0	0	2	1	0	70	530	1	0	1	795	58	0
Total	670	5	964	0	4	10	8	0	759	3908	10	0	5	5708	788	0
% Approach	40.9%	0.3%	58.8%	0%	18.2%	45.5%	36.4%	0%	16.2%	83.6%	0.2%	0%	0.1%	87.8%	12.1%	0%
% Total	5.2%	0%	7.5%	0%	0%	0.1%	0.1%	0%	5.9%	30.4%	0.1%	0%	0%	44.5%	6.1%	0%
Lights	668	5	948	0	4	10	8	0	738	3876	10	0	5	5676	786	0
% Lights	99.7%	100%	98.3%	0%	100%	100%	100%	0%	97.2%	99.2%	100%	0%	100%	99.4%	99.7%	0%
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0
% Articulated Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0%	0.1%	0%	0%
Buses and Single-Unit Trucks	2	0	16	0	0	0	0	0	21	30	0	0	0	29	2	0
% Buses and Single-Unit Trucks	0.3%	0%	1.7%	0%	0%	0%	0%	0%	2.8%	0.8%	0%	0%	0%	0.5%	0.3%	0%
Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

2. Meadow Road at Greenville Avenue - TMC

Thu Nov 8, 2018

AM Peak (7:30AM - 8:30AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 585507, Location: 32.885594, -96.758364, Site Code: 2



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

Leg Direction	Meadow Road Eastbound			Meadow Road Westbound			Greenville Avenue Northbound			Greenville Avenue Southbound			Ped* Int							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int
2018-11-08 7:30AM	17	0	46	0	63	0	0	5	1	0	6	1	92	185	1	0	278	0	788	
7:45AM	10	0	47	0	57	0	0	1	1	0	2	0	59	179	0	0	238	0	771	
8:00AM	29	0	44	0	73	0	0	0	1	0	1	0	50	153	2	0	205	0	764	
8:15AM	21	0	31	0	52	0	0	0	0	0	0	0	40	178	1	0	219	0	768	
Total	77	0	168	0	245	0	0	6	3	0	9	1	241	695	4	0	940	0	3091	
% Approach	31.4%	0%	68.6%	0%	-	-	0%	66.7%	33.3%	0%	-	-	25.6%	73.9%	0.4%	0%	-	-	-	
% Total	2.5%	0%	5.4%	0%	7.9%	-	0%	0.2%	0.1%	0%	0.3%	-	7.8%	22.5%	0.1%	0%	30.4%	-	-	
PHF	0.664	-	0.894	-	0.839	-	-	0.300	0.750	-	0.375	-	0.655	0.939	0.500	-	0.845	-	0.981	
Lights	77	0	166	0	243	-	0	6	3	0	9	-	237	682	4	0	923	-	3060	
% Lights	100%	0%	98.8%	0%	99.2%	-	0%	100%	100%	0%	100%	-	98.3%	98.1%	100%	0%	98.2%	-	99.0%	
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	2	
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0.1%	
Buses and Single-Unit Trucks	0	0	2	0	2	-	0	0	0	0	0	-	4	11	0	0	15	-	29	
% Buses and Single-Unit Trucks	0%	0%	1.2%	0%	0.8%	-	0%	0%	0%	0%	0%	-	1.7%	1.6%	0%	0%	1.6%	-	0.9%	
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	0%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	100%

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

2. Meadow Road at Greenville Avenue - TMC

Thu Nov 8, 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: 585507, Location: 32.885594, -96.758364, Site Code: 2



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

Leg Direction	Meadow Road Eastbound				Meadow Road Westbound				Greenville Avenue Northbound				Greenville Avenue Southbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2018-11-08 5:00PM	89	0	117	0	206	0	0	1	3	0	4	0	41	343	0	0	384	0	962
5:15PM	77	1	81	0	159	0	0	0	0	0	0	0	43	366	0	0	409	0	999
5:30PM	76	2	96	0	174	0	0	1	0	0	1	0	41	330	0	0	371	0	955
5:45PM	71	0	90	0	161	0	0	0	0	0	0	0	44	329	0	0	373	0	918
Total	313	3	384	0	700	0	0	2	3	0	5	0	169	1368	0	0	1537	0	3834
% Approach	44.7%	0.4%	54.9%	0%	-	-	0%	40.0%	60.0%	0%	-	-	11.0%	89.0%	0%	0%	-	-	-
% Total	8.2%	0.1%	10.0%	0%	18.3%	-	0%	0.1%	0.1%	0%	0.1%	-	4.4%	35.7%	0%	0%	40.1%	-	-
PHF	0.879	0.375	0.821	-	0.850	-	-	0.500	0.250	-	0.313	-	0.960	0.934	-	-	0.939	-	-
Lights	312	3	381	0	696	-	0	2	3	0	5	-	167	1363	0	0	1530	-	-
% Lights	99.7%	100%	99.2%	0%	99.4%	-	0%	100%	100%	0%	100%	-	98.8%	99.6%	0%	0%	99.5%	-	-
Articulated Trucks	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%	-	-
Buses and Single-Unit Trucks	1	0	3	0	4	-	0	0	0	0	0	-	2	5	0	0	7	-	-
% Buses and Single-Unit Trucks	0.3%	0%	0.8%	0%	0.6%	-	0%	0%	0%	0%	0%	-	1.2%	0.4%	0%	0%	0.5%	-	-
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. Manderville Lane at Meadow Road - TMC

Thu Nov 8, 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: 585508, Location: 32.887511, -96.765249, Site Code: 3



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

Leg Direction	Meadow Road Eastbound				Meadow Road Westbound				Manderville Lane Northbound				Manderville Lane Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Time																
2018-11-08 7:00AM	1	31	17	0	49	1	11	58	5	0	74	0	9	0	3	0
7:15AM	1	47	12	0	60	2	14	67	6	0	87	0	8	7	2	0
7:30AM	3	37	19	0	59	0	13	73	8	0	94	0	14	2	2	0
7:45AM	3	36	18	0	57	1	13	91	10	0	114	0	9	5	6	0
Hourly Total	8	151	66	0	225	4	51	289	29	0	369	0	40	14	13	0
8:00AM	1	59	21	0	81	2	17	84	6	0	107	0	12	5	4	0
8:15AM	1	54	22	0	77	1	24	89	5	0	118	0	13	6	8	0
8:30AM	1	44	21	0	66	1	21	92	8	0	121	0	3	1	3	0
8:45AM	0	50	16	0	66	0	16	75	5	0	96	0	7	3	4	0
Hourly Total	3	207	80	0	290	4	78	340	24	0	442	0	35	15	19	0
4:30PM	1	84	9	0	94	1	4	64	9	0	77	0	17	6	21	0
4:45PM	4	84	10	0	98	2	2	61	15	0	78	0	18	3	19	0
Hourly Total	5	168	19	0	192	3	6	125	24	0	155	0	35	9	40	0
5:00PM	2	122	10	0	134	2	1	82	10	0	93	0	16	11	27	0
5:15PM	0	101	6	0	107	1	2	79	9	0	90	0	18	12	22	0
5:30PM	6	132	15	0	153	0	4	78	9	0	91	0	18	9	18	0
5:45PM	2	112	18	0	132	0	10	66	16	0	92	0	11	2	18	0
Hourly Total	10	467	49	0	526	3	17	305	44	0	366	0	63	34	85	0
6:00PM	3	143	8	0	154	1	5	63	12	1	81	0	11	5	27	0
6:15PM	3	91	8	0	102	1	3	63	16	0	82	0	12	6	11	0
Hourly Total	6	234	16	0	256	2	8	126	28	1	163	0	23	11	38	0
Total	32	1227	230	0	1489	16	160	1185	149	1	1495	0	196	83	195	0
% Approach	2.1%	82.4%	15.4%	0%	-	-	10.7%	79.3%	10.0%	0.1%	-	-	41.4%	17.5%	41.1%	0%
% Total	0.8%	29.9%	5.6%	0%	36.3%	-	3.9%	28.9%	3.6%	0%	36.4%	-	4.8%	2.0%	4.7%	0%
Lights	31	1218	214	0	1463	-	160	1174	149	1	1484	-	180	82	195	0
% Lights	96.9%	99.3%	93.0%	0%	98.3%	-	100%	99.1%	100%	100%	99.3%	-	91.8%	98.8%	100%	0%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%
Buses and Single-Unit Trucks	1	8	16	0	25	-	0	10	0	0	10	-	16	1	0	0
% Buses and Single-Unit Trucks	3.1%	0.7%	7.0%	0%	1.7%	-	0%	0.8%	0%	0%	0.7%	-	8.2%	1.2%	0%	0%
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-

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

3. Manderville Lane at Meadow Road - TMC

Thu Nov 8, 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: 585508, Location: 32.887511, -96.765249, Site Code: 3



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

Leg Direction	Meadow Road Eastbound			Meadow Road Westbound			Manderville Lane Northbound			Manderville Lane Southbound			App Ped* Int													
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int						
2018-11-08 5:00PM	2	122	10	0	134	2	1	82	10	0	93	0	16	11	27	0	54	3	15	14	15	0	44	0	325	
5:15PM	0	101	6	0	107	1	2	79	9	0	90	0	18	12	22	0	52	0	18	7	10	0	35	0	284	
5:30PM	6	132	15	0	153	0	4	78	9	0	91	0	18	9	18	0	45	0	23	11	12	0	46	0	335	
5:45PM	2	112	18	0	132	0	10	66	16	0	92	0	11	2	18	0	31	0	17	6	15	0	38	0	293	
Total	10	467	49	0	526	3	17	305	44	0	366	0	63	34	85	0	182	3	73	38	52	0	163	0	1237	
% Approach	1.9%	88.8%	9.3%	0%	-	-	4.6%	83.3%	12.0%	0%	-	-	34.6%	18.7%	46.7%	0%	-	-	44.8%	23.3%	31.9%	0%	-	-	-	-
% Total	0.8%	37.8%	4.0%	0%	42.5%	-	1.4%	24.7%	3.6%	0%	29.6%	-	5.1%	2.7%	6.9%	0%	14.7%	-	5.9%	3.1%	4.2%	0%	13.2%	-	-	-
PHF	0.417	0.884	0.681	-	0.859	-	0.425	0.930	0.688	-	0.984	-	0.875	0.708	0.787	-	0.843	-	0.793	0.679	0.867	-	0.886	-	0.923	
Lights	10	465	44	0	519	-	17	305	44	0	366	-	59	34	85	0	178	-	73	36	52	0	161	-	1224	
% Lights	100%	99.6%	89.8%	0%	98.7%	-	100%	100%	100%	0%	100%	-	93.7%	100%	100%	0%	97.8%	-	100%	94.7%	100%	0%	98.8%	-	98.9%	
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	0	2	5	0	7	-	0	0	0	0	0	-	4	0	0	0	4	-	0	2	0	0	2	-	13	
% Buses and Single-Unit Trucks	0%	0.4%	10.2%	0%	1.3%	-	0%	0%	0%	0%	0%	-	6.3%	0%	0%	0%	2.2%	-	0%	5.3%	0%	0%	1.2%	-	1.1%	
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	0	-	
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

4. Manderville Lane at Walnut Hill Lane - TMC

Thu Nov 8, 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: 585509, Location: 32.882419, -96.765283, Site Code: 4



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

Leg Direction	Walnut Hill Lane Eastbound				Walnut Hill Lane Westbound				Manderville Lane Northbound				Manderville Lane Southbound							
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U				
2018-11-08 7:00AM	7	197	1	1	206	0	0	366	1	0	367	0	0	0	0	5	0	0	7	0
7:15AM	4	212	1	0	217	0	0	460	4	0	464	0	0	0	1	0	1	8	14	0
7:30AM	6	256	0	1	263	0	0	495	4	0	499	1	0	0	0	0	0	12	0	12
7:45AM	7	288	0	0	295	0	0	480	2	0	482	1	0	0	0	0	0	27	0	27
Hourly Total	24	953	2	2	981	0	0	1801	11	0	1812	2	0	0	1	29	0	60	0	60
8:00AM	18	263	0	2	283	0	0	448	4	0	452	0	0	0	0	2	0	11	0	11
8:15AM	13	292	0	0	305	0	0	430	2	0	432	1	0	0	0	8	0	17	0	17
8:30AM	12	298	1	0	311	0	0	439	1	0	440	0	0	0	2	8	0	19	0	19
8:45AM	16	309	0	0	325	0	0	446	2	0	448	0	0	0	0	4	0	17	1	18
Hourly Total	59	1162	1	2	1224	0	0	1763	9	0	1772	1	0	0	2	22	0	64	1	65
4:30PM	11	444	0	0	455	1	0	356	1	0	357	1	0	0	0	6	0	39	0	39
4:45PM	12	417	0	1	430	0	0	314	2	0	316	0	0	0	0	3	0	36	0	36
Hourly Total	23	861	0	1	885	1	0	670	3	0	673	1	0	0	0	9	0	75	0	75
5:00PM	18	410	0	0	428	0	0	329	6	0	335	0	0	0	0	8	0	58	0	58
5:15PM	13	410	0	0	423	0	0	312	5	0	317	1	0	0	0	8	0	41	0	41
5:30PM	14	461	0	1	476	1	0	336	1	0	337	0	0	0	0	6	0	49	0	49
5:45PM	9	443	0	0	452	0	0	281	4	0	285	0	0	0	0	3	0	24	0	24
Hourly Total	54	1724	0	1	1779	1	0	1258	16	0	1274	1	0	0	0	25	0	172	0	172
6:00PM	17	438	0	1	456	1	0	240	0	0	240	2	0	0	0	7	0	28	0	28
6:15PM	17	434	0	1	452	0	0	238	7	0	245	0	0	0	0	3	0	23	0	23
Hourly Total	34	872	0	2	908	1	0	478	7	0	485	2	0	0	0	10	0	51	0	51
Total	194	5572	3	8	5777	3	0	5970	46	0	6016	7	0	0	3	95	0	422	1	423
% Approach	3.4%	96.5%	0.1%	0.1%	-	-	0%	99.2%	0.8%	0%	-	-	0%	0%	100%	0%	0%	99.8%	0.2%	-
% Total	1.6%	45.6%	0%	0.1%	47.3%	-	0%	48.9%	0.4%	0%	49.2%	-	0%	0%	0%	0%	0%	3.5%	0%	3.5%
Lights	188	5513	3	8	5712	-	0	5902	34	0	5936	-	0	0	3	3	-	420	1	421
% Lights	96.9%	98.9%	100%	100%	98.9%	-	0%	98.9%	73.9%	0%	98.7%	-	0%	0%	100%	0%	100%	99.5%	100%	99.5%
Articulated Trucks	0	6	0	0	6	-	0	3	0	0	3	-	0	0	0	0	-	1	0	1
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	0.2%	0%	0.2%
Buses and Single-Unit Trucks	6	53	0	0	59	-	0	65	12	0	77	-	0	0	0	0	-	1	0	1
% Buses and Single-Unit Trucks	3.1%	1.0%	0%	0%	1.0%	-	0%	1.1%	26.1%	0%	1.3%	-	0%	0%	0%	0%	0%	0.2%	0%	0.2%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	-	-	5
% 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

4. Manderville Lane at Walnut Hill Lane - TMC

Thu Nov 8, 2018

AM Peak (7:30AM - 8:30AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 585509, Location: 32.882419, -96.765283, Site Code: 4



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

Leg Direction	Walnut Hill Lane Eastbound				Walnut Hill Lane Westbound				Manderville Lane Northbound				Manderville Lane Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
Time	6	256	0	1	0	495	4	0	0	0	0	0	0	0	12	0
2018-11-08 7:30AM	7	288	0	0	0	480	2	0	0	0	0	0	0	0	27	0
7:45AM	18	263	0	2	0	448	4	0	0	0	0	0	0	0	11	0
8:00AM	13	292	0	0	0	430	2	0	0	0	0	0	0	0	17	0
8:15AM	44	1099	0	3	0	1853	12	0	0	0	0	0	0	0	67	0
Total	3.8%	95.9%	0%	0.3%	-	0%	99.4%	0.6%	0%	-	0%	0%	0%	0%	100%	0%
% Approach	1.4%	35.7%	0%	0.1%	-	0%	60.2%	0.4%	0%	-	0%	0%	0%	0%	2.2%	0%
% Total	0.611	0.941	-	0.375	-	0.936	0.750	-	0.934	-	-	-	-	-	0.620	-
PHF	43	1085	0	3	0	1835	10	0	0	0	0	0	0	0	67	0
Lights	97.7%	98.7%	0%	100%	-	99.0%	83.3%	0%	98.9%	-	-	-	0%	0%	100%	0%
% Lights	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%
% Articulated Trucks	1	14	0	0	0	18	2	0	0	0	0	0	0	0	0	0
Buses and Single-Unit Trucks	2.3%	1.3%	0%	0%	0%	1.0%	16.7%	0%	1.1%	-	-	-	0%	0%	0%	0%
% Buses and Single-Unit Trucks	-	-	-	-	0	-	-	-	3	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

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

5. Walnut Hill Lane at Glen Lakes Drive - TMC

Thu Nov 8, 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: 585510, Location: 32.883122, -96.763948, Site Code: 5



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

Leg Direction	Walnut Hill Lane Eastbound				Walnut Hill Lane Westbound				Main Circle Northbound				Glen Lakes Drive Southbound			
	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	U
2018-11-08 7:00AM	3	115	27	0	145	0	383	1	19	0	4	0	23	0	12	1
7:15AM	7	127	27	0	161	0	491	0	26	1	4	0	31	0	7	2
7:30AM	2	174	22	0	198	0	566	0	24	1	0	0	25	0	10	5
7:45AM	1	192	30	0	223	0	530	0	39	0	1	0	40	1	9	3
Hourly Total	13	608	106	0	727	0	1970	1	108	2	9	0	119	1	38	11
8:00AM	0	190	32	0	222	0	517	0	31	2	1	0	34	1	10	3
8:15AM	4	245	26	0	275	0	475	0	22	1	2	0	25	1	11	2
8:30AM	2	239	26	1	268	0	532	0	16	1	2	0	19	0	14	0
8:45AM	3	286	21	0	310	2	512	0	20	0	2	1	23	1	18	5
Hourly Total	9	960	105	1	1075	2	2036	0	89	4	7	1	101	3	53	10
4:30PM	2	383	13	0	398	0	292	0	90	3	6	0	99	0	50	3
4:45PM	1	403	6	0	410	0	285	0	75	3	7	0	85	0	49	2
Hourly Total	3	786	19	0	808	0	577	0	165	6	13	0	184	0	99	5
5:00PM	2	370	8	1	381	0	309	0	75	0	3	0	78	3	73	3
5:15PM	6	398	12	2	418	0	309	0	38	1	5	0	44	0	34	3
5:30PM	2	415	6	0	423	0	304	1	50	4	3	0	57	2	43	2
5:45PM	4	387	6	0	397	0	272	0	37	1	1	0	39	0	44	5
Hourly Total	14	1570	32	3	1619	0	1194	1	200	6	12	0	218	5	194	13
6:00PM	1	405	13	0	419	1	233	0	40	2	2	0	44	0	41	2
6:15PM	3	407	12	1	423	1	227	0	28	0	4	0	32	1	27	2
Hourly Total	4	812	25	1	842	2	460	0	68	2	6	0	76	1	68	4
Total	43	4736	287	5	5071	4	6237	2	630	20	47	1	698	10	452	43
% Approach	0.8%	93.4%	5.7%	0.1%	-	-	-	-	90.3%	2.9%	6.7%	0.1%	-	-	85.1%	8.1%
% Total	0.3%	37.8%	2.3%	0%	40.4%	-	49.7%	-	5.0%	0.2%	0.4%	0%	5.6%	-	3.6%	0.3%
Lights	42	4680	285	5	5012	-	6154	-	624	19	47	1	691	-	421	37
% Lights	97.7%	98.8%	99.3%	100%	98.8%	-	98.7%	-	99.0%	95.0%	100%	100%	99.0%	-	93.1%	86.0%
Articulated Trucks	0	7	0	0	7	-	3	-	0	0	0	0	0	-	0	0
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	-	0%	0%	0%	0%	0%	-	0%	0%
Buses and Single-Unit Trucks	1	49	2	0	52	-	80	-	6	1	0	0	7	-	31	6
% Buses and Single-Unit Trucks	2.3%	1.0%	0.7%	0%	1.0%	-	1.3%	-	1.0%	5.0%	0%	0%	1.0%	-	6.9%	14.0%
Pedestrians	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	-	-	-	-	-	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	0%	-	-	-	-	-	-	-	-	-

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

5. Walnut Hill Lane at Glen Lakes Drive - TMC

Thu Nov 8, 2018

AM Peak (8AM - 9AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 585510, Location: 32.883122, -96.763948, Site Code: 5



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

Leg Direction	Walnut Hill Lane Eastbound			Walnut Hill Lane Westbound			Main Circle Northbound			Glen Lakes Drive Southbound			Int												
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int					
2018-11-08 8:00AM	0	190	32	0	222	0	27	409	81	0	517	0	31	2	1	0	34	1	10	3	2	0	15	0	788
8:15AM	4	245	26	0	275	0	30	385	60	0	475	0	22	1	2	0	25	1	11	2	3	0	16	1	791
8:30AM	2	239	26	1	268	0	45	420	67	0	532	0	16	1	2	0	19	0	14	0	2	0	16	0	835
8:45AM	3	286	21	0	310	2	41	407	64	0	512	0	20	0	2	1	23	1	18	5	3	0	26	1	871
Total	9	960	105	1	1075	2	143	1621	272	0	2036	0	89	4	7	1	101	3	53	10	10	0	73	2	3285
% Approach	0.8%	89.3%	9.8%	0.1%	-	-	7.0%	79.6%	13.4%	0%	-	-	88.1%	4.0%	6.9%	1.0%	-	-	72.6%	13.7%	13.7%	0%	-	-	-
% Total	0.3%	29.2%	3.2%	0%	32.7%	-	4.4%	49.3%	8.3%	0%	62.0%	-	2.7%	0.1%	0.2%	0%	3.1%	-	1.6%	0.3%	0.3%	0%	2.2%	-	-
PHF	0.563	0.839	0.820	0.250	0.867	-	0.794	0.965	0.840	-	0.957	-	0.718	0.500	0.875	0.250	0.743	-	0.736	0.500	0.833	-	0.702	-	0.943
Lights	9	944	104	1	1058	-	143	1600	266	0	2009	-	88	4	7	1	100	-	45	10	7	0	62	-	3229
% Lights	100%	98.3%	99.0%	100%	98.4%	-	100%	98.7%	97.8%	0%	98.7%	-	98.9%	100%	100%	100%	99.0%	-	84.9%	100%	70.0%	0%	84.9%	-	98.3%
Articulated Trucks	0	1	0	0	1	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0.1%	0%	0%	0.1%	-	0%	0.1%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses and Single-Unit Trucks	0	15	1	0	16	-	0	20	6	0	26	-	1	0	0	0	1	-	8	0	3	0	11	-	54
% Buses and Single-Unit Trucks	0%	1.6%	1.0%	0%	1.5%	-	0%	1.2%	2.2%	0%	1.3%	-	1.1%	0%	0%	0%	1.0%	-	15.1%	0%	30.0%	0%	15.1%	-	1.6%
Pedestrians	-	-	-	-	-	2	-	-	-	-	0	-	-	-	-	-	-	3	-	-	-	-	-	-	2
% Pedestrians	-	-	-	-	-	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. Walnut Hill Lane at Glen Lakes Drive - TMC

Thu Nov 8, 2018

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 585510, Location: 32.883122, -96.763948, Site Code: 5



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

Leg Direction	Walnut Hill Lane Eastbound			Walnut Hill Lane Westbound			Main Circle Northbound			Glen Lakes Drive Southbound			Int						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*
2018-11-08 4:30PM	2	383	13	0	398	0	11	256	25	0	292	0	90	3	6	0	99	0	846
4:45PM	1	403	6	0	410	0	13	250	22	0	285	0	75	3	7	0	85	0	833
5:00PM	2	370	8	1	381	0	6	274	28	1	309	0	75	0	3	0	78	3	849
5:15PM	6	398	12	2	418	0	8	274	26	1	309	0	38	1	5	0	44	0	809
Total	11	1554	39	3	1607	0	38	1054	101	2	1195	0	278	7	21	0	306	3	3337
% Approach	0.7%	96.7%	2.4%	0.2%	-	-	3.2%	88.2%	8.5%	0.2%	-	-	90.8%	2.3%	6.9%	0%	-	-	-
% Total	0.3%	46.6%	1.2%	0.1%	48.2%	-	1.1%	31.6%	3.0%	0.1%	35.8%	-	8.3%	0.2%	0.6%	0%	9.2%	-	-
PHF	0.458	0.964	0.750	0.375	0.961	-	0.731	0.962	0.902	0.500	0.967	-	0.772	0.593	0.750	-	0.773	-	0.983
Lights	11	1536	38	3	1588	-	38	1037	95	2	1172	-	274	6	21	0	301	-	3276
% Lights	100%	98.8%	97.4%	100%	98.8%	-	100%	98.4%	94.1%	100%	98.1%	-	98.6%	85.7%	100%	0%	98.4%	-	98.2%
Articulated Trucks	0	5	0	0	5	-	0	1	0	0	1	-	0	0	0	0	0	-	6
% Articulated Trucks	0%	0.3%	0%	0%	0.3%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	0	13	1	0	14	-	0	16	6	0	22	-	4	1	0	0	5	-	55
% Buses and Single-Unit Trucks	0%	0.8%	2.6%	0%	0.9%	-	0%	1.5%	5.9%	0%	1.8%	-	1.4%	14.3%	0%	0%	1.6%	-	1.6%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	3
% 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



Synchro™ Output - 2018 Existing Traffic

Manderville Apt. TIA
Lanes, Volumes, Timings

Manderville Apt. TIA
Lanes, Volumes, Timings

2018 Existing - AM
1: Greenville & Meadow

2018 Existing - AM
1: Greenville & Meadow

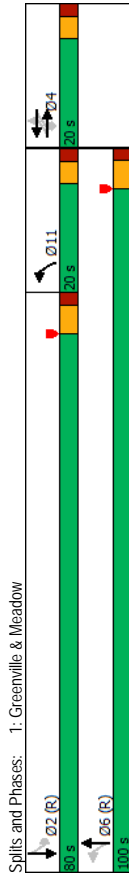
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	0	168	0	6	3	241	695	4	1	1589	307
Traffic Volume (vph)	77	0	168	0	6	3	241	695	4	1	1589	307
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.850	0.850	0.959	0.959	0.959	0.999	0.999	0.999	0.976	0.976	0.976
Fill Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1770	1583	0	1786	0	1770	5080	0	1770	4963	0
Fill Permitted	0.751	0.751	0.751	0.663	0.663	0.663	0.663	0.663	0.663	0.663	0.663	0.663
Satd. Flow (perm)	0	1399	1583	0	1786	0	117	5080	0	656	4963	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	183	183	183	3	3	3	2	2	2	2	2	2
Link Speed (mph)	30	30	30	294	294	294	888	888	888	483	483	483
Link Distance (ft)	1378	1378	1378	294	294	294	888	888	888	483	483	483
Travel Time (s)	31.3	31.3	31.3	6.7	6.7	6.7	15.1	15.1	15.1	8.2	8.2	8.2
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)	84	0	183	0	7	3	262	755	4	1	1727	334
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	84	183	0	10	0	262	759	0	1	2061	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12	12	12	12	12	12	24	24	24	24	24	24
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	15	15	15	15	15	15	15	15	15	15	15
Turning Speed (mph)	1	2	1	1	2	1	2	1	2	1	2	1
Number of Detectors	1	2	1	1	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left
Leading Detector (ft)	20	100	20	20	100	20	100	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+tl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	4	4	4	4	4	4	11	6	6	2	2	2
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	100.0	100.0	80.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	83.3%	83.3%	66.7%	66.7%	66.7%
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	94.2	94.2	74.2	74.2	74.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	None	None	None	None	None	None	None	14.0	14.0	14.0	14.0	14.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	11.3	11.3	11.3	11.3	11.3	11.3	98.7	97.9	97.9	77.9	77.9	77.9
Actualized g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.09	0.82	0.82	0.82	0.65	0.65	0.65
v/c Ratio	0.64	0.58	0.58	0.06	0.06	0.06	0.87	0.18	0.18	0.00	0.64	0.64
Control Delay	73.1	14.8	14.8	40.3	40.3	40.3	70.1	1.9	1.9	9.0	13.6	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.1	14.8	14.8	40.3	40.3	40.3	70.1	1.9	1.9	9.0	13.6	13.6
LOS	E	B	B	D	D	D	E	A	A	A	B	B
Approach Delay	33.2	40.3	40.3	40.3	40.3	40.3	19.4	19.4	19.4	13.6	13.6	13.6
Approach LOS	C	D	D	D	D	D	B	B	B	B	B	B
Queue Length 50th (ft)	64	0	0	5	5	5	155	27	27	0	315	315
Queue Length 95th (ft)	116	67	67	22	22	22	m#276	m30	m30	3	395	395
Internal Link Dist (ft)	1298	214	214	214	214	214	85	808	808	403	403	403
Turn Bay Length (ft)	174	358	358	225	225	225	302	4143	4143	425	3242	3242
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stallion Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.51	0.51	0.04	0.04	0.04	0.87	0.18	0.18	0.00	0.64	0.64
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actualized Cycle Length:	120											
Offset:	16 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.87											
Intersection Signal Delay:	17.0											
Intersection Capacity Utilization:	75.0%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
Lanes, Volumes, Timings

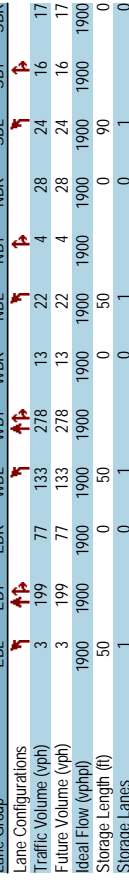
Manderville Apt. TIA
Lanes, Volumes, Timings

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



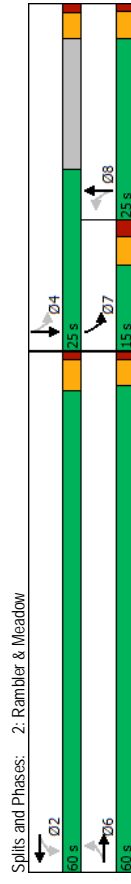
Manderville Apt. TIA
Lanes, Volumes, Timings

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	199	77	133	278	13	22	4	28	24	16	17
Traffic Volume (vph)	3	199	77	133	278	13	22	4	28	24	16	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.958	0.958	0.958	0.993	0.993	0.993	0.868	0.868	0.868	0.923	0.923	0.923
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3391	0	1770	3514	0	1770	1617	0	1770	1719	0
Flt Permitted	0.560	0.569	0.569	0.569	0.569	0.569	0.870	0.870	0.870	0.412	0.412	0.412
Satd. Flow (perm)	1043	3391	0	1060	3514	0	1621	1617	0	767	1719	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	84	84	0	7	7	0	30	30	0	18	18	0
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	953	953	953	1378	1378	1378	699	699	699	328	328	328
Travel Time (s)	21.7	21.7	21.7	31.3	31.3	31.3	15.9	15.9	15.9	7.5	7.5	7.5
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)	3	216	84	145	302	14	24	4	30	26	17	18
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	3	300	0	145	316	0	24	34	0	26	35	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	12	12	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15	15	9	15	15	9	15	15	9
Number of Detectors	1	2	1	2	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Left	Thru	Thru	Left	Thru	Left	Thru	Left	Thru	Left
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	7	7	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	65.7	65.7	65.3	65.3	65.3	7.1	7.1	7.1	7.1	11.4	11.9	11.9
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.09	0.09	0.09	0.09	0.14	0.15	0.15
v/c Ratio	0.00	0.11	0.17	0.11	0.17	0.17	0.20	0.17	0.20	0.13	0.13	0.13
Control Delay	5.0	2.8	4.9	3.7	3.7	37.7	18.2	37.7	18.2	28.6	17.6	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	2.8	4.9	3.7	3.7	37.7	18.2	37.7	18.2	28.6	17.6	17.6
LOS	A	A	A	A	A	D	B	D	B	C	C	B
Approach Delay		2.8		4.0			26.3				22.3	
Approach LOS		A		A			C				C	
Queue Length 50th (ft)	0	7	11	11	11	11	2	11	2	12	8	8
Queue Length 95th (ft)	3	35	57	47	47	35	29	31	29	31	30	30
Internal Link Dist (ft)		873		1298		619		619		248		248
Turn Bay Length (ft)		50		50		50		50		90		90
Base Capacity (vph)		858		867		2877		425		447		256
Stevation Cap Reductin		0		0		0		0		0		0
Spillback Cap Reductin		0		0		0		0		0		0
Storage Cap Reductin		0		0		0		0		0		0
Reduced v/c Ratio		0.00		0.17		0.11		0.06		0.08		0.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	79.8											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.20											
Intersection Signal Delay:	Intersection LOS: A											
Intersection Capacity Utilization:	41.8%											
Analysis Period (min):	15											



Manderville Apt. TIA
Lanes, Volumes, Timings

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2018 Existing - AM
3: Manderville & Meadow

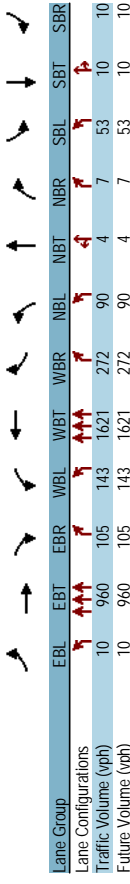
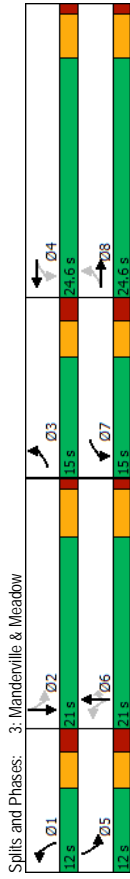
2018 Existing - AM
3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	193	82	75	356	29	37	17	21	63	66	59
Traffic Volume (vph)	6	193	82	75	356	29	37	17	21	63	66	59
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	0	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.955			0.989			0.850		0.850	0.929		
Frt	0.950			0.950			0.950		0.950			
Fill Protected	1770	3380	0	1770	3500	0	1770	1863	1583	1770	3288	0
Satd. Flow (prot)	0.437			0.557			0.666		0.746			
Fill Permitted	814	3380	0	1038	3500	0	1241	1863	1583	1390	3288	0
Satd. Flow (perm)	Yes			Yes			Yes		Yes		Yes	
Right Turn on Red	89			12			174		64			
Satd. Flow (RTOR)	30			30			30		30		30	
Link Speed (mph)	681			953			257		480			
Link Distance (ft)	15.5			21.7			5.8		10.9			
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	7	210	89	82	387	32	40	18	23	68	72	64
Adj. Flow (vph)	7	210	89	82	387	32	40	18	23	68	72	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	299	0	82	419	0	40	18	23	68	136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Left	Right	Left	Left	Right
Median Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	Yes			Yes			Yes		Yes		Yes	
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Left	Right	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8	8	4	4	4	4	6	6	6	6	2	2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	9.5	20.0	20.0	9.5	20.0	20.0
Total Split (s)	15.0	24.6	15.0	24.6	15.0	24.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	20.7%	33.9%	20.7%	33.9%	20.7%	33.9%	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Pedestrian Calls (#/hr)	0			0			0		0		0	0
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actuated g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.30	0.16	0.43	0.09	0.04	0.09	0.04	0.05	0.14	0.18	0.18
Control Delay	10.3	15.3	11.5	22.6	14.8	22.8	0.2	15.3	13.8	0.2	15.3	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	15.3	11.5	22.6	14.8	22.8	0.2	15.3	13.8	0.2	15.3	13.8
LOS	B	B	B	C	B	C	B	C	A	B	B	B
Approach Delay	15.2			20.8			12.4		14.3		14.3	
Approach LOS	B			C			B		B		B	
Queue Length 50th (ft)	2	37	19	78	11	6	0	19	13	0	13	0
Queue Length 95th (ft)	8	68	41	117	29	22	0	43	35	0	43	35
Internal Link Dist (ft)	601			873			177		400		400	
Turn Bay Length (ft)	85			85			85		75		80	
Base Capacity (vph)	463	995	524	972	444	410	484	476	774	476	774	774
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.30	0.16	0.43	0.09	0.04	0.05	0.14	0.18	0.05	0.14	0.18
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoordinated											
Maximum v/c Ratio:	0.43											
Intersection Signal Delay:	17.4											
Intersection Capacity Utilization:	40.6%											
Analysis Period (min):	15											

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	10	960	105	143	1621	272	90	4	7	53	10	10
Future Volume (vph)	10	960	105	143	1621	272	90	4	7	53	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	95	100	100	100	100	100	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	70	80	80	80	80	80	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.925
Fill Protected	0.950		0.950		0.950		0.950		0.956		0.950	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
Fill Permitted	0.103		0.190		0.190		0.743		0.727		0.722	
Satd. Flow (perm)	192	5085	1583	354	5085	1583	1315	1287	1583	1345	1723	0
Right Turn on Red		Yes	Yes		Yes		Yes		Yes		Yes	Yes
Satd. Flow (RTOR)		114			296				108		11	
Link Speed (mph)		35		35					30		30	
Link Distance (ft)		463		1429			224		365		365	
Travel Time (s)		9.0		27.8			5.1		8.3		8.3	
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)	11	1043	114	155	1762	296	98	4	8	58	11	11
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	11	1043	114	155	1762	296	51	51	8	58	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)		24		24			12		12		12	
Link Offset(ft)		0		0			0		0		0	
Crosswalk Width(ft)		16		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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	15	2	2	8	8	8	8	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	10	960	105	143	1621	272	90	4	7	53	10	10
Future Volume (vph)	10	960	105	143	1621	272	90	4	7	53	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	95	100	100	100	100	100	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	70	80	80	80	80	80	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850		0.925	
Fill Protected	0.950		0.950		0.950		0.950		0.956		0.950	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
Fill Permitted	0.103		0.190		0.190		0.743		0.727		0.722	
Satd. Flow (perm)	192	5085	1583	354	5085	1583	1315	1287	1583	1345	1723	0
Right Turn on Red		Yes	Yes		Yes		Yes		Yes		Yes	Yes
Satd. Flow (RTOR)		114			296				108		11	
Link Speed (mph)		35		35					30		30	
Link Distance (ft)		463		1429			224		365		365	
Travel Time (s)		9.0		27.8			5.1		8.3		8.3	
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)	11	1043	114	155	1762	296	98	4	8	58	11	11
Shared Lane Traffic (%)				48%								
Lane Group Flow (vph)	11	1043	114	155	1762	296	51	51	8	58	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)		24		24			12		12		12	
Link Offset(ft)		0		0			0		0		0	
Crosswalk Width(ft)		16		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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	15	2	2	8	8	8	8	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	1	6	6	15	2	2	8	8	8	8	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	17.0	17.0	17.0
Total Split (s)	13.0	85.0	85.0	15.0	87.0	87.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	10.8%	70.8%	70.8%	12.5%	72.5%	72.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	8.0	80.1	80.1	10.0	82.1	82.1	15.2	15.2	15.2	15.2	15.2	15.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
Lead/Lag					Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	44.7	44.8	44.8	99.2	100.3	100.3	11.3	11.3	11.3	12.0	12.0	12.0
Actuated g/C Ratio	0.37	0.37	0.37	0.83	0.84	0.84	0.09	0.09	0.09	0.10	0.10	0.10
v/c Ratio	0.09	0.65	0.17	0.17	0.41	0.22	0.41	0.42	0.03	0.43	0.12	0.12
Control Delay	23.8	30.8	4.6	7.4	4.9	1.8	60.1	60.7	0.3	60.3	32.5	32.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	30.8	4.6	7.4	4.9	1.8	60.1	60.7	0.3	60.3	32.5	32.5
LOS	C	C	A	A	A	A	E	E	A	E	C	C
Approach Delay	28.2				4.6		56.1			52.6		
Approach LOS	C				A		E			D		
Queue Length 50th (ft)	6	239	0	28	119	18	40	40	0	43	8	8
Queue Length 95th (ft)	17	254	35	m35	m199	m21	82	82	0	86	33	33
Internal Link Dist (ft)	383				1349		144			285		
Turn Bay Length (ft)	100	100	95									
Base Capacity (vph)	176	3394	1094	899	4248	1371	166	163	294	170	227	227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.10	0.17	0.41	0.22	0.31	0.31	0.03	0.34	0.10	0.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	63 (53%), Referenced to phase 2:WBLT, Start of Yellow											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	15.0 Intersection LOS: B											
Intersection Capacity Utilization:	56.5% ICU Level of Service B											
Analysis Period (min):	15											
m	Volume for 95th percentile queue is metered by upstream signal.											

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	14	20	47	61	192	31						
Future Vol, veh/h	14	20	47	61	192	31						
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	-	-	-	-	-						
Yeh 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	15	22	51	66	209	34						

Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	361	122	243	0	-	0						
Stage 1	226	-	-	-	-	-						
Stage 2	135	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	611	906	1320	-	-	-						
Stage 1	790	-	-	-	-	-						
Stage 2	877	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	587	906	1320	-	-	-						
Mov Cap-2 Maneuver	587	-	-	-	-	-						
Stage 1	758	-	-	-	-	-						
Stage 2	877	-	-	-	-	-						

Approach	EB	NB	SB								
HCM Control Delay, s	10.1	3.5	0								
HCM LOS	B										

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR						
Capacity (veh/h)	1320	-	740	-	-						
HCM Lane V/C Ratio	0.039	-	0.05	-	-						
HCM Control Delay (s)	7.8	0.1	10.1	-	-						
HCM Lane LOS	A	A	B	-	-						
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-						

Notes
 \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	47	1099	1853	12	0	67						
Future Vol, veh/h	47	1099	1853	12	0	67						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh in Median Storage, #	0	0	0	0	0	-						
Grade, %	-	0	0	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	51	1195	2014	13	0	73						

Major/Minor	Major1	Major2	Minor2										
Conflicting Flow All	2014	0	0	-	0	-	1007						
Stage 1	-	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*600	-	-	0	0	*477							
Stage 1	-	-	-	0	0	-							
Stage 2	-	-	-	0	0	-							
Platoon blocked, %	1	-	-	-	-	1							
Mov Cap-1 Maneuver	*600	-	-	-	-	*477							
Mov Cap-2 Maneuver	-	-	-	-	-	-							
Stage 1	-	-	-	-	-	-							
Stage 2	-	-	-	-	-	-							

Approach	EB	WB	SB								
HCM Control Delay, s	0.5	0	13.9								
HCM LOS		B									

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1						
Capacity (veh/h)	*600	-	-	477						
HCM Lane V/C Ratio	0.085	-	-	0.153						
HCM Control Delay (s)	11.6	-	-	13.9						
HCM Lane LOS	B	-	-	B						
HCM 95th %tile Q(veh)	0.3	-	-	0.5						

Notes
 \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon

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2018 Existing - PM
1: Greenville & Meadow

2018 Existing - PM
1: Greenville & Meadow

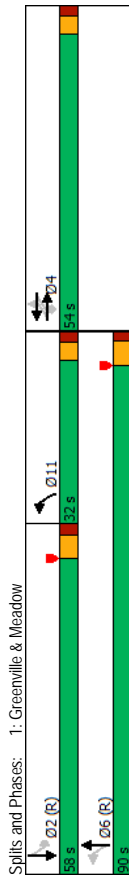
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	313	3	384	0	2	3	169	1368	0	1460	132	132
Traffic Volume (vph)	313	3	384	0	2	3	169	1368	0	1460	132	132
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	1	0	0	0	1	0	0	0	1	0	0
Storage Lanes	25	1	0	0	0	1	0	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.953	0.950	0.919	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fill Protected	0	1775	1583	0	1712	0	1770	5085	0	1863	5024	0
Satd. Flow (prot)	0.725	0.725	0.725	0.725	0.725	0.725	0.725	0.725	0.725	0.725	0.725	0.725
Fill Permitted	0	1350	1583	0	1712	0	114	5085	0	1863	5024	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	366	366	366	366	366	366	366	366	366	366	366	366
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	1378	1378	1378	294	294	294	888	888	888	888	888	888
Travel Time (s)	31.3	31.3	31.3	6.7	6.7	6.7	15.1	15.1	15.1	15.1	15.1	15.1
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)	340	340	340	2	2	2	184	1487	0	1587	143	143
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	343	417	0	5	0	184	1487	0	1587	143	143
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	12	12	24	24	24	24	24	24
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	15	15	15	15	15	15	15	15	15	15	15
Turning Speed (mph)	1	1	1	1	1	1	1	1	1	1	1	1
Number of Detectors	2	2	2	2	2	2	2	2	2	2	2	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	100	20	100	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel	Detector 1 Channel
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel	Detector 2 Channel
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	4	4	4	4	4	4	11	6	6	2	2	2
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	2.0	2.0	2.0	2.0	2.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	32.0	90.0	90.0	58.0	58.0	58.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	22.2%	62.5%	62.5%	40.3%	40.3%	40.3%
Maximum Green (s)	49.0	49.0	49.0	49.0	49.0	49.0	27.0	84.2	84.2	52.2	52.2	52.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	14.0	14.0	14.0	14.0	14.0	14.0	14.0	20.0	20.0	20.0	20.0	20.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	41.0	41.0	41.0	41.0	41.0	41.0	93.0	92.2	92.2	60.2	60.2	60.2
Actuald g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.65	0.64	0.64	0.42	0.42	0.42
v/c Ratio	0.90	0.59	0.01	0.01	0.01	0.01	0.48	0.46	0.46	0.82	0.82	0.82
Control Delay	74.5	9.4	24.0	28.1	3.2	41.9	28.1	3.2	41.9	41.9	41.9	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.5	9.4	24.0	28.1	3.2	41.9	28.1	3.2	41.9	41.9	41.9	41.9
LOS	E	A	A	C	C	C	C	A	A	D	D	D
Approach Delay	38.8	24.0	24.0	6.0	6.0	41.9	41.9	41.9	41.9	41.9	41.9	41.9
Approach LOS	D	C	C	A	A	D	D	D	D	D	D	D
Queue Length 50th (ft)	306	35	1	99	38	526	526	526	526	526	526	526
Queue Length 95th (ft)	412	126	11	m145	46	#675	#675	#675	#675	#675	#675	#675
Internal Link Dist (ft)	1298	214	85	85	85	403	403	403	403	403	403	403
Turn Bay Length (ft)	459	780	584	384	3257	2108	2108	2108	2108	2108	2108	2108
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.53	0.01	0.48	0.46	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	119 (83%), Referenced to phase 2:SBTIL and 6:NBLT, Start of Yellow											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.90											
Intersection Signal Delay:	26.9											
Intersection Capacity Utilization:	81.1%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

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Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.

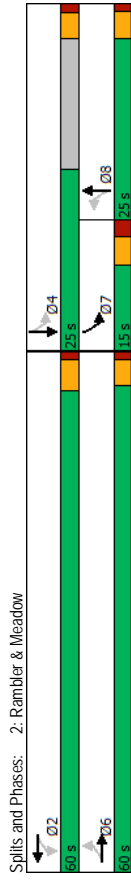


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	505	40	23	250	19	102	4	101	22	3	1
Future Volume (vph)	0	505	40	23	250	19	102	4	101	22	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	1	0	1	1	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989	0.989		0.989			0.855			0.962		
Flt Protected		0.950		0.950			0.950			0.950		
Satd. Flow (prot)	1863	3500	0	1770	3500	0	1770	1593	0	1770	1792	0
Flt Permitted		0.415		0.415			0.755			0.432		
Satd. Flow (perm)	1863	3500	0	773	3500	0	1406	1593	0	805	1792	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		13		13			110		110		1	
Link Speed (mph)		30		30			30		30		30	
Link Distance (ft)		953		1378			699		699		328	
Travel Time (s)		21.7		31.3			15.9		15.9		7.5	
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)	0	549	43	25	272	21	111	4	110	24	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	592	0	25	293	0	111	114	0	24	4	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	12	12	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	Yes											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15	9	15	15	9	15	15	9	15	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	7	4	4

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2: Rambler & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.9	59.9	59.3	59.3	59.3	11.9	11.9	11.9	11.9	15.6	16.6	16.6
Actuated g/C Ratio	0.71	0.71	0.70	0.70	0.70	0.14	0.14	0.14	0.14	0.18	0.20	0.20
v/c Ratio	0.24	0.24	0.05	0.12	0.56	0.36	0.36	0.36	0.36	0.11	0.01	0.01
Control Delay	6.1	6.1	7.3	5.7	45.3	10.9	45.3	10.9	25.5	20.8	20.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	6.1	7.3	5.7	45.3	10.9	45.3	10.9	25.5	20.8	20.8	20.8
LOS	A	A	A	A	A	D	B	B	C	C	C	C
Approach Delay	6.1	6.1	5.8	5.8	5.8	27.9	27.9	27.9	27.9	24.8	24.8	24.8
Approach LOS	A	A	A	A	A	C	C	C	C	C	C	C
Queue Length 50th (ft)	33	33	3	15	49	2	10	1	1	10	1	1
Queue Length 95th (ft)	116	116	18	57	113	48	28	9	9	28	9	9
Internal Link Dist (ft)	873	873	1298	1298	1298	619	619	619	619	248	248	248
Turn Bay Length (ft)			50	50	50	50	50	50	50	90	90	90
Base Capacity (vph)	2475	2475	540	2450	349	478	478	478	478	270	763	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.05	0.12	0.32	0.24	0.32	0.24	0.24	0.09	0.01	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	84.8											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	10.7											
Intersection Capacity Utilization:	38.7%											
Analysis Period (min):	15											



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.9	59.9	59.3	59.3	59.3	11.9	11.9	11.9	11.9	15.6	16.6	16.6
Actuated g/C Ratio	0.71	0.71	0.70	0.70	0.70	0.14	0.14	0.14	0.14	0.18	0.20	0.20
v/c Ratio	0.24	0.24	0.05	0.12	0.56	0.36	0.36	0.36	0.36	0.11	0.01	0.01
Control Delay	6.1	6.1	7.3	5.7	45.3	10.9	45.3	10.9	25.5	20.8	20.8	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.1	6.1	7.3	5.7	45.3	10.9	45.3	10.9	25.5	20.8	20.8	20.8
LOS	A	A	A	A	A	D	B	B	C	C	C	C
Approach Delay	6.1	6.1	5.8	5.8	5.8	27.9	27.9	27.9	27.9	24.8	24.8	24.8
Approach LOS	A	A	A	A	A	C	C	C	C	C	C	C
Queue Length 50th (ft)	33	33	3	15	49	2	10	1	1	10	1	1
Queue Length 95th (ft)	116	116	18	57	113	48	28	9	9	28	9	9
Internal Link Dist (ft)	873	873	1298	1298	1298	619	619	619	619	248	248	248
Turn Bay Length (ft)			50	50	50	50	50	50	50	90	90	90
Base Capacity (vph)	2475	2475	540	2450	349	478	478	478	478	270	763	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.24	0.05	0.12	0.32	0.24	0.32	0.24	0.24	0.09	0.01	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	84.8											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	10.7											
Intersection Capacity Utilization:	38.7%											
Analysis Period (min):	15											

Manderville Apt. TIA
Lanes, Volumes, Timings

2018 Existing - PM
2: Rambler & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.9	59.9	59.3	59.3	59.3	11.9	11.9	11.9	11.9	15.6	16.6	16.6
Actuated g/C Ratio	0.71	0.71	0.70	0.70	0.70	0.14	0.14	0.14	0.14	0.18	0	

Manderville Apt. TIA
Lanes, Volumes, Timings

Manderville Apt. TIA
Lanes, Volumes, Timings

2018 Existing - PM
3: Manderville & Meadow

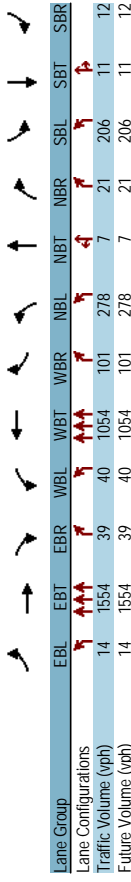
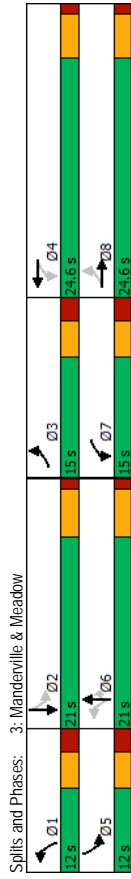
2018 Existing - PM
3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	467	49	17	305	44	63	34	85	73	38	52
Traffic Volume (vph)	10	467	49	17	305	44	63	34	85	73	38	52
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.986			0.981			0.850		0.850	0.913		
Frt	0.950			0.950			0.950		0.950			
Fill Protected	1770	3490	0	1770	3472	0	1770	1863	1583	1770	3231	0
Satd. Flow (prot)	0.474			0.315			0.690		0.733			
Fill Permitted	883	3490	0	587	3472	0	1285	1863	1583	1365	3231	0
Satd. Flow (perm)	15			22			Yes		Yes		Yes	
Right Turn on Red									174		57	
Satd. Flow (RTOR)	Link Speed (mph)	30		30			30		30		30	
Link Distance (ft)	681			953			257		480		480	
Travel Time (s)	15.5			21.7			5.8		10.9		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	508	53	18	332	48	68	37	92	79	41	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	561	0	18	380	0	68	37	92	79	98	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width (ft)	12			12			12		12		12	
Link Offset (ft)	0			0			0		0		0	
Crosswalk Width (ft)	16			16			16		16		16	
Two way Left Turn Lane	Yes			Yes			Yes		Yes		Yes	
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Left	Left	Thru	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	20	20	100	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8		4		4		6		6		6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	15.0	24.6	15.0	24.6	15.0	24.6	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Total Split (%)	20.7%	33.9%	20.7%	33.9%	20.7%	33.9%	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.68	0.04	0.39	0.04	0.39	0.15	0.09	0.19	0.17	0.13	0.13
Control Delay	10.4	24.8	10.6	21.5	10.6	21.5	15.4	23.3	1.1	15.6	12.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	24.8	10.6	21.5	10.6	21.5	15.4	23.3	1.1	15.6	12.1	12.1
LOS	B	C	B	C	B	C	B	C	A	B	B	B
Approach Delay	24.6			21.0			10.2				13.7	
Approach LOS	C			C			B				B	
Queue Length 50th (ft)	2	110	4	67	19	13	0	22	7			
Queue Length 95th (ft)	10	159	14	105	43	36	3	48	26			
Internal Link Dist (ft)	601			873			177		400			
Turn Bay Length (ft)	85			85			75		80			
Base Capacity (vph)	482	972	402	972	453	410	484	471	756			
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.58	0.04	0.39	0.15	0.09	0.19	0.17	0.13			
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	20.0											
Intersection Capacity Utilization:	37.3%											
Analysis Period (min):	15											
Intersection LOS:	B											
ICU Level of Service A:												

Manderville Apt. TIA
Lanes, Volumes, Timings

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	14	1554	39	40	1054	101	278	7	21	206	11	12
Future Volume (vph)	14	1554	39	40	1054	101	278	7	21	206	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70	80	80	80	80	25	25	25	25	25	25	0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Flt Protected	0.950				0.950				0.955			0.950
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	0
Flt Permitted	0.223		0.077		0.077		0.741	0.719		0.372		0
Satd. Flow (perm)	415	5085	1583	143	5085	1583	1311	1272	1583	693	1717	0
Right Turn on Red		Yes	Yes		Yes	Yes			Yes		Yes	Yes
Satd. Flow (RTOR)		86	86		110	110			124		13	30
Link Speed (mph)		35	35		35	35			30		30	365
Link Distance (ft)		463	463		1429	1429			224		224	83
Travel Time (s)		9.0	9.0		27.8	27.8			5.1		5.1	8.3
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	1689	42	43	1146	110	302	8	23	224	12	13
Shared Lane Traffic (%)					49%							
Lane Group Flow (vph)	15	1689	42	43	1146	110	154	156	23	224	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)		24	24		24	24			12		12	0
Link Offset(ft)		0	0		0	0			0		0	0
Crosswalk Width(ft)		16	16		16	16			16		16	0
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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94				94	
Detector 2 Size(ft)	6			6			6				6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex				Ch+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	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	11	6	5	2	2	8	8	7	4			
Permitted Phases	6	6	6	2	2	8	8	8	8	4		

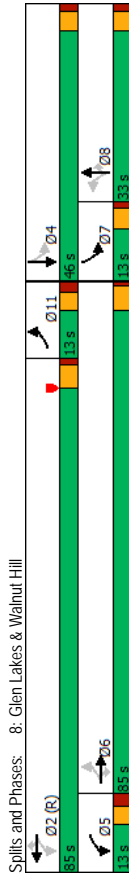
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑↑↑	↑↑	↑↑	↑↑	↑↑	↑↑	↑↑
Traffic Volume (vph)	14	1554	39	40	1054	101	278	7	21	206	11	12
Future Volume (vph)	14	1554	39	40	1054	101	278	7	21	206	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70	80	80	80	80	25	25	25	25	25	25	0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Flt Protected	0.950				0.950				0.955			0.950
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	0
Flt Permitted	0.223		0.077		0.077		0.741	0.719		0.372		0
Satd. Flow (perm)	415	5085	1583	143	5085	1583	1311	1272	1583	693	1717	0
Right Turn on Red		Yes	Yes		Yes	Yes			Yes		Yes	Yes
Satd. Flow (RTOR)		86	86		110	110			124		13	30
Link Speed (mph)		35	35		35	35			30		30	365
Link Distance (ft)		463	463		1429	1429			224		224	83
Travel Time (s)		9.0	9.0		27.8	27.8			5.1		5.1	8.3
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	1689	42	43	1146	110	302	8	23	224	12	13
Shared Lane Traffic (%)					49%							
Lane Group Flow (vph)	15	1689	42	43	1146	110	154	156	23	224	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)		24	24		24	24			12		12	0
Link Offset(ft)		0	0		0	0			0		0	0
Crosswalk Width(ft)		16	16		16	16			16		16	0
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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94				94	
Detector 2 Size(ft)	6			6			6				6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex				Ch+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	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	11	6	5	2	2	8	8	7	4			
Permitted Phases	6	6	6	2	2	8	8	8	8	4		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Detector Phase	11	6	6	5	2	2	8	8	8	7	4
Switch Phase											
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	5.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	9.5	17.0
Total Split (s)	13.0	85.0	85.0	13.0	85.0	85.0	33.0	33.0	33.0	13.0	46.0
Total Split (%)	9.0%	59.0%	59.0%	9.0%	59.0%	59.0%	22.9%	22.9%	22.9%	9.0%	31.9%
Maximum Green (s)	8.0	80.1	80.1	8.0	80.1	80.1	28.2	28.2	28.2	8.5	41.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.5	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.0	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.5	4.8
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	84.3	82.3	82.3	86.2	86.3	86.3	23.0	23.0	23.0	44.0	43.7
Actualized g/C Ratio	0.59	0.57	0.57	0.60	0.60	0.60	0.16	0.16	0.16	0.31	0.30
v/c Ratio	0.05	0.68	0.04	0.30	0.38	0.11	0.74	0.77	0.06	0.67	0.05
Control Delay	15.2	21.6	0.1	21.1	19.2	4.8	77.6	81.3	0.3	52.1	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.2	21.6	0.1	21.1	19.2	4.8	77.6	81.3	0.3	52.1	22.0
LOS	B	C	A	C	B	A	E	F	A	D	C
Approach Delay											
Approach LOS											
Queue Length 50th (ft)	6	407	0	20	267	15	146	148	0	157	7
Queue Length 95th (ft)	17	409	0	m46	327	52	224	229	0	#309	32
Internal Link Dist (ft)											
Turn Bay Length (ft)	100	100	95				1349	144			
Base Capacity (vph)	328	2966	959	175	3047	992	256	249	409	332	542
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.57	0.04	0.25	0.38	0.11	0.60	0.63	0.06	0.67	0.05
Intersection Summary											
Area Type:	Other										
Cycle Length:	144										
Actualized Cycle Length:	144										
Offset:	112 (78%), Referenced to phase 2-WBTL, Start of Yellow										
Natural Cycle:	65										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.77										
Intersection Signal Delay:	26.8										
Intersection Capacity Utilization:	59.4%										
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.



Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	39	59	29	143	84	20						
Traffic Vol, veh/h	39	59	29	143	84	20						
Future Vol, veh/h	39	59	29	143	84	20						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Free	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Yeh 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	42	64	32	155	91	22						

Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	244	57	113	0	-	0						
Stage 1	102	-	-	-	-	-						
Stage 2	142	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	723	997	1474	-	-	-						
Stage 1	911	-	-	-	-	-						
Stage 2	870	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	706	997	1474	-	-	-						
Mov Cap-2 Maneuver	706	-	-	-	-	-						
Stage 1	889	-	-	-	-	-						
Stage 2	870	-	-	-	-	-						

Approach	EB	NB	SB									
HCM Control Delay, s	9.8	1.3	0									
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR							
Capacity (veh/h)	1474	-	857	-	-							
HCM Lane V/C Ratio	0.021	-	0.124	-	-							
HCM Control Delay (\$)	7.5	0.1	9.8	-	-							
HCM Lane LOS	A	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-							

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

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	59	1698	1291	14	0	184						
Traffic Vol, veh/h	59	1698	1291	14	0	184						
Future Vol, veh/h	59	1698	1291	14	0	184						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh in Median Storage, #	0	0	0	0	0	-						
Grade, %	0	0	0	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	64	1846	1403	15	0	200						

Major/Minor	Major1	Major2	Minor2										
Conflicting Flow All	1403	0	0	-	0	-	702						
Stage 1	-	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*783	-	-	0	0	*623							
Stage 1	-	-	-	0	0	-							
Stage 2	-	-	-	0	0	-							
Platoon blocked, %	1	-	-	0	0	-							
Mov Cap-1 Maneuver	*783	-	-	-	-	-	*623						
Mov Cap-2 Maneuver	-	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-	-						

Approach	EB	WB	SB									
HCM Control Delay, s	0.3	0	13.5									
HCM LOS		B	B									
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1								
Capacity (veh/h)	*783	-	-	623								
HCM Lane V/C Ratio	0.082	-	-	0.321								
HCM Control Delay (\$)	10	-	-	13.5								
HCM Lane LOS	B	-	-	B								
HCM 95th %tile Q(veh)	0.3	-	-	1.4								

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

Synchro™ Output - 2020 Background Traffic

Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background - AM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	0	171	0	6	3	246	709	4	1	1621	313
Future Volume (vph)	79	0	171	0	6	3	246	709	4	1	1621	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	85	0	0	0	90	0
Storage Lanes	0	1	0	0	0	1	0	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	90	0	0	75	0	0
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
Frt	0.850			0.959			0.999				0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	1583	0	1786	0	1770	5080	0	1770	4963	0
Flt Permitted	0.751			0.059			0.346			0.346		
Satd. Flow (perm)	0	1399	1583	0	1786	0	110	5080	0	645	4963	0
Right Turn on Red	Yes			Yes			Yes			Yes		Yes
Satd. Flow (RTOR)	186			3			2			62		
Link Speed (mph)	30			30			40			40		
Link Distance (ft)	1378			294			888			483		
Travel Time (s)	31.3			6.7			15.1			8.2		
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)	86	0	186	0	7	3	267	771	4	1	1762	340
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	86	186	0	10	0	267	775	0	1	2102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12			12			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	1	9	15	1	9	15	1	9	15
Number of Detectors	1	2	1	1	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	100	20	100	20	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA	Perm	NA	Perm	NA	NA
Protected Phases	4	4	4	4	4	4	6	6	6	2	2	2
Permitted Phases												

Manderville Apt. TIA
Lanes, Volumes, Timings

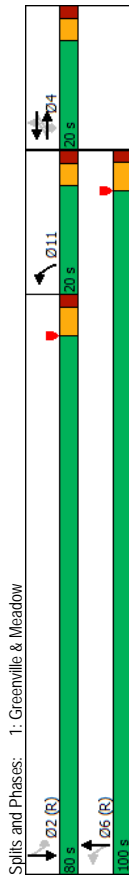
2020 Background - AM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Total Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	100.0	100.0	80.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	83.3%	83.3%	66.7%	66.7%	66.7%
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	94.2	94.2	74.2	74.2	74.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	14.0	14.0	14.0	14.0	14.0	14.0	14.0	20.0	20.0	20.0	20.0	20.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	11.4	11.4	11.4	11.4	11.4	11.4	98.6	97.8	97.8	77.8	77.8	77.8
Actualized g/C Ratio	0.10	0.10	0.10	0.10	0.10	0.10	0.82	0.82	0.82	0.65	0.65	0.65
v/c Ratio	0.65	0.58	0.58	0.06	0.06	0.06	0.90	0.19	0.19	0.00	0.65	0.65
Control Delay	73.8	14.7	14.7	40.2	40.2	40.2	76.0	1.9	1.9	9.0	13.9	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.8	14.7	14.7	40.2	40.2	40.2	76.0	1.9	1.9	9.0	13.9	13.9
LOS	E	B	B	D	D	D	E	A	A	A	B	B
Approach Delay	33.4			40.2			20.9			13.9		
Approach LOS	C			D			C			B		
Queue Length 50th (ft)	65	0	0	5	5	5	162	28	28	0	327	327
Queue Length 95th (ft)	118	67	67	22	22	22	m#290	m31	m31	3	408	408
Internal Link Dist (ft)	1298			214			85			90		
Turn Bay Length (ft)	174	360	360	225	225	225	297	4139	4139	417	3238	3238
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stallion Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.52	0.52	0.04	0.04	0.04	0.90	0.19	0.19	0.00	0.65	0.65
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Offset:	16 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.90											
Intersection Signal Delay:	17.7											
Intersection Capacity Utilization:	76.1%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
Lanes, Volumes, Timings

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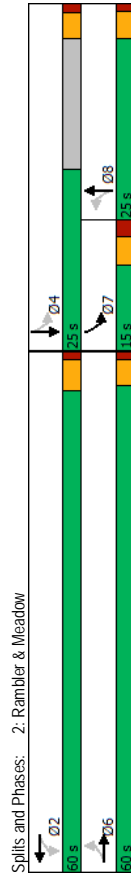
Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	203	79	136	284	13	22	4	29	24	16	17
Traffic Volume (vph)	3	203	79	136	284	13	22	4	29	24	16	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958			0.993			0.867			0.923		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3391	0	1770	3514	0	1770	1615	0	1770	1719	0
Flt Permitted	0.556			0.565			0.870			0.412		
Satd. Flow (perm)	1036	3391	0	1052	3514	0	1621	1615	0	767	1719	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	86			7			32			18		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	953			1378			699			328		
Travel Time (s)	21.7			31.3			15.9			7.5		
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)	3	221	86	148	309	14	24	4	32	26	17	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	307	0	148	323	0	24	36	0	26	35	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Median Width(ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16			16			16			16		
Two way Left Turn Lane	Yes			Yes			Yes			Yes		
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	7	7	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	65.6	65.6	65.2	65.2	65.2	7.1	7.1	7.1	7.1	11.4	11.9	11.9
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.09	0.09	0.09	0.09	0.14	0.15	0.15
v/c Ratio	0.00	0.11	0.17	0.11	0.17	0.17	0.21	0.21	0.21	0.13	0.13	0.13
Control Delay	5.0	2.8	4.9	3.7	3.7	37.7	17.9	17.9	17.9	28.6	17.5	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	2.8	4.9	3.7	3.7	37.7	17.9	17.9	17.9	28.6	17.5	17.5
LOS	A	A	A	A	A	D	B	B	B	C	B	B
Approach Delay		2.8		4.1		25.8				22.3		
Approach LOS		A		A		C				C		
Queue Length 50th (ft)	0	7	11	12	12	11	2	2	2	12	8	8
Queue Length 95th (ft)	3	36	58	48	48	35	30	30	30	31	30	30
Internal Link Dist (ft)		873		1298		619				248		
Turn Bay Length (ft)		50		50		50				90		
Base Capacity (vph)		852		860		2877		426	448	256		784
Stallvation Cap Reductin		0		0		0		0	0	0		0
Spillback Cap Reductin		0		0		0		0	0	0		0
Storage Cap Reductin		0		0		0		0	0	0		0
Reduced v/c Ratio		0.00	0.11	0.17	0.11	0.06	0.08	0.08	0.08	0.10	0.04	0.04
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	79.7											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.21											
Intersection Signal Delay:	Intersection LOS: A											
Intersection Capacity Utilization:	41.9%											
Analysis Period (min):	15											



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	197	84	77	363	30	38	17	21	64	67	60
Traffic Volume (vph)	6	197	84	77	363	30	38	17	21	64	67	60
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	0	100	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.955			0.988			0.850			0.929		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3380	0	1770	3497	0	1770	1863	1583	1770	3288	0
Flt Permitted	0.429			0.550			0.664			0.746		
Satd. Flow (perm)	799	3380	0	1025	3497	0	1237	1863	1583	1390	3288	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	89			12			174			65		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	681			953			257			480		
Travel Time (s)	15.5			21.7			5.8			10.9		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	214	91	84	395	33	41	18	23	70	73	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	305	0	84	428	0	41	18	23	70	138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	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		Yes		Yes								
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Left	Left	Thru	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	20	20	100	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8		4		4		6		6	6		2

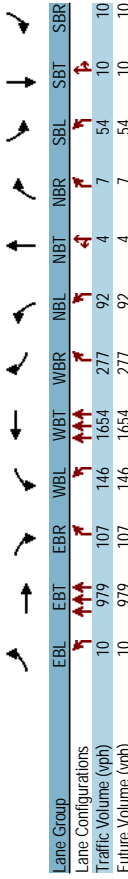
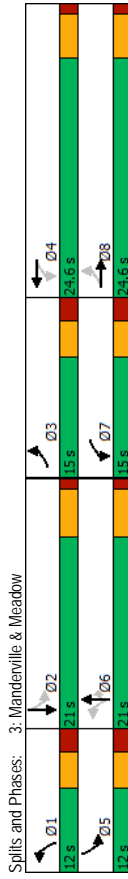
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	9.5	20.0	20.0	9.5	20.0	20.0
Total Split (s)	15.0	24.6	15.0	24.6	15.0	24.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	20.7%	33.9%	20.7%	33.9%	20.7%	33.9%	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0			7.0		7.0
Flash Dont Walk (s)	8.0			8.0			8.0			8.0		8.0
Pedestrian Calls (#/hr)	0			0			0			0		0
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.31	0.16	0.44	0.16	0.44	0.09	0.04	0.05	0.15	0.18	0.18
Control Delay	10.3	15.5	11.5	22.8	11.5	22.8	14.9	22.8	0.2	15.4	13.8	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	15.5	11.5	22.8	11.5	22.8	14.9	22.8	0.2	15.4	13.8	13.8
LOS	B	B	B	C	B	C	B	C	A	B	B	B
Approach Delay	15.4			20.9			12.5			14.3		
Approach LOS	B			C			B			B		
Queue Length 50th (ft)	2	39	20	80	20	80	11	6	0	20	13	13
Queue Length 95th (ft)	8	70	42	121	42	121	30	22	0	44	35	35
Internal Link Dist (ft)	601			873			177			400		
Turn Bay Length (ft)	85			85			85			75		80
Base Capacity (vph)	459	995	520	972	443	410	484	410	484	476	775	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.31	0.16	0.44	0.16	0.44	0.09	0.04	0.05	0.15	0.18	0.18
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Actualized Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoordinated											
Maximum v/c Ratio:	0.44											
Intersection Signal Delay:	17.5											
Intersection Capacity Utilization:	40.9%											
Analysis Period (min):	15											
ICU Level of Service A:	Intersection LOS: B											

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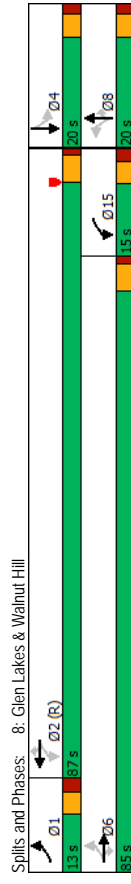
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10	979	107	146	1654	277	92	4	7	54	10	10
10	979	107	146	1654	277	92	4	7	54	10	10
1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
100	100	95	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	0
70	80	80	0.91	1.00	0.91	1.00	0.95	1.00	1.00	1.00	1.00
1.00	0.91	1.00	1.00	0.91	1.00	0.95	1.00	0.95	1.00	1.00	1.00
0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.925
0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.956	0.956	0.950	0.950	0.950
1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
0.101	0.185	0.185	0.185	0.185	0.185	0.743	0.726	0.726	0.721	0.721	0
188	5085	1583	345	5085	1583	1315	1285	1583	1343	1723	0
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
116	116	35	35	301	301	301	301	108	108	11	11
35	463	1429	224	224	224	224	224	365	365	30	30
9.0	27.8	27.8	5.1	8.3	8.3	5.1	8.3	8.3	8.3	8.3	8.3
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
11	1064	116	159	1798	301	100	4	8	59	11	11
48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
11	1064	116	159	1798	301	52	52	8	59	22	0
No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No
Left	Right	Left	Left	Right	Right	Left	Thru	Right	Left	Left	Right
24	24	24	24	24	12	12	12	12	12	12	12
0	0	0	0	0	0	0	0	0	0	0	0
16	16	16	16	16	16	16	16	16	16	16	16
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
15	9	15	9	15	9	15	9	15	9	15	9
1	2	1	1	2	1	1	2	1	1	2	1
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
20	100	20	20	100	20	100	20	100	20	100	20
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
20	6	20	6	20	6	20	6	20	6	20	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
94	94	94	94	94	94	94	94	94	94	94	94
6	6	6	6	6	6	6	6	6	6	6	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
1	6	6	15	2	2	8	8	8	4	4	4
6	6	6	2	2	2	8	8	8	4	4	4

Manderville Apt. TIA
Lanes, Volumes, Timings

Manderville Apt. TIA
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EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
10	979	107	146	1654	277	92	4	7	54	10	10
10	979	107	146	1654	277	92	4	7	54	10	10
1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
100	100	95	0	0	0	0	0	0	0	0	0
1	1	1	1	1	1	1	1	1	1	1	0
70	80	80	0.91	1.00	0.91	1.00	0.95	1.00	1.00	1.00	1.00
1.00	0.91	1.00	1.00	0.91	1.00	0.95	1.00	0.95	1.00	1.00	1.00
0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.925
0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.956	0.956	0.950	0.950	0.950
1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
0.101	0.185	0.185	0.185	0.185	0.185	0.743	0.726	0.726	0.721	0.721	0
188	5085	1583	345	5085	1583	1315	1285	1583	1343	1723	0
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
116	116	35	35	301	301	301	301	108	108	11	11
35	463	1429	224	224	224	224	224	365	365	30	30
9.0	27.8	27.8	5.1	8.3	8.3	5.1	8.3	8.3	8.3	8.3	8.3
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
11	1064	116	159	1798	301	100	4	8	59	11	11
48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%	48%
11	1064	116	159	1798	301	52	52	8	59	22	0
No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No
Left	Right	Left	Left	Right	Right	Left	Thru	Right	Left	Left	Right
24	24	24	24	24	12	12	12	12	12	12	12
0	0	0	0	0	0	0	0	0	0	0	0
16	16	16	16	16	16	16	16	16	16	16	16
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
15	9	15	9	15	9	15	9	15	9	15	9
1	2	1	1	2	1	1	2	1	1	2	1
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
20	100	20	20	100	20	100	20	100	20	100	20
0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0
20	6	20	6	20	6	20	6	20	6	20	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
94	94	94	94	94	94	94	94	94	94	94	94
6	6	6	6	6	6	6	6	6	6	6	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
1	6	6	15	2	2	8	8	8	4	4	4
6	6	6	2	2	2	8	8	8	4	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	1	6	6	15	2	2	8	8	8	8	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	17.0	17.0	17.0
Total Split (s)	13.0	85.0	85.0	15.0	87.0	87.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	10.8%	70.8%	70.8%	12.5%	72.5%	72.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	8.0	80.1	80.1	10.0	82.1	82.1	15.2	15.2	15.2	15.2	15.2	15.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
Lead/Lag							Lag	Lag				
Lead-Lag Optimize?	Yes			Yes	Yes							
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	45.6	45.7	45.7	99.1	100.2	100.2	11.4	11.4	11.4	12.1	12.1	12.1
Actualized g/C Ratio	0.38	0.38	0.38	0.83	0.84	0.84	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.09	0.65	0.17	0.18	0.42	0.22	0.42	0.43	0.03	0.44	0.12	0.12
Control Delay	23.2	30.2	4.5	7.6	4.9	1.8	60.4	61.0	0.3	60.6	32.4	32.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.2	30.2	4.5	7.6	4.9	1.8	60.4	61.0	0.3	60.6	32.4	32.4
LOS	C	C	A	A	A	A	E	E	A	E	C	C
Approach Delay		27.6			4.7		56.4				52.9	
Approach LOS		C			A		E				D	
Queue Length 50th (ft)	5	241	0	29	121	18	41	41	0	44	8	8
Queue Length 95th (ft)	16	255	35	m36	m204	m22	82	83	0	86	33	33
Internal Link Dist (ft)		383			1349		144				285	
Turn Bay Length (ft)	100	100	95									
Base Capacity (vph)	177	3394	1095	884	4246	1371	166	162	294	170	227	227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.11	0.18	0.42	0.22	0.31	0.32	0.03	0.35	0.10	0.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Offset:	63 (53%), Referenced to phase 2:WBLT, Start of Yellow											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	14.9											
Intersection Capacity Utilization:	57.2%											
Analysis Period (min):	15											
m:	Volume for 95th percentile queue is metered by upstream signal.											



Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	14	20	48	62	196	32						
Future Vol, veh/h	14	20	48	62	196	32						
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	15	22	52	67	213	35						

Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	369	124	248	0	-	0						
Stage 1	231	-	-	-	-	-						
Stage 2	138	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	604	904	1315	-	-	-						
Stage 1	785	-	-	-	-	-						
Stage 2	874	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	579	904	1315	-	-	-						
Mov Cap-2 Maneuver	579	-	-	-	-	-						
Stage 1	753	-	-	-	-	-						
Stage 2	874	-	-	-	-	-						

Approach	EB	NB	SB								
HCM Control Delay, s	10.2	3.5	0								
HCM LOS	B										

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR						
Capacity (veh/h)	1315	-	734	-	-						
HCM Lane V/C Ratio	0.04	-	0.05	-	-						
HCM Control Delay (\$)	7.9	0.1	10.2	-	-						
HCM Lane LOS	A	A	B	-	-						
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-						

Notes
 \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	48	1121	1890	12	0	68						
Future Vol, veh/h	48	1121	1890	12	0	68						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	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	1218	2054	13	0	74						

Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	2054	0	-	0	-	1027						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*600	-	-	0	0	*477						
Stage 1	-	-	-	0	0	-						
Stage 2	-	-	-	0	0	-						
Platoon blocked, %	1	-	-	-	-	1						
Mov Cap-1 Maneuver	*600	-	-	-	-	*477						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						

Approach	EB	WB	SB								
HCM Control Delay, s	0.5	0	13.9								
HCM LOS		B									

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1								
Capacity (veh/h)	*600	-	-	477								
HCM Lane V/C Ratio	0.087	-	-	0.155								
HCM Control Delay (\$)	11.6	-	-	13.9								
HCM Lane LOS	B	-	-	B								
HCM 95th %tile Q(veh)	0.3	-	-	0.5								

Notes
 \$: Delay exceeds 300s *: Computation Not Defined *: All major volume in platoon

Manderville Apt. TIA
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2020 Background - PM
1: Greenville & Meadow

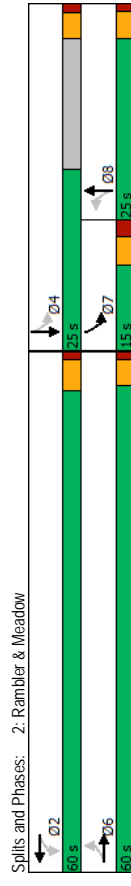
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	3	392	0	2	3	172	1395	0	1489	135	135
Future Volume (vph)	319	3	392	0	2	3	172	1395	0	1489	135	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Lanes	0	1	0	0	0	1	0	0	0	1	0	0
Taper Length (ft)	25	0	0	25	0	0	90	0	0	75	0	0
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
Frt	0.850			0.919						0.988		
Flt Protected	0.953			0.950								
Satd. Flow (prot)	0	1775	1583	0	1712	0	1770	5085	0	1863	5024	0
Flt Permitted	0.725			0.061								
Satd. Flow (perm)	0	1350	1583	0	1712	0	114	5085	0	1863	5024	0
Right Turn on Red			Yes		Yes		Yes		Yes			Yes
Satd. Flow (RTOR)			366		3							12
Link Speed (mph)			1378		294		888		40			40
Link Distance (ft)			31.3		6.7		15.1		8.2			8.2
Travel Time (s)			0.92		0.92		0.92		0.92			0.92
Peak Hour Factor			347		3		187		1516			147
Adj. Flow (vph)			0		350		426		0			1765
Shared Lane Traffic (%)			No		No		No		No		No	No
Lane Group Flow (vph)			No		No		No		No		No	No
Enter Blocked Intersection			Left		Left		Left		Left		Left	Right
Lane Alignment			Left		Left		Left		Left		Left	Right
Median Width (ft)			12		12		24		24		24	24
Link Offset (ft)			0		0		0		0		0	0
Crosswalk Width (ft)			16		16		16		16		16	16
Two Way Left Turn Lane			1.00		1.00		1.00		1.00		1.00	1.00
Headway Factor			15		15		9		15		15	9
Turning Speed (mph)			1		1		2		1		2	2
Number of Detectors			Left		Left		Thru		Left		Thru	Thru
Detector Template			20		100		20		100		20	100
Leading Detector (ft)			0		0		0		0		0	0
Trailing Detector (ft)			0		0		0		0		0	0
Detector 1 Position (ft)			20		6		20		6		20	6
Detector 1 Size (ft)			Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	Ch+Ex
Detector 1 Type			0.0		0.0		0.0		0.0		0.0	0.0
Detector 1 Channel			0.0		0.0		0.0		0.0		0.0	0.0
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		94		94		94	94
Detector 2 Size (ft)			6		6		6		6		6	6
Detector 2 Type			Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	Ch+Ex
Detector 2 Channel			0.0		0.0		0.0		0.0		0.0	0.0
Detector 2 Extend (s)			0.0		0.0		0.0		0.0		0.0	0.0
Turn Type			Perm		NA		pm+pt		NA		Perm	NA
Protected Phases			4		4		4		4		6	2
Permitted Phases			4		4		4		4		6	2

Manderville Apt. TIA
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2020 Background - PM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	3.0	20.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	8.0	39.8	39.8	39.8
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	32.0	90.0	32.0	90.0	58.0	58.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	22.2%	62.5%	22.2%	62.5%	40.3%	40.3%
Maximum Green (s)	49.0	49.0	49.0	49.0	49.0	49.0	27.0	84.2	27.0	84.2	52.2	52.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.0	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	1.0	2.0	2.0	2.0
Recall Mode	None	None	None	None	None	None	None	C-Max	None	C-Max	C-Max	C-Max
Walk Time (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	7.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	41.7	41.7	41.7	41.7	41.7	41.7	92.3	91.5	92.3	91.5	59.5	59.5
Actual g/C Ratio	0.29	0.29	0.29	0.29	0.29	0.29	0.64	0.64	0.64	0.64	0.41	0.41
v/c Ratio	0.90	0.59	0.59	0.01	0.01	0.01	0.49	0.47	0.49	0.47	0.85	0.85
Control Delay	74.2	10.0	10.0	23.8	28.7	28.7	3.3	3.3	3.3	3.3	43.5	43.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.2	10.0	10.0	23.8	28.7	28.7	3.3	3.3	3.3	3.3	43.5	43.5
LOS	E	A	A	C	C	C	C	A	C	A	D	D
Approach Delay	38.9			23.8			6.1				43.5	
Approach LOS	D			C			A				D	
Queue Length 50th (ft)	312	41	41	1	1	1	102	40	1	102	549	549
Queue Length 95th (ft)	423	136	136	11	11	11	m149	47	11	m149	47	47
Internal Link Dist (ft)	1298			214			85			808	403	403
Turn Bay Length (ft)												
Base Capacity (vph)	459	780	780	584	383	3231	2083					
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.55	0.55	0.01	0.01	0.01	0.49	0.47	0.49	0.47	0.85	0.85
Intersection Summary												
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	119 (83%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.90											
Intersection Signal Delay:	27.6											
Intersection Capacity Utilization:	82.0%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.8	59.2	59.2	59.2	59.2	12.1	12.1	12.1	12.1	15.8	16.8	16.8
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.14	0.14	0.14	0.14	0.19	0.20	0.20
v/c Ratio	0.24	0.05	0.12	0.56	0.36	0.11	0.11	0.11	0.11	0.11	0.01	0.01
Control Delay	6.2	7.4	5.8	45.3	10.8	25.5	20.5	20.5	20.5	25.5	20.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.2	7.4	5.8	45.3	10.8	25.5	20.5	20.5	20.5	25.5	20.5	20.5
LOS	A	A	A	D	B	C	C	C	C	C	C	C
Approach Delay	6.2	5.9	27.8							24.7		
Approach LOS	A	A	C							C		
Queue Length 50th (ft)	34	3	15	50	2	10	1			10	1	
Queue Length 95th (ft)	120	18	59	115	48	28	9			28	9	
Internal Link Dist (ft)	873		1298			619				248		
Turn Bay Length (ft)		50		50		90						
Base Capacity (vph)	2470	530	2445	349	480	271	763					
Starvation Cap Reductn	0	0	0	0	0	0	0			0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0			0	0	
Storage Cap Reductn	0	0	0	0	0	0	0			0	0	
Reduced v/c Ratio	0.24	0.05	0.12	0.32	0.24	0.09	0.01					
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	84.9											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	10.7											
Intersection Capacity Utilization:	38.8%											
Analysis Period (min):	15											



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	476	50	17	311	45	64	35	87	74	39	53
Traffic Volume (vph)	10	476	50	17	311	45	64	35	87	74	39	53
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.986			0.981			0.850		0.850	0.913		
Frt	0.950			0.950			0.950		0.950			
Fill Protected	1770	3490	0	1770	3472	0	1770	1863	1583	1770	3231	0
Satd. Flow (prot)	0.468			0.307			0.689		0.732			
Fill Permitted	872	3490	0	572	3472	0	1283	1863	1583	1364	3231	0
Satd. Flow (perm)	Yes			Yes			Yes		Yes		Yes	
Right Turn on Red	15			22			174		58			
Satd. Flow (RTOR)	30			30			30		30			
Link Speed (mph)	681			953			257		480			
Link Distance (ft)	15.5			21.7			5.8		10.9			
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	11	517	54	18	338	49	70	38	95	80	42	58
Adj. Flow (vph)	11	571	0	18	387	0	70	38	95	80	100	0
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Lane Alignment	12			12			12		12		12	
Median Width (ft)	0			0			0		0		0	
Link Offset (ft)	16			16			16		16		16	
Crosswalk Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	15			9			9		15		9	
Headway Factor	1	2		1	2		1	2	1	1	2	
Turning Speed (mph)	Left	Thru	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Thru
Number of Detectors	20	100	20	100	20	100	20	100	20	100	20	100
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6		20	6		20	6	20	6	20	6
Detector 1 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8		7	4		1	6	5	5	2	
Permitted Phases	8			4			6		6		2	

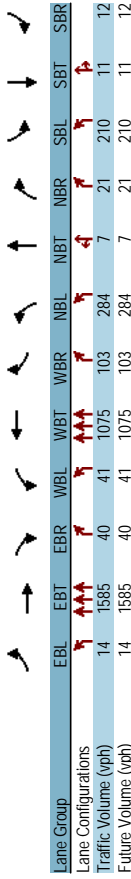
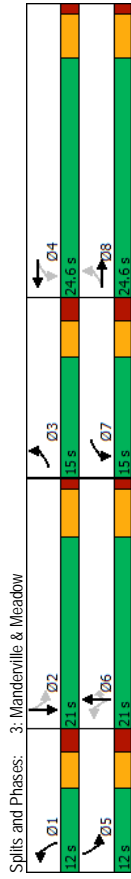
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase	3.0	8.0		3.0	8.0		3.0	8.0	8.0	3.0	8.0	
Minimum Initial (s)	9.5	19.6		9.5	19.6		9.5	20.0	20.0	9.5	20.0	
Minimum Split (s)	15.0	24.6		15.0	24.6		12.0	21.0	21.0	12.0	21.0	
Total Split (%)	20.7%	33.9%		20.7%	33.9%		16.5%	28.9%	28.9%	16.5%	28.9%	
Maximum Green (s)	10.0	20.0		10.0	20.0		7.0	16.0	16.0	7.0	16.0	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	1.0		2.0	1.0		2.0	1.0	2.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.6		5.0	4.6		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	2.0	2.0	1.5	2.0	
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0		29.6	20.0		23.0	16.0	16.0	23.0	16.0	
Actualized g/C Ratio	0.41	0.28		0.41	0.28		0.32	0.22	0.22	0.32	0.22	
v/c Ratio	0.02	0.59		0.05	0.40		0.15	0.09	0.20	0.17	0.13	
Control Delay	10.4	25.0		10.6	21.6		15.5	23.3	1.3	15.6	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.4	25.0		10.6	21.6		15.5	23.3	1.3	15.6	12.1	
LOS	B	C		B	C		B	C	A	B	B	
Approach Delay	24.8			21.1			10.3				13.7	
Approach LOS	C			C			B				B	
Queue Length 50th (ft)	2	112		4	69		20	14	0	22	7	
Queue Length 95th (ft)	10	162		14	107		44	36	5	49	26	
Internal Link Dist (ft)	601			873			177			400		
Turn Bay Length (ft)	85			85			85		75	80		
Base Capacity (vph)	479	972		398	972		453	410	484	471	757	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.59		0.05	0.40		0.15	0.09	0.20	0.17	0.13	
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.59											
Intersection Signal Delay:	20.1											
Intersection Capacity Utilization:	37.7%											
Analysis Period (min):	15											
ICU Level of Service A:	Intersection LOS: C											

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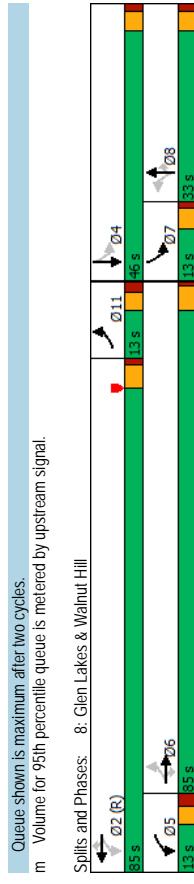
Split	Phase	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group													
Lane Configurations													
Traffic Volume (vph)													
Future Volume (vph)													
Ideal Flow (vph)													
Storage Length (ft)													
Storage Lanes													
Taper Length (ft)													
Lane Util. Factor													
Frt													
Fill Protected													
Said. Flow (prot)													
Fill Permitted													
Said. Flow (perm)													
Right Turn on Red													
Said. Flow (RTOR)													
Link Speed (mph)													
Link Distance (ft)													
Travel Time (s)													
Peak Hour Factor													
Adj. Flow (vph)													
Shared Lane Traffic (%)													
Lane Group Flow (vph)													
Enter Blocked Intersection													
Lane Alignment													
Median Width (ft)													
Link Offset (ft)													
Crosswalk Width (ft)													
Two way Left Turn Lane													
Headway Factor													
Turning Speed (mph)													
Number of Detectors													
Detector Template													
Leading Detector (ft)													
Trailing Detector (ft)													
Detector 1 Position (ft)													
Detector 1 Size (ft)													
Detector 1 Type													
Detector 1 Channel													
Detector 1 Extend (s)													
Detector 1 Queue (s)													
Detector 1 Delay (s)													
Detector 2 Position (ft)													
Detector 2 Size (ft)													
Detector 2 Type													
Detector 2 Channel													
Detector 2 Extend (s)													
Turn Type													
Protected Phases													
Permitted Phases													

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12 s	21 s	15 s	24.6 s	15 s	24.6 s	15 s	24.6 s	15 s	24.6 s	15 s	24.6 s	15 s	24.6 s
1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00
0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850	0.850
0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	1717	1717	0
0.217	0.217	0.217	0.217	0.217	0.217	0.741	0.719	0.741	0.719	0.367	0.367	0.367	0
404	5085	1583	136	5085	1583	1311	1272	1583	684	1717	1717	1717	0
Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
86	86	86	35	35	35	30	30	124	124	13	13	13	13
35	35	35	1429	1429	224	224	224	365	365	365	365	365	365
9.0	9.0	9.0	27.8	27.8	5.1	5.1	8.3	8.3	8.3	8.3	8.3	8.3	8.3
0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
15	1723	43	45	1168	112	309	8	23	228	12	13	13	13
49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%	49%
15	1723	43	45	1168	112	158	159	23	228	25	25	25	25
No	No	No	No	No	No	No	No	No	No	No	No	No	No
No	No	No	No	No	No	No	No	No	No	No	No	No	No
Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
24	24	24	24	24	24	12	12	12	12	12	12	12	12
0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	16	16	16	16	16	16	16	16	16	16	16	16	16
1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
15	9	15	9	15	9	15	9	15	9	15	9	15	9
1	2	1	1	2	1	1	2	1	1	2	1	1	2
Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru
20	100	20	20	100	20	100	20	100	20	100	20	100	20
0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	6	20	6	20	6	20	6	20	6	20	6	20	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
94	94	94	94	94	94	94	94	94	94	94	94	94	94
6	6	6	6	6	6	6	6	6	6	6	6	6	6
Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
11	6	6	5	2	2	8	8	7	4	4	4	4	
6	6	6	2	2	2	8	8	8	8	4	4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	11	6	6	5	2	2	8	8	8	7	4	
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	5.0	10.0	
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	9.5	17.0	
Total Split (s)	13.0	85.0	85.0	13.0	85.0	85.0	33.0	33.0	33.0	13.0	46.0	
Total Split (%)	9.0%	59.0%	59.0%	9.0%	59.0%	59.0%	22.9%	22.9%	22.9%	9.0%	31.9%	
Maximum Green (s)	8.0	80.1	80.1	8.0	80.1	80.1	28.2	28.2	28.2	8.5	41.2	
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.5	3.2	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.0	1.6	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.5	4.8	
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0	
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	
Act Effct Green (s)	84.7	82.7	82.7	86.3	86.4	86.4	23.2	23.2	23.2	43.5	43.2	
Actuated g/C Ratio	0.59	0.57	0.57	0.60	0.60	0.60	0.16	0.16	0.16	0.30	0.30	
v/c Ratio	0.05	0.59	0.05	0.32	0.38	0.11	0.75	0.78	0.06	0.71	0.05	
Control Delay	15.1	21.5	0.1	21.5	19.2	4.7	78.6	82.0	0.3	54.9	22.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	15.1	21.5	0.1	21.5	19.2	4.7	78.6	82.0	0.3	54.9	22.3	
LOS	B	C	A	C	B	A	E	F	A	D	C	
Approach Delay	20.9				18.1		74.9			51.6		
Approach LOS	C				B		E			D		
Queue Length 50th (ft)	6	408	0	20	265	15	149	151	0	163	8	
Queue Length 95th (ft)	17	422	0	m48	332	52	229	233	0	#323	32	
Internal Link Dist (ft)	383				1349		144			285		
Turn Bay Length (ft)	100		100	95								
Base Capacity (vph)	322	2961	957	172	3052	995	256	249	409	323	534	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.05	0.58	0.04	0.26	0.38	0.11	0.62	0.64	0.06	0.71	0.05	
Intersection Summary												
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	112 (78%), Referenced to phase 2-WBTL - Start of Yellow											
Natural Cycle:	70											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.78											
Intersection Signal Delay:	26.9											
Intersection Capacity Utilization:	60.5%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												



Intersection												
3.2												
Int Delay, s/veh	EBL	EBR	NBL	NBT	SBT	SBR						
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	40	60	30	146	86	20						
Traffic Vol, veh/h	40	60	30	146	86	20						
Future Vol, veh/h	40	60	30	146	86	20						
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	-	-	-	-	-						
Yeh in Median Storage, #	0	-	-	0	0	-						
Grade, %	0	-	-	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	43	65	33	159	93	22						

Major/Minor												
Minor2 Major1 Major2												
Conflicting Flow All	250	58	115	0	-	0						
Stage 1	104	-	-	-	-	-						
Stage 2	146	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	717	996	1472	-	-	-						
Stage 1	909	-	-	-	-	-						
Stage 2	866	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	699	996	1472	-	-	-						
Mov Cap-2 Maneuver	699	-	-	-	-	-						
Stage 1	886	-	-	-	-	-						
Stage 2	866	-	-	-	-	-						

Approach												
EB NB SB												
HCM Control Delay, s	9.8	1.4	0									
HCM LOS	A											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR							
Capacity (veh/h)	1472	-	851	-	-							
HCM Lane V/C Ratio	0.022	-	0.128	-	-							
HCM Control Delay (\$)	7.5	0.1	9.8	-	-							
HCM Lane LOS	A	A	A	-	-							
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-							

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

Intersection												
1												
Int Delay, s/veh	EBL	EBT	WBT	WBR	SBL	SBR						
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	60	1732	1317	14	0	188						
Traffic Vol, veh/h	60	1732	1317	14	0	188						
Future Vol, veh/h	60	1732	1317	14	0	188						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh 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	65	1883	1432	15	0	204						

Major/Minor												
Major1 Major2 Minor2												
Conflicting Flow All	1432	0	-	0	-	716						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*761	-	-	-	0	*605						
Stage 1	-	-	-	-	0	0						
Stage 2	-	-	-	-	0	0						
Platoon blocked, %	1	-	-	-	0	1						
Mov Cap-1 Maneuver	*761	-	-	-	-	*605						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						

Approach												
EB WB SB												
HCM Control Delay, s	0.3	0	14									
HCM LOS	B											
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1								
Capacity (veh/h)	*761	-	-	605								
HCM Lane V/C Ratio	0.086	-	-	0.338								
HCM Control Delay (\$)	10.2	-	-	14								
HCM Lane LOS	B	-	-	B								
HCM 95th %tile Q(veh)	0.3	-	-	1.5								

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

Synchro™ Output - 2020 Background Plus Site Traffic

Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - AM - Office
1: Greenville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	87	0	177	0	6	3	281	709	4	1	1621	365
Traffic Volume (vph)	87	0	177	0	6	3	281	709	4	1	1621	365
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vph)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.950	0.959	0.950	0.959	0.950	0.999	0.999	0.950	0.972	0.950	0.972
Fill Protected	0	1770	1583	0	1786	0	1770	5080	0	1770	4943	0
Satd. Flow (prot)	0	1399	1583	0	1786	0	99	5080	0	645	4943	0
Fill Permitted	0	1399	1583	0	1786	0	99	5080	0	645	4943	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	192	3	2	3	2	2	79	79	79	79	79	79
Satd. Flow (RTOR)	30	30	30	294	294	294	888	888	888	483	483	483
Link Speed (mph)	1378	294	294	6.7	15.1	15.1	8.2	8.2	8.2	8.2	8.2	8.2
Link Distance (ft)	31.3	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Travel Time (s)	95	0	192	0	7	3	305	771	4	1	1762	397
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)	95	0	192	0	7	3	305	771	4	1	1762	397
Shared Lane Traffic (%)	0	95	192	0	10	0	305	775	0	1	2159	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Lane Alignment	12	12	12	12	24	24	24	24	24	24	24	24
Median Width (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Link Offset (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Crosswalk Width (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	15	9	15	9	15	9	15	9	15	9	15	9
Headway Factor	1	2	1	1	2	1	2	1	2	1	2	1
Turning Speed (mph)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Number of Detectors	20	100	20	20	100	20	100	20	100	20	100	20
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	NA	pm+pt	NA	NA	Perm	NA	NA	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

Manderville Apt. TIA
Lanes, Volumes, Timings

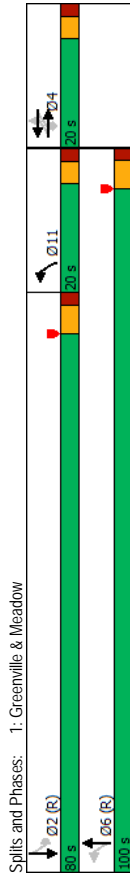
2020 Background + Site - AM - Office
1: Greenville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	7.0	7.0	7.0	7.0	7.0	7.0	3.0	2.0	2.0	2.0	2.0	2.0
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	100.0	80.0	80.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	94.2	74.2	74.2	74.2	74.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Vehicle Extension (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	20.0	20.0	20.0	20.0	20.0
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	11.9	11.9	11.9	11.9	11.9	11.9	98.1	97.3	77.3	77.3	77.3	77.3
Act Effct Green (s)	0.10	0.10	0.10	0.10	0.10	0.10	0.82	0.81	0.64	0.64	0.64	0.64
Actualized g/C Ratio	0.69	0.58	0.06	0.06	0.06	0.06	1.06	0.19	0.00	0.67	0.67	0.67
v/c Ratio	76.4	14.3	39.9	112.3	2.0	9.0	14.5	14.5	14.5	14.5	14.5	14.5
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	76.4	14.3	39.9	112.3	2.0	9.0	14.5	14.5	14.5	14.5	14.5	14.5
Total Delay	E	B	D	F	A	A	A	A	A	A	A	B
LOS	34.9	39.9	33.2	33.2	33.2	33.2	33.2	33.2	33.2	33.2	33.2	33.2
Approach Delay	C	D	C	C	C	C	C	C	C	C	C	B
Approach LOS	72	0	5	-210	30	0	348	348	348	348	348	348
Queue Length 50th (ft)	129	68	22	mm#378	m31	403	403	403	403	403	403	403
Queue Length 95th (ft)	1298	214	85	85	85	85	85	85	85	85	85	85
Internal Link Dist (ft)	174	365	225	289	4120	415	3212	3212	3212	3212	3212	3212
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stallion Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.53	0.04	1.06	0.19	0.00	0.67	0.67	0.67	0.67	0.67	0.67
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	16 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.06											
Intersection Signal Delay:	21.9											
Intersection LOS:	C											
Intersection Capacity Utilization:	79.7%											
ICU Level of Service D	ICU Level of Service D											
Analysis Period (min):	15											
- Volume exceeds capacity, queue is theoretically infinite.												

Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - AM - Office
1: Greenville & Meadow

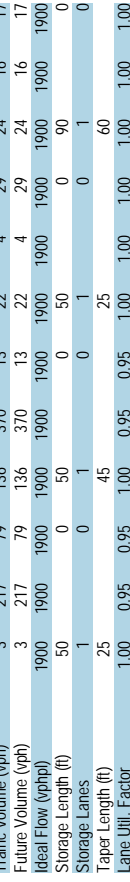
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - AM - Office
2: Rambler & Meadow

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	217	79	136	370	13	22	4	29	24	16	17
Traffic Volume (vph)	3	217	79	136	370	13	22	4	29	24	16	17
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960	0.995	0.995	0.950	0.950	0.867	0.950	0.950	0.950	0.923	0.950	0.923
Fill Protected	1770	3398	0	1770	3522	0	1770	1615	0	1770	1719	0
Satd. Flow (prot)	0.508	0.557	0	0.557	0.870	0	0.870	0.412	0	0.412	0.412	0
Fill Permitted	946	3398	0	1038	3522	0	1621	1615	0	767	1719	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	85	30	30	6	30	30	32	30	30	18	30	30
Satd. Flow (RTOR)	953	1378	699	31.3	15.9	7.5	15.9	7.5	7.5	18	30	30
Link Speed (mph)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Link Distance (ft)	3	236	86	148	402	14	24	4	32	26	17	18
Travel Time (s)	3	322	0	148	416	0	24	36	0	26	35	0
Peak Hour Factor	No	No	No	No	No	No	No	No	No	No	No	No
Adj. Flow (vph)	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Shared Lane Traffic (%)	12	12	12	12	12	12	12	12	12	12	12	12
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Enter Blocked Intersection	16	16	16	16	16	16	16	16	16	16	16	16
Lane Alignment	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Median Width(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Offset(ft)	15	15	15	15	15	15	15	15	15	15	15	15
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	100	20	100	20	100	20	100	20	100	20	100
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Trailing Detector (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Position(ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(ft)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Type	6	6	6	6	6	6	6	6	6	6	6	6
Detector 1 Channel	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	4	4	4
Permitted Phases	6	6	6	2	2	2	8	8	7	4	4	4

Manderville Apt. TIA
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2020 Background + Site - AM - Office
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	197	153	163	363	30	49	17	35	64	67	60
Traffic Volume (vph)	6	197	153	163	363	30	49	17	35	64	67	60
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	1	0	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	100	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.934			0.988			0.850		0.929			
Frt	0.950			0.950			0.950		0.950			
Fill Protected	1770	3306	0	1770	3497	0	1770	1863	1583	1770	3288	0
Satd. Flow (prot)	0.429	0.474		0.664			0.746					
Fill Permitted	799	3306	0	883	3497	0	1237	1863	1583	1390	3288	0
Satd. Flow (perm)	Yes	Yes		Yes			Yes		Yes		Yes	
Right Turn on Red	166			12			174		65			
Satd. Flow (RTOR)	30			30			30		30			
Link Speed (mph)	681			953			257		480			
Link Distance (ft)	15.5			21.7			5.8		10.9			
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	7	214	166	177	395	33	53	18	38	70	73	65
Adj. Flow (vph)	7	214	166	177	395	33	53	18	38	70	73	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	380	0	177	428	0	53	18	38	70	138	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width (ft)	16			16			16		16			
Two way Left Turn Lane	Yes			Yes			Yes		Yes			
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Right	Left	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	5	5	2	2
Permitted Phases	8	8	4	4	4	4	6	6	6	6	2	2

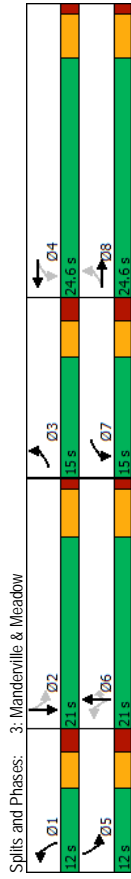
Manderville Apt. TIA
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2020 Background + Site - AM - Office
3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	15.0	24.6	15.0	24.6	15.0	24.6	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.37	0.37	0.44	0.12	0.04	0.12	0.04	0.08	0.15	0.18	0.18
Control Delay	10.3	12.8	13.7	22.8	15.1	22.8	0.3	15.4	13.8	0.3	15.4	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	12.8	13.7	22.8	15.1	22.8	0.3	15.4	13.8	0.3	15.4	13.8
LOS	B	B	B	C	B	C	B	C	A	B	B	B
Approach Delay	12.8			20.1			11.2		14.3			
Approach LOS	B			C			B		B			
Queue Length 50th (ft)	2	38	44	80	15	6	0	20	13	0	13	13
Queue Length 95th (ft)	8	73	80	121	35	22	0	44	35	0	44	35
Internal Link Dist (ft)	601			873			177		400			
Turn Bay Length (ft)	85			85			75		80			
Base Capacity (vph)	459	1031	482	972	443	410	484	476	775	476	775	775
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.37	0.37	0.44	0.12	0.04	0.08	0.15	0.18	0.08	0.15	0.18
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.44											
Intersection Signal Delay:	16.3											
Intersection Capacity Utilization:	45.9%											
Analysis Period (min):	15											
ICU Level of Service A												

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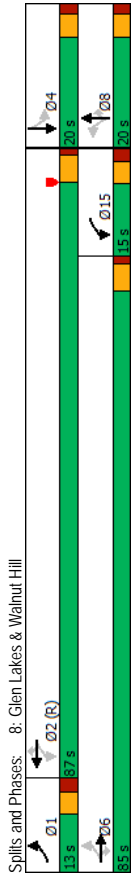
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8: Glen Lakes & Walnut Hill



Manderville Apt. TIA
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2020 Background + Site - AM - Office
8: Glen Lakes & Walnut Hill

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	10	979	107	146	1654	312	92	4	7	60	10	10
Future Volume (vph)	10	979	107	146	1654	312	92	4	7	60	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	95	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70		80		80		25		25		25	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850		0.925	
Flt Protected	0.950		0.950		0.950		0.950		0.956		0.950	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
Flt Permitted	0.101		0.185		0.185		0.743		0.726		0.721	
Satd. Flow (perm)	188	5085	1583	345	5085	1583	1315	1285	1583	1343	1723	0
Right Turn on Red		Yes		Yes		Yes		Yes		Yes		Yes
Satd. Flow (RTOR)		116		339		339		108		11		11
Link Speed (mph)		35		35		35		30		30		30
Link Distance (ft)		463		1429		1429		224		365		365
Travel Time (s)		9.0		27.8		27.8		5.1		8.3		8.3
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)	11	1064	116	159	1798	339	100	4	8	65	11	11
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	11	1064	116	159	1798	339	52	52	8	65	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Median Width(ft)		24		24		24		12		12		12
Link Offset(ft)		0		0		0		0		0		0
Crosswalk Width(ft)		16		16		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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	15	2	2	8	8	8	8	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	1	6	6	15	2	2	8	8	8	8	4	4
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	17.0	17.0	17.0
Total Split (s)	13.0	85.0	85.0	15.0	87.0	87.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	10.8%	70.8%	70.8%	12.5%	72.5%	72.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	8.0	80.1	80.1	10.0	82.1	82.1	15.2	15.2	15.2	15.2	15.2	15.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
Lead/Lag	Lead	Lag	Lag	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	45.4	45.5	45.5	98.9	100.0	100.0	11.6	11.6	11.6	12.3	12.3	12.3
Actuald g/C Ratio	0.38	0.38	0.38	0.82	0.83	0.83	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.09	0.65	0.17	0.18	0.42	0.25	0.41	0.42	0.03	0.47	0.12	0.12
Control Delay	23.4	30.3	4.5	7.7	5.0	1.8	59.6	60.2	0.3	61.8	32.2	32.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	30.3	4.5	7.7	5.0	1.8	59.6	60.2	0.3	61.8	32.2	32.2
LOS	C	C	A	A	A	A	E	E	E	A	E	C
Approach Delay		27.7			4.7		55.6			54.3		
Approach LOS		C			A		E			D		
Queue Length 50th (ft)	6	242	0	29	122	21	40	40	0	48	8	8
Queue Length 95th (ft)	16	255	35	m36	m204	m25	82	83	0	94	33	33
Internal Link Dist (ft)		383			1349		144			285		
Turn Bay Length (ft)	100	100	95									
Base Capacity (vph)	176	3394	1095	883	4236	1375	166	162	294	170	227	227
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.11	0.18	0.42	0.25	0.31	0.32	0.03	0.38	0.10	0.10
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuald Cycle Length:	120											
Offset:	63 (53%), Referenced to phase 2:WBLT, Start of Yellow											
Natural Cycle:	55											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	14.9											
Intersection Capacity Utilization:	57.5%											
Analysis Period (min):	15											
m	Volume for 95th percentile queue is metered by upstream signal.											

Intersection									
Int. Delay, s/veh	1.8								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	14	14	86	88	296	86			
Future Vol, veh/h	14	14	86	88	296	86			
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	-	-	-	-	-			
Yeh 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	15	15	93	96	322	93			

	Minor2		Major1		Major2	
	Minor2	Major1	Minor2	Major1	Minor2	Major1
Conflicting Flow All	603	415	0	-	0	-
Stage 1	369	-	-	-	-	-
Stage 2	234	-	-	-	-	-
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	-	-	-
Pd. Cap-1 Maneuver	480	798	1140	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	393	798	1140	-	-	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	783	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	4.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBL1	SBT	SBR
Capacity (veh/h)	1140	-	527	-	-
HCM Lane V/C Ratio	0.082	-	0.058	-	-
HCM Control Delay (\$)	8.4	0.1	12.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

Intersection									
Int. Delay, s/veh	2								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	11	17	104	163	241	69			
Future Vol, veh/h	11	17	104	163	241	69			
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	-	-	-	-	-			
Yeh 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	18	113	177	262	75			

	Minor2		Major1		Major2	
	Minor2	Major1	Minor2	Major1	Minor2	Major1
Conflicting Flow All	615	337	0	-	0	-
Stage 1	300	-	-	-	-	-
Stage 2	315	-	-	-	-	-
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	-	-	-
Pd. Cap-1 Maneuver	423	845	1219	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	379	845	1219	-	-	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBL1	SBT	SBR
Capacity (veh/h)	1219	-	570	-	-
HCM Lane V/C Ratio	0.093	-	0.053	-	-
HCM Control Delay (\$)	8.3	0.2	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

Manderville Apt. TIA
 HCM 6th TWSC
 6: Manderville & Blair

Manderville Apt. TIA
 HCM 6th TWSC
 7: Walnut Hill & Manderville

2020 Background + Site - AM - Office

2020 Background + Site - AM - Office

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔ ↑↑ ↑↑											
Traffic Vol, veh/h	100	20	48	166	218	40						
Future Vol, veh/h	100	20	48	166	218	40						
Conflicting Peds, #/hr	0											
Sign Control	Stop											
RT Channelized	- None - None - None											
Storage Length	0											
Yeh in Median Storage, #	0											
Grade, %	0											
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	109	22	52	180	237	43						
Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	453	140	280	0	-	0						
Stage 1	259	-	-	-	-	-						
Stage 2	194	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	535	882	1280	-	-	-						
Stage 1	761	-	-	-	-	-						
Stage 2	820	-	-	-	-	-						
Platoon blocked, %	-											
Mov Cap-1 Maneuver	511	882	1280	-	-	-						
Mov Cap-2 Maneuver	511	-	-	-	-	-						
Stage 1	727	-	-	-	-	-						
Stage 2	820	-	-	-	-	-						
Approach	EB	NB	SB									
HCM Control Delay, s	13.6	1.9	0									
HCM LOS	B											
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR							
Capacity (veh/h)	1280	-	550	-	-							
HCM Lane V/C Ratio	0.041	-	0.237	-	-							
HCM Control Delay (s)	7.9	0.1	13.6	-	-							
HCM Lane LOS	A	A	B	-	-							
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-							

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

Manderville Apt. TIA 11/08/2018 2020 Background + Site - AM - Office
 JMHS Syncho 10 Report Page 3

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔ ↑↑ ↑↑ ↑↑											
Traffic Vol, veh/h	117	1121	1890	12	0	85						
Future Vol, veh/h	117	1121	1890	12	0	85						
Conflicting Peds, #/hr	0											
Sign Control	Free											
RT Channelized	- None - Free - None											
Storage Length	0											
Yeh in Median Storage, #	0											
Grade, %	0											
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	127	1218	2054	13	0	92						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	2054	0	-	0	-	1027						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*600	-	-	0	0	*477						
Stage 1	-	-	-	0	0	-						
Stage 2	-	-	-	0	0	-						
Platoon blocked, %	1	-	-	-	-	1						
Mov Cap-1 Maneuver	*600	-	-	-	-	*477						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB	SB									
HCM Control Delay, s	1.2	0	14.4									
HCM LOS	B											
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1								
Capacity (veh/h)	*600	-	-	477								
HCM Lane V/C Ratio	0.212	-	-	0.194								
HCM Control Delay (s)	12.6	-	-	14.4								
HCM Lane LOS	B	-	-	B								
HCM 95th %tile Q(veh)	0.8	-	-	0.7								

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

Manderville Apt. TIA 11/08/2018 2020 Background + Site - AM - Office
 JMHS Syncho 10 Report Page 4

Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - PM - Office
1: Greenville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	372	3	428	0	2	3	179	1395	0	1489	145	
Traffic Volume (vph)	372	3	428	0	2	3	179	1395	0	1489	145	
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	1	0	0	0	1	0	0	0	1	0	0
Storage Lanes	25	1	0	0	0	0	0	0	0	0	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.919										0.987
Flt Protected	0.953						0.950					
Satd. Flow (prot)	0	1775	1583	0	1712	0	1770	5085	0	1863	5019	0
Flt Permitted	0.725						0.066					
Satd. Flow (perm)	0	1350	1583	0	1712	0	123	5085	0	1863	5019	0
Right Turn on Red	Yes			Yes			Yes		Yes			Yes
Satd. Flow (RTOR)	366			3								13
Link Speed (mph)	30			30			40		40			40
Link Distance (ft)	1378			294			888		888			483
Travel Time (s)	31.3			6.7			15.1		15.1			8.2
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)	404	3	465	0	2	3	195	1516	0	1618	158	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	407	465	0	5	0	195	1516	0	0	1776	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			24		24		24	
Link Offset(ft)	0			0			0		0		0	
Crosswalk Width(ft)	16			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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	100	20	100	20	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94		94		94	
Detector 2 Size(ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0		0.0		0.0	
Turn Type	Perm	NA	Perm	NA	pm+tl	NA	pm+tl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	4	4	6	2
Permitted Phases												

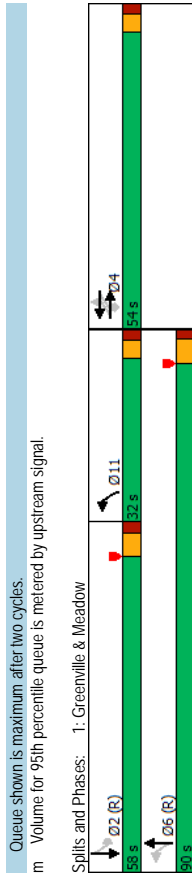
Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - PM - Office
1: Greenville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	32.0	90.0	90.0	58.0	58.0	58.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	22.2%	62.5%	62.5%	40.3%	40.3%	40.3%
Maximum Green (s)	49.0	49.0	49.0	49.0	49.0	49.0	27.0	84.2	84.2	52.2	52.2	52.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	46.2	46.2	46.2	46.2	46.2	46.2	87.8	87.0	87.0	55.0	55.0	55.0
Actualized g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.61	0.60	0.60	0.38	0.38	0.38
v/c Ratio	0.94	0.62	0.62	0.01	0.01	0.01	0.51	0.49	0.49	0.92	0.92	0.92
Control Delay	78.1	12.2	12.2	23.4	23.4	23.4	29.6	3.6	3.6	51.4	51.4	51.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	12.2	12.2	23.4	23.4	23.4	29.6	3.6	3.6	51.4	51.4	51.4
LOS	E	B	B	C	C	C	C	A	A	D	D	D
Approach Delay	42.9			23.4			6.6			51.4		
Approach LOS	D			C			A			D		
Queue Length 50th (ft)	360	65	65	1	1	1	110	40	40	595	595	595
Queue Length 95th (ft)	#557	183	183	11	11	11	m153	47	47	#708	#708	#708
Internal Link Dist (ft)	1298			214			808			403		
Turn Bay Length (ft)							85					
Base Capacity (vph)	459	780	780	584	584	584	383	3073	3073	1926	1926	1926
Starvation Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.60	0.60	0.01	0.01	0.01	0.51	0.49	0.49	0.92	0.92	0.92
Intersection Summary												
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	119 (83%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.94											
Intersection Signal Delay:	32.1											
Intersection Signal Delay:	Intersection LOS: C											
Intersection Capacity Utilization:	84.9%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
Lanes, Volumes, Timings

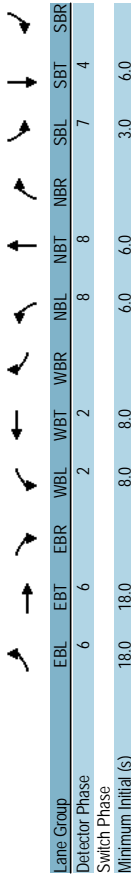
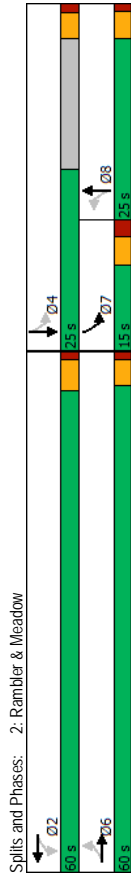
2020 Background + Site - PM - Office
1: Greenville & Meadow



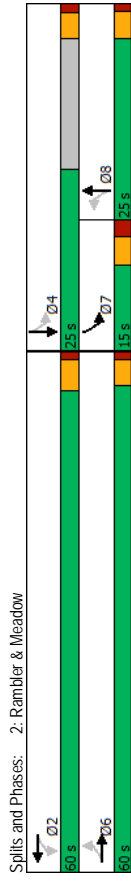
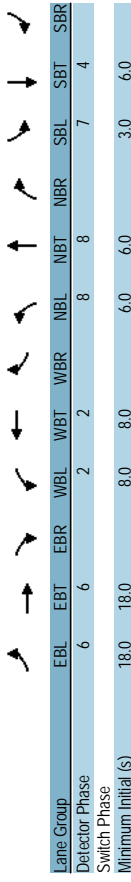
Manderville Apt. TIA
Lanes, Volumes, Timings

2020 Background + Site - PM - Office
2: Rambler & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	604	41	23	272	19	104	4	103	22	3	1
Future Volume (vph)	0	604	41	23	272	19	104	4	103	22	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990	0.990	0.990	0.990	0.990	0.990	0.855	0.855	0.855	0.962	0.962	0.962
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3504	0	1770	3504	0	1770	1593	0	1770	1792	0
Flt Permitted				0.363			0.755			0.431		
Satd. Flow (perm)	1863	3504	0	676	3504	0	1406	1593	0	803	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11		12		12		112		112		1
Link Speed (mph)		30		30		30		30		30		30
Link Distance (ft)		953		1378		699		699		328		328
Travel Time (s)		21.7		31.3		15.9		15.9		7.5		7.5
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)	0	657	45	25	296	21	113	4	112	24	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	702	0	25	317	0	113	116	0	24	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Median Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	Yes											
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	7	4	4



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.8	59.2	59.2	59.2	59.2	12.1	12.1	12.1	12.1	15.8	16.8	16.8
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.70	0.14	0.14	0.14	0.14	0.19	0.20	0.20
v/c Ratio	0.28	0.05	0.13	0.56	0.36	0.11	0.11	0.11	0.11	0.11	0.01	0.01
Control Delay	6.4	7.6	5.8	45.3	10.8	25.5	20.5	20.5	20.5	25.5	20.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	7.6	5.8	45.3	10.8	25.5	20.5	20.5	20.5	25.5	20.5	20.5
LOS	A	A	A	A	A	D	B	B	B	C	C	C
Approach Delay	6.4	6.0	6.0	6.0	6.0	27.8	27.8	27.8	27.8	24.7	24.7	24.7
Approach LOS	A	A	A	A	A	C	C	C	C	C	C	C
Queue Length 50th (ft)	42	3	17	50	2	10	1	1	1	10	1	1
Queue Length 95th (ft)	143	18	63	115	48	28	9	9	9	28	9	9
Internal Link Dist (ft)	873		1298			619				248		
Turn Bay Length (ft)			50			50				90		
Base Capacity (vph)	2472	471	2448	349	480	271	763	763	763	271	763	763
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.05	0.13	0.32	0.24	0.09	0.01	0.01	0.01	0.09	0.01	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	84.9											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.56											
Intersection Signal Delay:	Intersection LOS: B											
Intersection Capacity Utilization:	38.8%											
Analysis Period (min):	15											



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	10	476	64	34	311	45	135	35	176	74	39	53
Traffic Volume (vph)	10	476	64	34	311	45	135	35	176	74	39	53
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.982	0.982	0.982	0.981	0.981	0.981	0.850	0.850	0.913	0.913	0.913	0.913
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	1770	3476	0	1770	3472	0	1770	1863	1583	1770	3231	0
Flt Permitted	0.468	0.295	0.295	0.689	0.689	0.689	0.689	0.689	0.689	0.689	0.689	0.689
Satd. Flow (perm)	872	3476	0	550	3472	0	1283	1863	1583	1364	3231	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	20			22			191		191		58	
Link Speed (mph)	30			30			30		30		30	
Link Distance (ft)	681			953			257		480		480	
Travel Time (s)	15.5			21.7			5.8		10.9		10.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	517	70	37	338	49	147	38	191	80	42	58
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	587	0	37	387	0	147	38	191	80	100	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width (ft)	12			12			12		12		12	
Link Offset (ft)	0			0			0		0		0	
Crosswalk Width (ft)	16			16			16		16		16	
Two way Left Turn Lane		Yes		Yes								
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Right	Left	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	20	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	pm+pt	NA	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8		4		4		6		6		6	

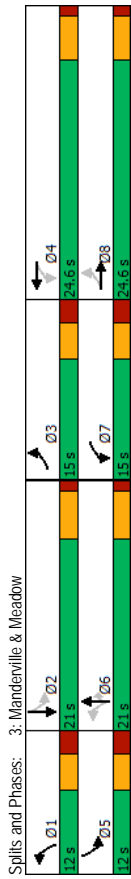
Manderville Apt. TIA
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3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	15.0	24.6	15.0	24.6	15.0	24.6	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.60	0.09	0.40	0.09	0.40	0.32	0.09	0.38	0.17	0.13	0.13
Control Delay	10.4	25.1	11.0	21.6	11.0	21.6	17.5	23.3	6.6	15.6	12.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	25.1	11.0	21.6	11.0	21.6	17.5	23.3	6.6	15.6	12.1	12.1
LOS	B	C	B	C	B	C	B	C	A	B	B	B
Approach Delay		24.9		20.7		12.6					13.7	
Approach LOS		C		C		B					B	
Queue Length 50th (ft)	2	115	8	69	43	14	0	22	7			
Queue Length 95th (ft)	10	166	23	107	81	36	48	49	26			
Internal Link Dist (ft)		601		873		177			400			
Turn Bay Length (ft)	85		85		392	972	453	410	497	471	757	
Base Capacity (vph)	479	972	479	972	479	972	453	410	497	471	757	
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.60	0.09	0.40	0.09	0.40	0.32	0.09	0.38	0.17	0.13	0.13
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.60											
Intersection Signal Delay:	19.5											
Intersection Capacity Utilization:	44.8%											
Analysis Period (min):	15											

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8: Glen Lakes & Walnut Hill

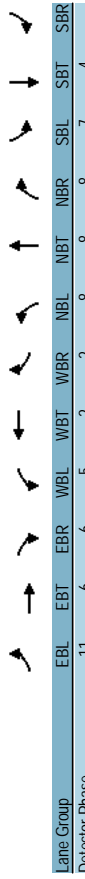


Manderville Apt. TIA
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2020 Background + Site - PM - Office
8: Glen Lakes & Walnut Hill

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	14	1585	40	41	1075	110	284	7	21	246	11	12
Future Volume (vph)	14	1585	40	41	1075	110	284	7	21	246	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70	80	80	80	80	25	25	25	25	25	25	0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Flt Protected	0.950	0.950		0.950	0.950		0.950	0.955		0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	0
Flt Permitted	0.215	0.071		0.071		0.741	0.719		0.358			
Satd. Flow (perm)	400	5085	1583	132	5085	1583	1311	1272	1583	667	1717	0
Right Turn on Red		Yes		Yes		Yes		Yes	Yes		Yes	Yes
Satd. Flow (RTOR)		86		120		120		124		13		
Link Speed (mph)		35		35		35		30		30		
Link Distance (ft)		463		1429		224		224		365		
Travel Time (s)		9.0		27.8		5.1		8.3		8.3		
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	1723	43	45	1168	120	309	8	23	267	12	13
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	15	1723	43	45	1168	120	158	159	23	267	25	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Thru	Right	Left	Thru	Right	Left	Left	Right	Right
Median Width(ft)	24	24	24	24	24	24	12	12	12	12	12	0
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases	11	6	6	5	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

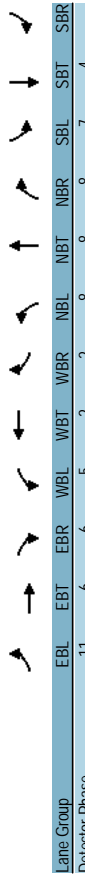
Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Detector Phase	11	6	6	5	2	2	8	8	8	7	4
Switch Phase											
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	5.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	9.5	17.0
Total Split (s)	11.0	83.0	83.0	13.0	85.0	85.0	31.0	31.0	31.0	17.0	48.0
Total Split (%)	7.6%	57.6%	57.6%	9.0%	59.0%	59.0%	21.5%	21.5%	21.5%	11.8%	33.3%
Maximum Green (s)	6.0	78.1	78.1	8.0	80.1	80.1	26.2	26.2	26.2	12.5	43.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.5	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.0	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.5	4.8
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	82.9	80.9	80.9	85.1	85.2	85.2	22.5	22.5	22.5	45.3	45.0
Actualized g/C Ratio	0.58	0.56	0.56	0.59	0.59	0.59	0.16	0.16	0.16	0.31	0.31
v/c Ratio	0.06	0.60	0.60	0.33	0.39	0.12	0.77	0.80	0.07	0.77	0.05
Control Delay	15.9	22.6	0.1	22.2	19.9	4.9	82.1	86.1	0.4	57.2	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	22.6	0.1	22.2	19.9	4.9	82.1	86.1	0.4	57.2	21.7
LOS	B	C	A	C	B	A	F	F	A	E	C
Approach Delay	22.0			18.6			78.4			54.1	
Approach LOS	C			B			E			D	
Queue Length 50th (ft)	6	413	0	22	266	16	149	151	0	195	8
Queue Length 95th (ft)	18	437	0	m48	331	56	233	#248	0	#373	31
Internal Link Dist (ft)	383			1349			144			285	
Turn Bay Length (ft)	100			100	95						
Base Capacity (vph)	292	2886	935	169	3007	985	238	231	389	347	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.60	0.05	0.27	0.39	0.12	0.66	0.69	0.06	0.77	0.05

Intersection Summary	
Area Type:	Other
Cycle Length:	144
Actualized Cycle Length:	144
Offset:	112 (78%), Referenced to phase 2-WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	28.4
Intersection Capacity Utilization:	62.5%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Detector Phase	11	6	6	5	2	2	8	8	8	7	4
Switch Phase											
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	5.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	9.5	17.0
Total Split (s)	11.0	83.0	83.0	13.0	85.0	85.0	31.0	31.0	31.0	17.0	48.0
Total Split (%)	7.6%	57.6%	57.6%	9.0%	59.0%	59.0%	21.5%	21.5%	21.5%	11.8%	33.3%
Maximum Green (s)	6.0	78.1	78.1	8.0	80.1	80.1	26.2	26.2	26.2	12.5	43.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.5	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.0	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.5	4.8
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	82.9	80.9	80.9	85.1	85.2	85.2	22.5	22.5	22.5	45.3	45.0
Actualized g/C Ratio	0.58	0.56	0.56	0.59	0.59	0.59	0.16	0.16	0.16	0.31	0.31
v/c Ratio	0.06	0.60	0.60	0.33	0.39	0.12	0.77	0.80	0.07	0.77	0.05
Control Delay	15.9	22.6	0.1	22.2	19.9	4.9	82.1	86.1	0.4	57.2	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.9	22.6	0.1	22.2	19.9	4.9	82.1	86.1	0.4	57.2	21.7
LOS	B	C	A	C	B	A	F	F	A	E	C
Approach Delay	22.0			18.6			78.4			54.1	
Approach LOS	C			B			E			D	
Queue Length 50th (ft)	6	413	0	22	266	16	149	151	0	195	8
Queue Length 95th (ft)	18	437	0	m48	331	56	233	#248	0	#373	31
Internal Link Dist (ft)	383			1349			144			285	
Turn Bay Length (ft)	100			100	95						
Base Capacity (vph)	292	2886	935	169	3007	985	238	231	389	347	553
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.60	0.05	0.27	0.39	0.12	0.66	0.69	0.06	0.77	0.05

Intersection Summary	
Area Type:	Other
Cycle Length:	144
Actualized Cycle Length:	144
Offset:	112 (78%), Referenced to phase 2-WBTL, Start of Yellow
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	28.4
Intersection Capacity Utilization:	62.5%
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	

Intersection									
Int. Delay, s/veh	3.7								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	89	89	17	257	120	17			
Future Vol, veh/h	89	89	17	257	120	17			
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	97	97	18	279	130	18			

Major/Minor	Minor2			Major1			Major2		
	315	74	148	0	-	0	-	-	0
Conflicting Flow All	139	-	-	-	-	-	-	-	-
Stage 1	176	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-
Pd. Cap-1 Maneuver	653	973	1431	-	-	-	-	-	-
Stage 1	873	-	-	-	-	-	-	-	-
Stage 2	837	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	643	973	1431	-	-	-	-	-	-
Mov Cap-2 Maneuver	643	-	-	-	-	-	-	-	-
Stage 1	860	-	-	-	-	-	-	-	-
Stage 2	837	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	774	-	-
HCM Lane V/C Ratio	0.013	-	0.25	-	-
HCM Control Delay (\$)	7.5	0.1	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection									
Int. Delay, s/veh	3.6								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	71	107	20	203	195	14			
Future Vol, veh/h	71	107	20	203	195	14			
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	77	116	22	221	212	15			

Major/Minor	Minor2			Major1			Major2		
	375	114	227	0	-	0	-	-	0
Conflicting Flow All	220	-	-	-	-	-	-	-	-
Stage 1	155	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-
Pd. Cap-1 Maneuver	599	917	1339	-	-	-	-	-	-
Stage 1	795	-	-	-	-	-	-	-	-
Stage 2	857	-	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	588	917	1339	-	-	-	-	-	-
Mov Cap-2 Maneuver	588	-	-	-	-	-	-	-	-
Stage 1	780	-	-	-	-	-	-	-	-
Stage 2	857	-	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1339	-	750	-	-
HCM Lane V/C Ratio	0.016	-	0.258	-	-
HCM Control Delay (\$)	7.7	0.1	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection												
Int Delay, s/veh												
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	57	60	30	166	229	73						
Future Vol, veh/h	57	60	30	166	229	73						
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	-	-	-	-	-						
Yeh 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	62	65	33	180	249	79						

Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	445	164	328	0	-	0						
Stage 1	289	-	-	-	-	-						
Stage 2	156	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	542	852	1228	-	-	-						
Stage 1	735	-	-	-	-	-						
Stage 2	856	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	526	852	1228	-	-	-						
Mov Cap-2 Maneuver	526	-	-	-	-	-						
Stage 1	713	-	-	-	-	-						
Stage 2	856	-	-	-	-	-						

Approach	EB	NB	SB						
HCM Control Delay, s	11.8	1.3	0						
HCM LOS	B								

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR						
Capacity (veh/h)	1228	-	654	-	-						
HCM Lane V/C Ratio	0.027	-	0.194	-	-						
HCM Control Delay (\$)	8	0.1	111.8	-	-						
HCM Lane LOS	A	A	B	-	-						
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-						

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

Intersection												
Int Delay, s/veh												
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	74	1732	1317	14	0	295						
Future Vol, veh/h	74	1732	1317	14	0	295						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh in Median Storage, #	0	0	0	0	0	-						
Grade, %	0	0	0	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	80	1883	1432	15	0	321						

Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	1432	0	0	-	0	-	716				
Stage 1	-	-	-	-	-	-	-				
Stage 2	-	-	-	-	-	-	-				
Critical Hdwy	5.34	-	-	-	-	-	7.14				
Critical Hdwy Stg 1	-	-	-	-	-	-	-				
Critical Hdwy Stg 2	-	-	-	-	-	-	-				
Follow-up Hdwy	3.12	-	-	-	-	-	3.92				
Pd Cap-1 Maneuver	*761	-	-	0	0	*605					
Stage 1	-	-	-	0	0	-					
Stage 2	-	-	-	0	0	-					
Platoon blocked, %	1	-	-	0	0	-					
Mov Cap-1 Maneuver	*761	-	-	-	-	*605					
Mov Cap-2 Maneuver	-	-	-	-	-	-					
Stage 1	-	-	-	-	-	-					
Stage 2	-	-	-	-	-	-					

Approach	EB	WB	SB						
HCM Control Delay, s	0.4	0	17.5						
HCM LOS			C						

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1						
Capacity (veh/h)	*761	-	-	605						
HCM Lane V/C Ratio	0.106	-	-	0.53						
HCM Control Delay (\$)	10.3	-	-	17.5						
HCM Lane LOS	B	-	-	C						
HCM 95th %tile Q(veh)	0.4	-	-	3.1						

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



Synchro™ Output - 2025 Background Traffic

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background - AM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	82	0	180	0	6	3	258	744	4	1	1702	329
Traffic Volume (vph)	82	0	180	0	6	3	258	744	4	1	1702	329
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.850	0.850	0.959	0.959	0.959	0.999	0.999	0.999	0.999	0.976	0.976
Flt Protected	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Satd. Flow (prot)	0	1770	1583	0	1786	0	1770	5080	0	1770	4963	0
Flt Permitted	0.751	0.751	0.751	0.751	0.751	0.751	0.751	0.751	0.751	0.751	0.751	0.751
Satd. Flow (perm)	0	1399	1583	0	1786	0	91	5080	0	620	4963	0
Right Turn on Red	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	191	191	191	3	3	3	2	2	2	2	2	2
Link Speed (mph)	30	30	30	30	30	30	30	30	30	30	30	30
Link Distance (ft)	1378	1378	1378	294	294	294	888	888	888	888	483	483
Travel Time (s)	31.3	31.3	31.3	6.7	6.7	6.7	15.1	15.1	15.1	8.2	8.2	8.2
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)	89	0	196	0	7	3	280	809	4	1	1850	358
Shared Lane Traffic (%)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	89	196	0	10	0	280	813	0	1	2208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Median Width(ft)	12	12	12	12	12	12	24	24	24	24	24	24
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	15	15	15	15	15	15	15	15	15	15	15
Turning Speed (mph)	1	2	1	1	2	1	2	1	2	1	2	1
Number of Detectors	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Detector Template	20	100	20	20	100	20	100	20	100	20	100	20
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Channel	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+tl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

Manderville Apt. TIA
Lanes, Volumes, Timings

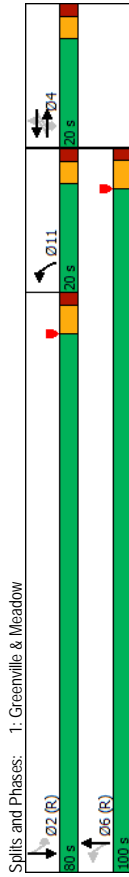
2025 Background - AM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	100.0	100.0	80.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	83.3%	83.3%	66.7%	66.7%	66.7%
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	94.2	94.2	74.2	74.2	74.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Vehicle Extension (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0	20.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	11.6	11.6	11.6	11.6	11.6	11.6	98.4	97.6	97.6	77.6	77.6	77.6
Act Effct Green (s)	0.10	0.10	0.10	0.10	0.10	0.10	0.82	0.81	0.81	0.65	0.65	0.65
Actualized g/C Ratio	0.66	0.66	0.66	0.66	0.66	0.66	0.99	0.20	0.20	0.00	0.68	0.68
v/c Ratio	74.6	15.7	40.1	40.1	40.1	40.1	97.2	2.0	2.0	9.0	14.7	14.7
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	74.6	15.7	40.1	40.1	40.1	40.1	97.2	2.0	2.0	9.0	14.7	14.7
Total Delay	E	B	B	D	D	D	F	A	A	A	B	B
Approach Delay	34.1	40.1	40.1	40.1	40.1	40.1	26.4	14.7	14.7	14.7	14.7	14.7
Approach LOS	C	D	D	D	D	D	C	C	C	C	B	B
Queue Length 50th (ft)	67	4	5	5	5	5	180	31	31	0	360	360
Queue Length 95th (ft)	122	74	22	22	22	22	m#338	m33	m33	3	444	444
Internal Link Dist (ft)	1298	214	214	214	214	214	85	808	808	403	403	403
Turn Bay Length (ft)	174	365	225	284	4133	400	3232	400	3232	400	3232	3232
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Stallion Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.54	0.04	0.99	0.20	0.00	0.99	0.20	0.00	0.68	0.68	0.68
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	120											
Actuated Cycle Length:	120											
Offset:	16 (13%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.99											
Intersection Signal Delay:	19.9											
Intersection Signal Delay:	19.9											
Intersection Capacity Utilization:	78.9%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
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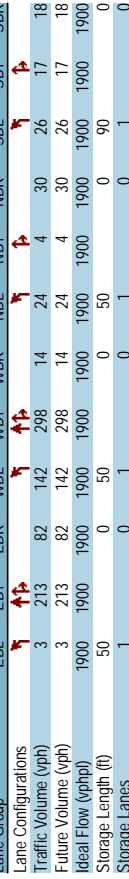
Manderville Apt. TIA
Lanes, Volumes, Timings

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



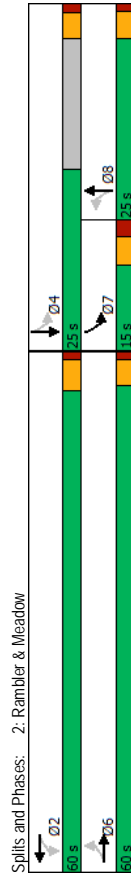
Manderville Apt. TIA
Lanes, Volumes, Timings

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	213	82	142	298	14	24	4	30	26	17	18
Traffic Volume (vph)	3	213	82	142	298	14	24	4	30	26	17	18
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	0	1	0	0
Storage Lanes	25	0	0	45	25	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958			0.993			0.866			0.921		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3391	0	1770	3514	0	1770	1613	0	1770	1716	0
Flt Permitted	0.548			0.557			0.851			0.408		
Satd. Flow (perm)	1021	3391	0	1038	3514	0	1585	1613	0	760	1716	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	89			7			33			20		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	953			1378			699			328		
Travel Time (s)	21.7			31.3			15.9			7.5		
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)	3	232	89	154	324	15	26	4	33	28	18	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	321	0	154	339	0	26	37	0	28	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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	Yes			Yes			Yes			Yes		
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	7	7	4	4

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	24.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	25.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	25.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	20.9	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.0	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	4.1	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	65.4	65.4	65.0	65.0	65.0	7.2	7.2	7.2	7.2	11.6	12.1	12.1
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.09	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.00	0.11	0.18	0.12	0.12	0.18	0.21	0.18	0.21	0.14	0.14	0.14
Control Delay	5.0	2.8	5.1	3.7	3.7	37.9	17.7	37.9	17.7	28.6	17.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	2.8	5.1	3.7	3.7	37.9	17.7	37.9	17.7	28.6	17.1	17.1
LOS	A	A	A	A	A	D	B	B	B	C	B	B
Approach Delay		2.8		4.2		26.0		26.0		21.9		
Approach LOS		A		A		C		C		C		
Queue Length 50th (ft)	0	8	12	13	13	12	2	13	2	13	8	8
Queue Length 95th (ft)	3	38	62	52	52	38	30	33	30	33	31	31
Internal Link Dist (ft)		873		1298		619		619		248		248
Turn Bay Length (ft)		50		50		50		50		90		90
Base Capacity (vph)		838		847		2869		417		449		257
Stevation Cap Reductin		0		0		0		0		0		0
Spillback Cap Reductin		0		0		0		0		0		0
Storage Cap Reductin		0		0		0		0		0		0
Reduced v/c Ratio		0.00		0.18		0.12		0.06		0.08		0.11
0.05												
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	79.7											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.21											
Intersection Signal Delay:	6.4											
Intersection Capacity Utilization:	42.5%											
Analysis Period (min):	15											



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2025 Background - AM
3: Manderville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	207	88	80	381	31	40	18	22	67	71	63
Traffic Volume (vph)	6	207	88	80	381	31	40	18	22	67	71	63
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	0	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.955			0.989			0.850			0.930		
Frt	0.950			0.950			0.950			0.950		
Fill Protected	1770	3380	0	1770	3500	0	1770	1863	1583	1770	3291	0
Satd. Flow (prot)	0.411			0.534			0.660			0.744		
Fill Permitted	766	3380	0	995	3500	0	1229	1863	1583	1386	3291	0
Satd. Flow (perm)	Yes			Yes			Yes			Yes		Yes
Right Turn on Red	90			12			174			68		
Satd. Flow (RTOR)	30			30			30			30		
Link Speed (mph)	681			953			257			480		
Link Distance (ft)	15.5			21.7			5.8			10.9		
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	7	225	96	87	414	34	43	20	24	73	77	68
Adj. Flow (vph)	7	225	96	87	414	34	43	20	24	73	77	68
Shared Lane Traffic (%)	7	321	0	87	448	0	43	20	24	73	145	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right	Right
Lane Alignment	12			12			12			12		
Median Width (ft)	0			0			0			0		
Link Offset (ft)	16			16			16			16		
Crosswalk Width (ft)	Yes			Yes			Yes			Yes		
Two way Left Turn Lane	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Headway Factor	15	9	15	9	15	9	15	9	15	9	15	9
Turning Speed (mph)	1	2	1	2	1	2	1	2	1	2	1	2
Number of Detectors	Left	Thru	Left	Thru	Right	Left	Right	Left	Thru	Left	Thru	Right
Detector Template	20	100	20	100	20	100	20	100	20	20	100	20
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	6	20	6	20	6	20	20	6	20
Detector 1 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94			94		
Detector 2 Size (ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel	0.0			0.0			0.0			0.0		
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8			4			6			6		2

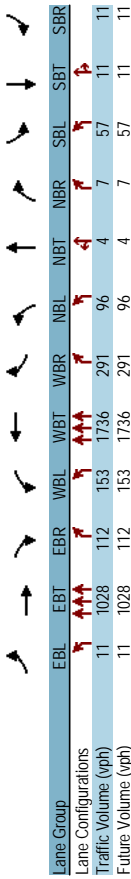
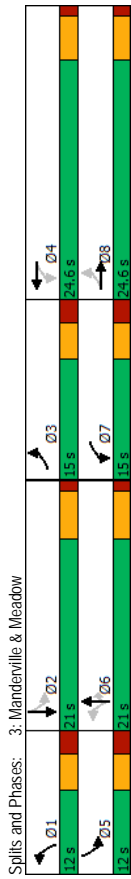
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2025 Background - AM
3: Manderville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	15.0	24.6	15.0	24.6	15.0	24.6	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Total Split (%)	20.7%	33.9%	20.7%	33.9%	20.7%	33.9%	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0			7.0		7.0
Flash Dont Walk (s)	8.0			8.0			8.0			8.0		8.0
Pedestrian Calls (#/hr)	0			0			0			0		0
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.02	0.32	0.17	0.46	0.10	0.05	0.10	0.05	0.05	0.15	0.19	0.19
Control Delay	10.3	15.9	11.6	23.1	14.9	22.8	14.9	22.8	0.2	15.5	13.8	13.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	15.9	11.6	23.1	14.9	22.8	14.9	22.8	0.2	15.5	13.8	13.8
LOS	B	B	B	C	B	C	B	C	A	B	B	B
Approach Delay	15.7			21.2			12.7			14.3		
Approach LOS	B			C			B			B		B
Queue Length 50th (ft)	2	42	20	84	12	7	0	20	14	0	20	14
Queue Length 95th (ft)	8	74	43	126	31	24	0	46	36	0	46	36
Internal Link Dist (ft)	601			873			177			400		
Turn Bay Length (ft)	85			85			75			80		
Base Capacity (vph)	450	996	512	972	441	410	484	476	778	476	778	778
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.32	0.17	0.46	0.10	0.05	0.10	0.05	0.05	0.15	0.19	0.19
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Actualized Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoordinated											
Maximum v/c Ratio:	0.46											
Intersection Signal Delay:	17.8											
Intersection Capacity Utilization:	41.6%											
Analysis Period (min):	15											

Manderville Apt. TIA
Lanes, Volumes, Timings

Manderville Apt. TIA
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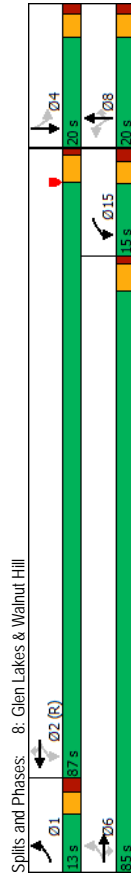
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	11	1028	112	153	1736	291	96	4	7	57	11	11
Future Volume (vph)	11	1028	112	153	1736	291	96	4	7	57	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70	80	80	80	80	25	25	25	25	25	25	0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.925
Fill Protected	0.950		0.950		0.950		0.950		0.956		0.950	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
Fill Permitted	0.095		0.181		0.181		0.742		0.724		0.720	
Satd. Flow (perm)	177	5085	1583	337	5085	1583	1313	1281	1583	1341	1723	0
Right Turn on Red		Yes	Yes		Yes		Yes		Yes		Yes	Yes
Satd. Flow (RTOR)		122			316				108		12	
Link Speed (mph)		35		35					30		30	
Link Distance (ft)		463		1429					224		365	
Travel Time (s)		9.0		27.8					5.1		8.3	
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)	12	1117	122	166	1887	316	104	4	8	62	12	12
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	12	1117	122	166	1887	316	54	54	8	62	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Thru	Right	Left	Thru	Right	Left	Left	Right
Median Width(ft)		24		24					12		12	
Link Offset(ft)		0		0					0		0	
Crosswalk Width(ft)		16		16					16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9	15	9	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6	6	15	2	2	8	8	8	8	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	1	6	6	15	2	2	8	8	8	8	4	4
Detector Phase		→	→	↖	←	←	↖	↖	↖	↖	→	→
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	17.0	17.0	17.0
Total Split (s)	13.0	85.0	85.0	15.0	87.0	87.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	10.8%	70.8%	70.8%	12.5%	72.5%	72.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	8.0	80.1	80.1	10.0	82.1	82.1	15.2	15.2	15.2	15.2	15.2	15.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	47.9	48.0	48.0	97.2	98.2	98.2	11.5	11.5	11.5	12.2	12.2	12.2
Actuald g/C Ratio	0.40	0.40	0.40	0.81	0.82	0.82	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.10	0.65	0.17	0.20	0.45	0.23	0.43	0.44	0.03	0.46	0.13	0.13
Control Delay	21.9	28.7	4.1	9.0	5.8	1.9	60.7	61.6	0.3	61.4	32.1	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	28.7	4.1	9.0	5.8	1.9	60.7	61.6	0.3	61.4	32.1	32.1
LOS	C	C	A	A	A	A	E	E	A	E	E	C
Approach Delay	26.2			5.5			57.0			53.2		
Approach LOS	C			A			E			D		
Queue Length 50th (ft)	6	249	0	30	128	19	42	42	0	46	9	9
Queue Length 95th (ft)	17	258	34	m38	m216	m23	85	85	0	90	35	35
Internal Link Dist (ft)		383		1349			144			285		
Turn Bay Length (ft)	100	100	95									
Base Capacity (vph)	176	3394	1097	847	4162	1353	166	162	294	169	228	228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.33	0.11	0.20	0.45	0.23	0.33	0.33	0.03	0.37	0.11	0.11

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Offset:	63 (53%), Referenced to phase 2:WBLT, Start of Yellow
Natural Cycle:	60
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	14.9
Intersection Capacity Utilization:	58.9%
Analysis Period (min):	15
m Volume for 95th percentile queue is metered by upstream signal.	



Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	15	21	50	65	206	33						
Future Vol, veh/h	15	21	50	65	206	33						
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	-	-	-	-	-						
Yeh 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	23	54	71	224	36						

Major/Minor	Minor2	Major1	Major2										
Conflicting Flow All	386	130	260	0	-	0							
Stage 1	242	-	-	-	-	-							
Stage 2	144	-	-	-	-	-							
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	-	-	-							
Pd Cap-1 Maneuver	590	896	1302	-	-	-							
Stage 1	776	-	-	-	-	-							
Stage 2	868	-	-	-	-	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	565	896	1302	-	-	-							
Mov Cap-2 Maneuver	565	-	-	-	-	-							
Stage 1	743	-	-	-	-	-							
Stage 2	868	-	-	-	-	-							

Approach	EB	NB	SB										
HCM Control Delay, s	10.3	3.5	0										
HCM LOS	B												

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR										
Capacity (veh/h)	1302	-	720	-	-										
HCM Lane V/C Ratio	0.042	-	0.054	-	-										
HCM Control Delay (s)	7.9	0.1	10.3	-	-										
HCM Lane LOS	A	A	B	-	-										
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-										

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔	↔	↔	↔	↔	↔						
Traffic Vol, veh/h	50	1177	1985	13	0	72						
Future Vol, veh/h	50	1177	1985	13	0	72						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh 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	54	1279	2158	14	0	78						

Major/Minor	Major1	Major2	Minor2										
Conflicting Flow All	2158	0	-	0	-	1079							
Stage 1	-	-	-	-	-	-							
Stage 2	-	-	-	-	-	-							
Critical Hdwy	5.34	-	-	-	-	7.14							
Critical Hdwy Stg 1	-	-	-	-	-	-							
Critical Hdwy Stg 2	-	-	-	-	-	-							
Follow-up Hdwy	3.12	-	-	-	-	3.92							
Pd Cap-1 Maneuver	*573	-	-	0	0	*456							
Stage 1	-	-	-	0	0	-							
Stage 2	-	-	-	0	0	-							
Platoon blocked, %	1	-	-	-	-	1							
Mov Cap-1 Maneuver	*573	-	-	-	-	*456							
Mov Cap-2 Maneuver	-	-	-	-	-	-							
Stage 1	-	-	-	-	-	-							
Stage 2	-	-	-	-	-	-							

Approach	EB	WB	SB										
HCM Control Delay, s	0.5	0	14.5										
HCM LOS		B											

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1										
Capacity (veh/h)	*573	-	-	456										
HCM Lane V/C Ratio	0.095	-	-	0.172										
HCM Control Delay (s)	11.9	-	-	14.5										
HCM Lane LOS	B	-	-	B										
HCM 95th %tile Q(veh)	0.3	-	-	0.6										

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

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background - PM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	335	3	411	0	2	3	181	1465	0	0	1564	141
Traffic Volume (vph)	335	3	411	0	2	3	181	1465	0	0	1564	141
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	0	90	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	1	0	0	0	1	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.953	0.950	0.919	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fill Protected	0	1775	1583	0	1712	0	1770	5085	0	1863	5024	0
Satd. Flow (prot)	0.725	0	1350	1583	0	1712	0	117	5085	0	1863	5024
Fill Permitted	0	366	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	1378	294	294	294	294	294	294	294	294	294	294	294
Link Distance (ft)	31.3	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7	6.7
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	364	3	447	0	2	3	197	1592	0	0	1700	153
Adj. Flow (vph)	0	367	447	0	5	0	197	1592	0	0	1853	0
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Enter Blocked Intersection	12	24	24	24	24	24	24	24	24	24	24	24
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width(ft)	15	9	15	9	15	9	15	9	15	9	15	9
Two way Left Turn Lane	1	2	1	1	2	1	2	1	2	1	2	1
Headway Factor	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Turning Speed (mph)	20	100	20	20	100	20	100	20	100	20	100	20
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	20	6	20	6	20	6	20	6	20	6	20	6
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Size(ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+tl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

Manderville Apt. TIA
Lanes, Volumes, Timings

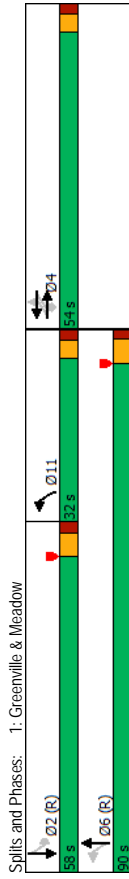
2025 Background - PM
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Minimum Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	32.0	90.0	90.0	58.0	58.0	58.0
Total Split (s)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	22.2%	62.5%	62.5%	40.3%	40.3%	40.3%
Total Split (%)	49.0	49.0	49.0	49.0	49.0	49.0	27.0	84.2	84.2	52.2	52.2	52.2
Maximum Green (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
Yellow Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
All-Red Time (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lost Time Adjust (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
Total Lost Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
LeadLag	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Lead-Lag Optimize?	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Recall Mode	0	0	0	0	0	0	0	0	0	0	0	0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	43.2	43.2	43.2	43.2	43.2	43.2	90.8	90.0	90.0	58.0	58.0	58.0
Act Effct Green (s)	0.30	0.30	0.30	0.30	0.30	0.30	0.63	0.62	0.62	0.40	0.40	0.40
Actualized g/C Ratio	0.91	0.61	0.61	0.01	0.01	0.01	0.51	0.50	0.50	0.91	0.91	0.91
v/c Ratio	74.4	11.4	11.4	23.6	29.9	29.9	3.5	48.8	48.8	48.8	48.8	48.8
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	74.4	11.4	11.4	23.6	29.9	29.9	3.5	48.8	48.8	48.8	48.8	48.8
Total Delay	E	B	B	C	C	C	C	A	A	D	D	D
LOS	39.8	23.6	23.6	6.4	6.4	6.4	6.4	48.8	48.8	48.8	48.8	48.8
Approach Delay	D	D	D	C	C	C	C	A	A	D	D	D
Approach LOS	323	55	55	1	1	1	111	43	43	613	613	613
Queue Length 50th (ft)	#473	161	161	11	11	11	m159	51	51	#762	#762	#762
Queue Length 95th (ft)	1298	214	214	85	85	85	808	403	403	403	403	403
Internal Link Dist (ft)	459	780	780	584	383	3178	2030	2030	2030	2030	2030	2030
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0.80	0.57	0.57	0.01	0.01	0.01	0.51	0.50	0.50	0.91	0.91	0.91
Reduced v/c Ratio	Intersection Summary											
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	119 (83%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.91											
Intersection Signal Delay:	30.1											
Intersection Signal Delay:	Intersection LOS: C											
Intersection Capacity Utilization:	84.2%											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
Lanes, Volumes, Timings

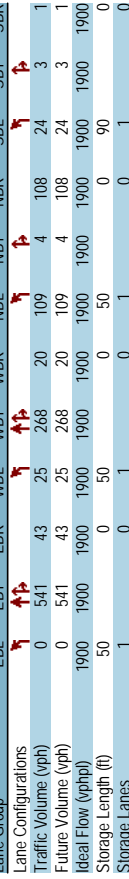
Manderville Apt. TIA
Lanes, Volumes, Timings

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Manderville Apt. TIA
Lanes, Volumes, Timings

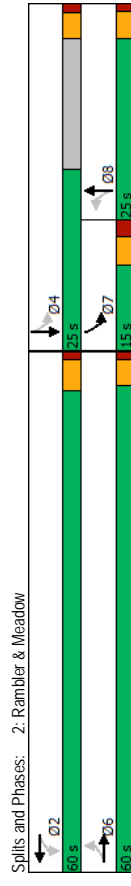
Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Manderville Apt. TIA
Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	541	43	25	268	20	109	4	108	24	3	1
Future Volume (vph)	0	541	43	25	268	20	109	4	108	24	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.989			0.989			0.855			0.962		
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3500	0	1770	3500	0	1770	1593	0	1770	1792	0
Flt Permitted				0.393			0.755			0.424		
Satd. Flow (perm)	1863	3500	0	732	3500	0	1406	1593	0	790	1792	0
Right Turn on Red		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)	13			12			117			1		1
Link Speed (mph)	30			30			30			30		30
Link Distance (ft)	953			1378			699			328		328
Travel Time (s)	21.7			31.3			15.9			7.5		7.5
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)	0	588	47	27	291	22	118	4	117	26	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	0	27	313	0	118	121	0	26	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width (ft)	12			12			12			12		12
Link Offset (ft)	0			0			0			0		0
Crosswalk Width (ft)	16			16			16			16		16
Two way Left Turn Lane	Yes			Yes			Yes			Yes		Yes
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	15	9	15	15	9	15	15	9	15
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94			94		94
Detector 2 Size (ft)	6			6			6			6		6
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	7	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	6	6	6	2	2	2	8	8	8	7	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	3.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	9.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	15.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	15.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	9.8	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.2	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	2.0	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	5.2	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.8	59.2	59.2	59.2	59.2	12.4	12.4	12.4	16.1	16.1	17.1	17.1
Actuated g/C Ratio	0.70	0.69	0.69	0.69	0.69	0.15	0.15	0.15	0.19	0.19	0.20	0.20
v/c Ratio	0.26	0.05	0.13	0.58	0.37	0.11	0.01	0.11	0.01	0.01	0.01	0.01
Control Delay	6.4	7.7	6.0	45.7	10.6	25.4	20.5	25.4	20.5	20.5	20.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	7.7	6.0	45.7	10.6	25.4	20.5	25.4	20.5	20.5	20.5	20.5
LOS	A	A	A	D	B	C	C	C	C	C	C	C
Approach Delay	6.4	6.1	27.9	24.8	24.8	24.8	24.8	24.8	24.8	24.8	24.8	24.8
Approach LOS	A	A	C	C	C	C	C	C	C	C	C	C
Queue Length 50th (ft)	37	3	17	52	2	11	1	1	1	1	1	1
Queue Length 95th (ft)	130	19	63	120	48	30	9	9	9	9	9	9
Internal Link Dist (ft)	873		1298	619	619	619	619	619	619	619	619	619
Turn Bay Length (ft)			50	50	50	90	90	90	90	90	90	90
Base Capacity (vph)	2469	508	2434	348	483	272	762	762	762	762	762	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.05	0.13	0.34	0.25	0.10	0.01	0.01	0.01	0.01	0.01	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	85.2											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	10.9											
Intersection Capacity Utilization:	40.7%											
Analysis Period (min):	15											



Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background - PM
3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1	1	1	1	1	1	1	1	1	1	1	1
Traffic Volume (vph)	11	500	52	18	327	47	67	36	91	78	41	56
Future Volume (vph)	11	500	52	18	327	47	67	36	91	78	41	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Lanes	1	0	0	1	0	0	1	0	1	1	1	0
Taper Length (ft)	90	0	0	90	0	0	25	0	100	100	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Frt	0.986			0.981			0.850		0.850	0.914		
Flt Protected	0.950			0.950			0.950		0.950			
Satd. Flow (prot)	1770	3490	0	1770	3472	0	1770	1863	1583	1770	3235	0
Flt Permitted	0.450			0.285			0.685		0.732			
Satd. Flow (perm)	838	3490	0	531	3472	0	1276	1863	1583	1364	3235	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	15			21			174		61			
Link Speed (mph)	30			30			30		30		30	
Link Distance (ft)	681			953			257		480			
Travel Time (s)	15.5			21.7			5.8		10.9			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	543	57	20	355	51	73	39	99	85	45	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	600	0	20	406	0	73	39	99	85	106	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right
Median Width (ft)	12			12			12		12		12	
Link Offset (ft)	0			0			0		0		0	
Crosswalk Width (ft)	16			16			16		16		16	
Two way Left Turn Lane		Yes		Yes								
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	1	2	2
Detector Template	Left	Thru	Left	Thru	Left	Thru	Right	Right	Left	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	20	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94		94		94	
Detector 2 Size (ft)	6			6			6		6		6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	pm+pt	NA	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8		4		4		6		6		6	

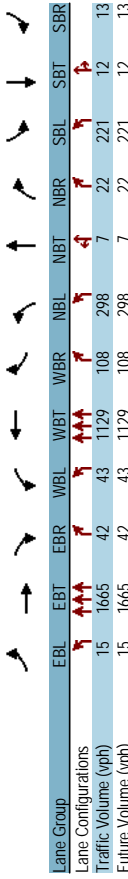
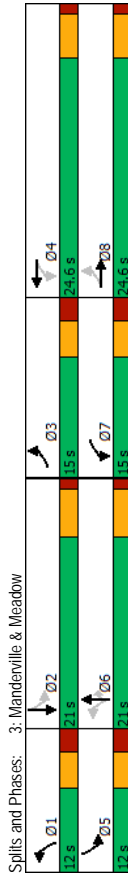
Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background - PM
3: Manderville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	3.0	8.0	3.0	8.0	3.0	8.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Split (s)	9.5	19.6	9.5	19.6	9.5	19.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	15.0	24.6	15.0	24.6	15.0	24.6	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actualized g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.03	0.62	0.05	0.42	0.05	0.42	0.16	0.10	0.20	0.18	0.14	0.14
Control Delay	10.4	25.6	10.6	21.9	10.6	21.9	15.6	23.4	1.6	15.7	12.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	25.6	10.6	21.9	10.6	21.9	15.6	23.4	1.6	15.7	12.1	12.1
LOS	B	C	B	C	B	C	B	C	A	B	B	B
Approach Delay	25.3			21.4			10.5				13.7	
Approach LOS	C			C			B				B	
Queue Length 50th (ft)	3	120	4	73	20	14	0	24	0	24	8	8
Queue Length 95th (ft)	11	172	15	112	46	37	7	51	7	51	27	27
Internal Link Dist (ft)	601			873			177				400	
Turn Bay Length (ft)	85			85			75		80		80	
Base Capacity (vph)	470	972	387	971	451	410	484	471	760	471	760	760
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.62	0.05	0.42	0.16	0.10	0.20	0.18	0.14	0.18	0.14	0.14
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.62											
Intersection Signal Delay:	20.5											
Intersection Capacity Utilization:	38.6%											
Analysis Period (min):	15											
ICU Level of Service A	Intersection LOS: C											

Manderville Apt. TIA
Lanes, Volumes, Timings

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Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑↑↑↑	↑	↑	↑↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	15	1665	42	43	1129	108	298	7	22	221	12	13
Future Volume (vph)	15	1665	42	43	1129	108	298	7	22	221	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	100	100	100	100	100	100	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	70	80	80	80	80	80	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Fill Protected	0.950				0.950				0.955			0.950
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	1717
Fill Permitted	0.200				0.063				0.740			0.355
Satd. Flow (perm)	373	5085	1583	117	5085	1583	1310	1269	1583	661	1717	1717
Right Turn on Red		Yes	Yes		Yes	Yes			Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		86	86		117	117			124	124	14	14
Link Speed (mph)		35	35		35	35			30	30	30	30
Link Distance (ft)		463	463		1429	1429			224	224	365	365
Travel Time (s)		9.0	9.0		27.8	27.8			5.1	5.1	8.3	8.3
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)	16	1810	46	47	1227	117	324	8	24	240	13	14
Shared Lane Traffic (%)					49%							
Lane Group Flow (vph)	16	1810	46	47	1227	117	165	167	24	240	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)	24	24	24	24	24	24	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases	11	6	6	5	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

Manderville Apt. TIA
Lanes, Volumes, Timings

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Lanes, Volumes, Timings

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑↑↑↑	↑	↑	↑↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	15	1665	42	43	1129	108	298	7	22	221	12	13
Future Volume (vph)	15	1665	42	43	1129	108	298	7	22	221	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	100	100	100	100	100	100	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	70	80	80	80	80	80	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Fill Protected	0.950				0.950				0.955			0.950
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	1717
Fill Permitted	0.200				0.063				0.740			0.355
Satd. Flow (perm)	373	5085	1583	117	5085	1583	1310	1269	1583	661	1717	1717
Right Turn on Red		Yes	Yes		Yes	Yes			Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		86	86		117	117			124	124	14	14
Link Speed (mph)		35	35		35	35			30	30	30	30
Link Distance (ft)		463	463		1429	1429			224	224	365	365
Travel Time (s)		9.0	9.0		27.8	27.8			5.1	5.1	8.3	8.3
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)	16	1810	46	47	1227	117	324	8	24	240	13	14
Shared Lane Traffic (%)					49%							
Lane Group Flow (vph)	16	1810	46	47	1227	117	165	167	24	240	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)	24	24	24	24	24	24	12	12	12	12	12	12
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases	11	6	6	5	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	8	4	4

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	42	63	31	153	90	21	↑↑					
Traffic Vol, veh/h	42	63	31	153	90	21						
Future Vol, veh/h	42	63	31	153	90	21						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Free	Free	Free	Free	Free						
RT Channelized	-	None	-	None	-	None						
Storage Length	0	-	-	-	-	-						
Yeh in Median Storage, #	0	-	-	0	0	-						
Grade, %	0	-	-	0	0	-						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	46	68	34	166	98	23						

Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	261	61	121	0	-	0						
Stage 1	110	-	-	-	-	-						
Stage 2	151	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	706	991	1464	-	-	-						
Stage 1	902	-	-	-	-	-						
Stage 2	861	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	688	991	1464	-	-	-						
Mov Cap-2 Maneuver	688	-	-	-	-	-						
Stage 1	879	-	-	-	-	-						
Stage 2	861	-	-	-	-	-						

Approach	EB	NB	SB									
HCM Control Delay, s	9.9	1.3	0									
HCM LOS	A											

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR						
Capacity (veh/h)	1464	-	843	-	-						
HCM Lane V/C Ratio	0.023	-	0.135	-	-						
HCM Control Delay (\$)	7.5	0.1	9.9	-	-						
HCM Lane LOS	A	A	A	-	-						
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-						

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

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↑	↑↑	↑↑	↑↑	↑	↑						
Traffic Vol, veh/h	63	1819	1383	15	0	197						
Future Vol, veh/h	63	1819	1383	15	0	197						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Yeh 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	68	1977	1503	16	0	214						

Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	1503	0	-	0	-	752						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*761	-	-	0	0	*605						
Stage 1	-	-	-	0	0	-						
Stage 2	-	-	-	0	0	-						
Platoon blocked, %	1	-	-	-	-	1						
Mov Cap-1 Maneuver	*761	-	-	-	-	*605						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						

Approach	EB	WB	SB									
HCM Control Delay, s	0.3	0	14.2									
HCM LOS		B										

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1						
Capacity (veh/h)	*761	-	-	605						
HCM Lane V/C Ratio	0.09	-	-	0.354						
HCM Control Delay (\$)	10.2	-	-	14.2						
HCM Lane LOS	B	-	-	B						
HCM 95th %tile Q(veh)	0.3	-	-	1.6						

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



Synchro™ Output - 2025 Background Plus Site Traffic

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - AM - Office
1: Greenville & Meadow

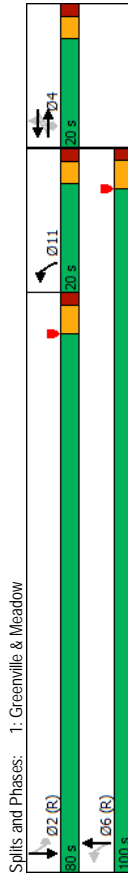
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	90	0	186	0	6	3	293	744	4	1	1702	381
Traffic Volume (vph)	90	0	186	0	6	3	293	744	4	1	1702	381
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.950	0.959	0.950	0.999	0.950	0.950	0.950	0.950	0.950	0.973	0.973
Fill Protected	0	1770	1583	0	1786	0	1770	5080	0	1770	4948	0
Satd. Flow (prot)	0	1399	1583	0	1786	0	89	5080	0	620	4948	0
Fill Permitted	0	1399	1583	0	1786	0	89	5080	0	620	4948	0
Satd. Flow (perm)	191	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	30	30	30	294	294	294	888	888	483	483	483	483
Satd. Flow (RTOR)	1378	1378	1378	294	294	294	888	888	483	483	483	483
Link Speed (mph)	31.3	31.3	31.3	6.7	6.7	6.7	15.1	15.1	8.2	8.2	8.2	8.2
Link Distance (ft)	98	0	202	0	7	3	318	809	4	1	1850	414
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
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)	98	0	202	0	7	3	318	809	4	1	1850	414
Shared Lane Traffic (%)	0	98	202	0	10	0	318	813	0	1	2264	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Lane Alignment	12	12	12	24	24	24	24	24	24	24	24	24
Median Width(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Link Offset(ft)	16	16	16	16	16	16	16	16	16	16	16	16
Crosswalk Width(ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	15	9	15	9	15	9	15	9	15	9	15	9
Headway Factor	1	2	1	1	2	1	2	1	2	1	2	1
Turning Speed (mph)	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Number of Detectors	20	100	20	20	100	20	100	20	100	20	100	20
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Size(ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94	94	94	94	94	94	94	94	94	94	94	94
Detector 2 Size(ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+tl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	6
Permitted Phases	4	4	4	4	4	4	6	6	6	6	6	6

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase	7.0	7.0	7.0	7.0	7.0	7.0	3.0	2.0	2.0	2.0	2.0	2.0
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	20.0	20.0	100.0	80.0	80.0	80.0	80.0
Total Split (%)	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%	83.3%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	15.0	15.0	15.0	15.0	15.0	15.0	15.0	94.2	74.2	74.2	74.2	74.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8
LeadLag	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Lead-Lag Optimize?	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Vehicle Extension (s)	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Recall Mode	7.0	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0
Flash Dont Walk (s)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Calls (#/hr)	12.0	12.0	12.0	12.0	12.0	12.0	98.0	97.2	77.2	77.2	77.2	77.2
Act Effct Green (s)	0.10	0.10	0.10	0.10	0.10	0.10	0.82	0.81	0.64	0.64	0.64	0.64
Actualized g/C Ratio	0.70	0.61	0.61	0.06	0.06	0.06	1.13	0.20	0.00	0.71	0.71	0.71
v/c Ratio	77.3	16.7	16.7	39.8	39.8	39.8	135.2	2.1	9.0	15.3	15.3	15.3
Control Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Delay	77.3	16.7	16.7	39.8	39.8	39.8	135.2	2.1	9.0	15.3	15.3	15.3
Total Delay	E	B	B	D	D	D	F	A	A	B	B	B
LOS	36.5	39.8	39.8	39.6	39.6	39.6	15.3	15.3	15.3	15.3	15.3	15.3
Approach Delay	D	D	D	D	D	D	D	D	D	D	D	D
Approach LOS	74	8	5	-241	32	0	382	382	382	382	382	382
Queue Length 50th (ft)	131	80	22	m#415	m34	3	463	463	463	463	463	463
Queue Length 95th (ft)	1298	214	85	85	85	85	85	85	85	85	85	85
Internal Link Dist (ft)	174	365	225	282	4114	398	3210	3210	3210	3210	3210	3210
Turn Bay Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Base Capacity (vph)	Stavation Cap Reductin	0	0	0	0	0	0	0	0	0	0	0
Stavation Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductin	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductin	0.56	0.55	0.04	1.13	0.20	0.00	0.71	0.71	0.71	0.71	0.71	0.71
Reduced v/c Ratio	Intersection Summary											
Area Type:	Other											
Cycle Length:	120											
Actual Cycle Length:	120											
Offset:	16 (13%), Referenced to phase 2:SBLT and 6:NBLT, Start of Yellow											
Natural Cycle:	65											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	1.13											
Intersection Signal Delay:	24.5											
Intersection LOS:	C											
Intersection Capacity Utilization:	82.4%											
ICU Level of Service:	E											
Analysis Period (min):	15											
- Volume exceeds capacity, queue is theoretically infinite.												

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - AM - Office
1: Greenville & Meadow

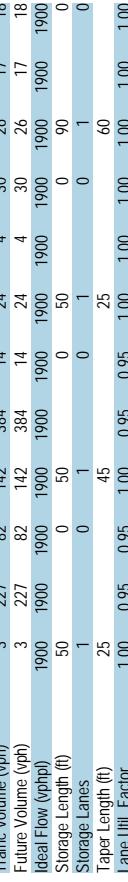
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Manderville Apt. TIA
Lanes, Volumes, Timings

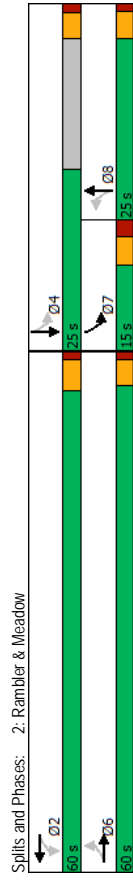
2025 Background + Site - AM - Office
2: Rambler & Meadow

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	3	227	82	142	384	14	24	4	30	26	17	18
Traffic Volume (vph)	3	227	82	142	384	14	24	4	30	26	17	18
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960			0.995			0.866			0.921		
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3398	0	1770	3522	0	1770	1613	0	1770	1716	0
Flt Permitted	0.501			0.549			0.851			0.408		
Satd. Flow (perm)	933	3398	0	1023	3522	0	1585	1613	0	760	1716	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)	83			6			33			20		
Link Speed (mph)	30			30			30			30		
Link Distance (ft)	953			1378			699			328		
Travel Time (s)	21.7			31.3			15.9			7.5		
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)	3	247	89	154	417	15	26	4	33	28	18	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	336	0	154	432	0	26	37	0	28	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	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	Yes			Yes			Yes			Yes		
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	15	9	15	9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	6	20	6	6	20	6	6	20	6	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		
Detector 2 Size(ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases	6	6	6	2	2	2	8	8	8	7	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	6	6	6	2	2	2	8	8	8	7	4	4
Detector Phase												
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	3.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	9.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	15.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	15.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	9.8	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.2	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	2.0	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	5.2	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	65.4	65.4	65.0	65.0	65.0	7.2	7.2	7.2	11.6	11.6	12.1	12.1
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.82	0.09	0.09	0.09	0.15	0.15	0.15	0.15
v/c Ratio	0.00	0.12	0.18	0.15	0.18	0.18	0.21	0.21	0.14	0.14	0.14	0.14
Control Delay	5.0	2.9	5.1	3.8	37.9	17.7	17.7	17.7	28.6	28.6	17.1	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.0	2.9	5.1	3.8	37.9	17.7	17.7	17.7	28.6	28.6	17.1	17.1
LOS	A	A	A	A	A	D	B	B	C	C	B	B
Approach Delay	2.9	2.9	4.2	4.2	4.2	26.0	26.0	26.0	21.9	21.9	21.9	21.9
Approach LOS	A	A	A	A	A	C	C	C	C	C	C	C
Queue Length 50th (ft)	0	8	12	17	12	2	2	2	13	8	8	8
Queue Length 95th (ft)	3	41	62	65	38	30	30	30	33	31	31	31
Internal Link Dist (ft)	873	873	1298	1298	1298	619	619	619	248	248	248	248
Turn Bay Length (ft)	50	50	50	50	50	50	50	50	90	90	90	90
Base Capacity (vph)	765	2803	835	2875	417	449	449	449	257	257	785	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.12	0.18	0.15	0.15	0.06	0.08	0.08	0.11	0.11	0.05	0.05
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	79.7											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.21											
Intersection Signal Delay:	Intersection LOS: A											
Intersection Capacity Utilization:	44.8%											
Analysis Period (min):	15											



Manderville Apt. TIA
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2025 Background + Site - AM - Office
3: Manderville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	6	207	157	166	381	31	51	18	36	67	71	63
Traffic Volume (vph)	6	207	157	166	381	31	51	18	36	67	71	63
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	0	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.935			0.989			0.850			0.930		
Frt	0.950			0.950			0.950			0.950		
Fill Protected	1770	3309	0	1770	3500	0	1770	1863	1583	1770	3291	0
Satd. Flow (prot)	0.411			0.459			0.660			0.744		
Fill Permitted	766	3309	0	855	3500	0	1229	1863	1583	1386	3291	0
Satd. Flow (perm)	Yes			Yes			Yes			Yes		Yes
Right Turn on Red	171			12			174			68		
Satd. Flow (RTOR)	30			30			30			30		
Link Speed (mph)	681			953			257			480		
Link Distance (ft)	15.5			21.7			5.8			10.9		
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	7	225	171	180	414	34	55	20	39	73	77	68
Adj. Flow (vph)	7	396	0	180	448	0	55	20	39	73	145	0
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Enter Blocked Intersection	12			12			12			12		
Lane Alignment	0			0			0			0		
Median Width (ft)	16			16			16			16		
Link Offset (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Two way Left Turn Lane	15	9	15	9	15	9	15	9	15	9	15	9
Headway Factor	1	2	1	2	1	2	1	2	1	2	1	2
Turning Speed (mph)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Number of Detectors	20	100	20	100	20	100	20	100	20	100	20	100
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94			94			94			94		
Detector 2 Size (ft)	6			6			6			6		
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		
Detector 2 Channel	0.0			0.0			0.0			0.0		
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	6	5	2	2
Permitted Phases	8			4			6		6	6		2

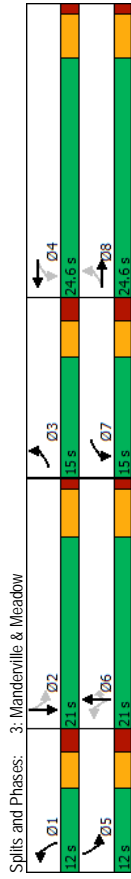
Manderville Apt. TIA
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2025 Background + Site - AM - Office
3: Manderville & Meadow

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8		7	4		1	6	6	5	2	
Switch Phase	3.0	8.0		3.0	8.0		3.0	8.0	8.0	3.0	8.0	
Minimum Initial (s)	9.5	19.6		9.5	19.6		9.5	20.0	20.0	9.5	20.0	
Minimum Split (s)	15.0	24.6		15.0	24.6		12.0	21.0	21.0	12.0	21.0	
Total Split (%)	20.7%	33.9%		20.7%	33.9%		16.5%	28.9%	28.9%	16.5%	28.9%	
Maximum Green (s)	10.0	20.0		10.0	20.0		7.0	16.0	16.0	7.0	16.0	
Yellow Time (s)	3.0	3.6		3.0	3.6		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	2.0	1.0		2.0	1.0		2.0	1.0	1.0	2.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	4.6		5.0	4.6		5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	2.0	2.0	1.5	2.0	
Recall Mode	Max	Max		Max	Max		Max	Max	Max	Max	Max	
Walk Time (s)	7.0			7.0			7.0		7.0		7.0	
Flash Dont Walk (s)	8.0			8.0			8.0		8.0		8.0	
Pedestrian Calls (#/hr)	0			0			0		0		0	
Act Effct Green (s)	29.6	20.0		29.6	20.0		23.0	16.0	16.0	23.0	16.0	
Actualized g/C Ratio	0.41	0.28		0.41	0.28		0.32	0.22	0.22	0.32	0.22	
v/c Ratio	0.02	0.38		0.38	0.46		0.12	0.05	0.08	0.15	0.19	
Control Delay	10.3	13.0		13.9	23.1		15.2	22.8	0.3	15.5	13.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	10.3	13.0		13.9	23.1		15.2	22.8	0.3	15.5	13.8	
Approach Delay	B	B		B	C		B	C	A	B	B	
Approach LOS	13.0			20.4			11.4			14.3		
Queue Length 50th (ft)	2	41		45	84		15	7	0	20	14	
Queue Length 95th (ft)	8	76		81	126		37	24	0	46	36	
Internal Link Dist (ft)	601			873			177			400		
Turn Bay Length (ft)	85			85			85		75	80		
Base Capacity (vph)	450	1035		474	972		441	410	484	476	778	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.38		0.38	0.46		0.12	0.05	0.08	0.15	0.19	
Intersection Summary												
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.46											
Intersection Signal Delay:	16.5											
Intersection Capacity Utilization:	46.7%											
Analysis Period (min):	15											

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - AM - Office
8: Glen Lakes & Walnut Hill

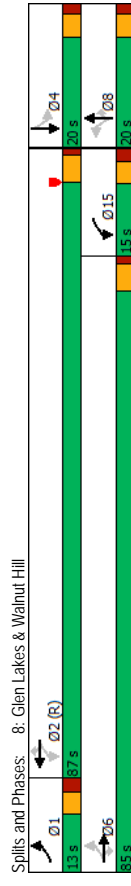


Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - AM - Office
8: Glen Lakes & Walnut Hill

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑	↑↑↑	↑	↑	↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	11	1028	112	153	1736	326	96	4	7	63	11	11
Future Volume (vph)	11	1028	112	153	1736	326	96	4	7	63	11	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	1900	0	0	0	0	0	0	0
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	0
Taper Length (ft)	70		80		80		25		25		25	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.925
Flt Protected	0.950		0.950		0.950		0.956		0.956		0.950	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1692	1583	1770	1723	0
Flt Permitted	0.095		0.181		0.181		0.742		0.724		0.720	
Satd. Flow (perm)	177	5085	1583	337	5085	1583	1313	1281	1583	1341	1723	0
Right Turn on Red		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		122			354				108			12
Link Speed (mph)		35			35				30			30
Link Distance (ft)		463			1429				224			365
Travel Time (s)		9.0			27.8				5.1			8.3
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)	12	1117	122	166	1887	354	104	4	8	68	12	12
Shared Lane Traffic (%)					48%							
Lane Group Flow (vph)	12	1117	122	166	1887	354	54	54	8	68	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Median Width(ft)		24			24				12			12
Link Offset(ft)		0			0				0			0
Crosswalk Width(ft)		16			16				16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9	15	9	15	9	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94		94		94		94		94		94	
Detector 2 Size(ft)	6		6		6		6		6		6	
Detector 2 Type	Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex		Ch+Ex	
Detector 2 Channel												
Detector 2 Extend (s)	0.0		0.0		0.0		0.0		0.0		0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	1	6	15	2	2	8	8	8	8	4	4	4
Permitted Phases	6	6	6	2	2	8	8	8	8	4	4	4

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	1	6	6	15	2	2	8	8	8	8	4	4
Detector Phase		→	↘	↙	←	↖	↗	↘	↙	←	→	↘
Switch Phase												
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	10.0	10.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	17.0	17.0	17.0
Total Split (s)	13.0	85.0	85.0	15.0	87.0	87.0	20.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	10.8%	70.8%	70.8%	12.5%	72.5%	72.5%	16.7%	16.7%	16.7%	16.7%	16.7%	16.7%
Maximum Green (s)	8.0	80.1	80.1	10.0	82.1	82.1	15.2	15.2	15.2	15.2	15.2	15.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.6	1.6	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.8	4.8	4.8
Lead/Lag					Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	47.6	47.7	47.7	96.9	98.0	98.0	11.8	11.8	11.8	12.4	12.4	12.4
Actuald g/C Ratio	0.40	0.40	0.40	0.81	0.82	0.82	0.10	0.10	0.10	0.10	0.10	0.10
v/c Ratio	0.10	0.65	0.17	0.20	0.45	0.26	0.42	0.43	0.03	0.49	0.13	0.13
Control Delay	22.1	28.9	4.1	9.1	5.9	1.9	59.8	60.6	0.3	62.5	31.9	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.1	28.9	4.1	9.1	5.9	1.9	59.8	60.6	0.3	62.5	31.9	31.9
LOS	C	C	A	A	A	A	E	E	A	E	E	C
Approach Delay	26.4				5.5		56.1			54.5		
Approach LOS	C				A		E			D		
Queue Length 50th (ft)	6	251	0	30	128	21	42	42	0	51	9	9
Queue Length 95th (ft)	17	288	34	m38	m216	m26	85	85	0	97	35	35
Internal Link Dist (ft)		383			1349		144					
Turn Bay Length (ft)	100	100	95									
Base Capacity (vph)	176	3394	1097	846	4151	1357	166	162	294	169	228	228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.33	0.11	0.20	0.45	0.26	0.33	0.33	0.03	0.40	0.11	0.11
Intersection Summary												
Area Type:	Other											
Cycle Length:	120											
Actuald Cycle Length:	120											
Offset:	63 (53%), Referenced to phase 2:WBLT, Start of Yellow											
Natural Cycle:	60											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.55											
Intersection Signal Delay:	15.0 Intersection LOS: B											
Intersection Capacity Utilization:	59.3% ICU Level of Service B											
Analysis Period (min):	15											
m	Volume for 95th percentile queue is metered by upstream signal.											



Intersection									
Int. Delay, s/veh	1.8								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	14	14	86	91	308	86			
Future Vol, veh/h	14	14	86	91	308	86			
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	-	-	-	-	-			
Yeh 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	15	15	93	99	335	93			

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	618	214	428
Stage 1	382	-	-
Stage 2	236	-	-
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
Pd. Cap-1 Maneuver	421	791	1128
Stage 1	660	-	-
Stage 2	781	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	384	791	1128
Mov Cap-2 Maneuver	384	-	-
Stage 1	603	-	-
Stage 2	781	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	4.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	517	-	-
HCM Lane V/C Ratio	0.083	-	0.059	-	-
HCM Control Delay (\$)	8.5	0.1	12.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

Intersection									
Int. Delay, s/veh	2								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	11	17	104	166	253	69			
Future Vol, veh/h	11	17	104	166	253	69			
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	-	-	-	-	-			
Yeh 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	18	113	180	275	75			

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	629	175	350
Stage 1	313	-	-
Stage 2	316	-	-
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
Pd. Cap-1 Maneuver	414	838	1206
Stage 1	715	-	-
Stage 2	712	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	371	838	1206
Mov Cap-2 Maneuver	371	-	-
Stage 1	641	-	-
Stage 2	712	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1206	-	561	-	-
HCM Lane V/C Ratio	0.094	-	0.054	-	-
HCM Control Delay (\$)	8.3	0.2	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	-	-

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBR	NBL	NBT	SBT	SBR						
Lane Configurations	↔		↕		↕							
Traffic Vol, veh/h	101	21	50	169	228	41						
Future Vol, veh/h	101	21	50	169	228	41						
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	110	23	54	184	248	45						
Major/Minor	Minor2	Major1	Major2									
Conflicting Flow All	471	147	293	0	-	0						
Stage 1	271	-	-	-	-	-						
Stage 2	200	-	-	-	-	-						
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	-	-	-						
Pd Cap-1 Maneuver	522	873	1265	-	-	-						
Stage 1	750	-	-	-	-	-						
Stage 2	814	-	-	-	-	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	497	873	1265	-	-	-						
Mov Cap-2 Maneuver	497	-	-	-	-	-						
Stage 1	714	-	-	-	-	-						
Stage 2	814	-	-	-	-	-						
Approach	EB	NB	SB									
HCM Control Delay, s	13.9	1.9	0									
HCM LOS	B											
Minor Lane/Major Mvmt	NBL	NBT	EBL1	SBT	SBR							
Capacity (veh/h)	1265	-	537	-	-							
HCM Lane V/C Ratio	0.043	-	0.247	-	-							
HCM Control Delay (s)	8	0.1	13.9	-	-							
HCM Lane LOS	A	A	B	-	-							
HCM 95th %tile Q(veh)	0.1	-	1	-	-							

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations	↔		↕		↕							
Traffic Vol, veh/h	119	1177	1985	13	0	89						
Future Vol, veh/h	119	1177	1985	13	0	89						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	Free	-	None						
Storage Length	0	-	-	-	-	0						
Veh in Median Storage, #	0	-	0	0	-	0						
Grade, %	-	0	0	0	-	0						
Peak Hour Factor	92	92	92	92	92	92						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	129	1279	2158	14	0	97						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	2158	0	-	0	-	1079						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Critical Hdwy	5.34	-	-	-	-	7.14						
Critical Hdwy Stg 1	-	-	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-	-	-						
Follow-up Hdwy	3.12	-	-	-	-	3.92						
Pd Cap-1 Maneuver	*573	-	-	0	0	*456						
Stage 1	-	-	-	0	0	-						
Stage 2	-	-	-	0	0	-						
Platoon blocked, %	1	-	-	0	0	1						
Mov Cap-1 Maneuver	*573	-	-	-	-	*456						
Mov Cap-2 Maneuver	-	-	-	-	-	-						
Stage 1	-	-	-	-	-	-						
Stage 2	-	-	-	-	-	-						
Approach	EB	WB	SB									
HCM Control Delay, s	1.2	0	15									
HCM LOS			C									
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBL1								
Capacity (veh/h)	*573	-	-	456								
HCM Lane V/C Ratio	0.226	-	-	0.212								
HCM Control Delay (s)	13.1	-	-	15								
HCM Lane LOS	B	-	-	C								
HCM 95th %tile Q(veh)	0.9	-	-	0.8								

Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - PM - Office
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	388	3	447	0	2	3	188	1465	0	0	1564	151
Traffic Volume (vph)	388	3	447	0	2	3	188	1465	0	0	1564	151
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	0	0	0	0	0	0	85	0	0	90	0	0
Storage Length (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Storage Lanes	25	1	0	0	0	0	1	0	0	1	0	0
Taper Length (ft)	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.91	0.91
Lane Util. Factor	0.850	0.950	0.919									0.987
Fill Protected	0	1775	1583	0	1712	0	1770	5085	0	1863	5019	0
Satd. Flow (prot)	0.725						0.064					
Fill Permitted	0	1350	1583	0	1712	0	119	5085	0	1863	5019	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			324			3						13
Link Speed (mph)		30		30		40		40		40		40
Link Distance (ft)		1378		294		888		888		483		483
Travel Time (s)		31.3		6.7		15.1		15.1		8.2		8.2
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)	422	3	486	0	2	3	204	1592	0	1700	164	164
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	486	0	5	0	204	1592	0	0	1864	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Right	Left	Left	Left	Right	Left	Left	Right
Median Width(ft)	12	12	12	12	12	24	24	24	24	24	24	24
Link Offset(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width(ft)	16	16	16	16	16	16	16	16	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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	2	1	2	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Thru
Leading Detector (ft)	20	100	20	20	100	20	100	20	100	20	100	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	6	20	6	20	6	20
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94			94		94
Detector 2 Size(ft)	6			6			6			6		6
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex			Ch+Ex		Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0			0.0			0.0			0.0		0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pl	NA	Perm	NA	Perm	NA
Protected Phases	4	4	4	4	4	4	6	6	6	6	6	2
Permitted Phases												

Manderville Apt. TIA
Lanes, Volumes, Timings

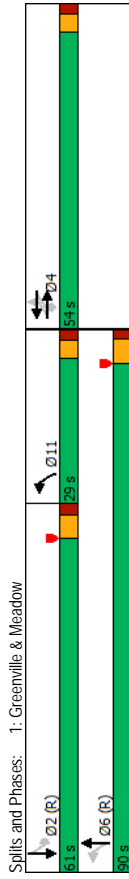
2025 Background + Site - PM - Office
1: Greenville & Meadow

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4	4	4	4	4	11	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.0	20.0	20.0	20.0	20.0	20.0
Minimum Split (s)	12.0	12.0	12.0	12.0	12.0	12.0	8.0	39.8	39.8	39.8	39.8	39.8
Total Split (s)	54.0	54.0	54.0	54.0	54.0	54.0	29.0	90.0	90.0	61.0	61.0	61.0
Total Split (%)	37.5%	37.5%	37.5%	37.5%	37.5%	37.5%	20.1%	62.5%	62.5%	42.4%	42.4%	42.4%
Maximum Green (s)	49.0	49.0	49.0	49.0	49.0	49.0	24.0	84.2	84.2	55.2	55.2	55.2
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.8	1.8	1.8	1.8	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	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.8	5.8	5.8	5.8	5.8	5.8
LeadLag												
Lead-Lag Optimize?	2.0	2.0	2.0	2.0	2.0	2.0	1.0	2.0	2.0	2.0	2.0	2.0
Vehicle Extension (s)	None	None	None	None	None	None	None	C-Max	C-Max	C-Max	C-Max	C-Max
Recall Mode	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0	14.0
Flash Dont Walk (s)	7.0	7.0	7.0	7.0	7.0	7.0	20.0	20.0	20.0	20.0	20.0	20.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	47.4	47.4	47.4	47.4	47.4	47.4	86.6	85.8	85.8	56.8	56.8	56.8
Actualized g/C Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.60	0.60	0.60	0.39	0.39	0.39
v/c Ratio	0.96	0.66	0.66	0.01	0.01	0.59	0.53	0.53	0.53	0.94	0.94	0.94
Control Delay	80.1	17.3	23.4	23.4	33.9	4.6	52.1	52.1	52.1	52.1	52.1	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	17.3	23.4	23.4	33.9	4.6	52.1	52.1	52.1	52.1	52.1	52.1
LOS	F	B	C	C	C	A	C	A	A	D	D	D
Approach Delay	46.6			23.4			7.9			52.1		
Approach LOS	D			C			A			D		
Queue Length 50th (ft)	384	125	1	1	120	53	619					
Queue Length 95th (ft)	#596	253	11	m167	60	#732						
Internal Link Dist (ft)	1298		214		808	403						
Turn Bay Length (ft)			85									
Base Capacity (vph)	459	752	584	346	3028	1985						
Starvation Cap Reductin	0	0	0	0	0	0						
Spillback Cap Reductin	0	0	0	0	0	0						
Storage Cap Reductin	0	0	0	0	0	0						
Reduced v/c Ratio	0.93	0.65	0.01	0.59	0.53	0.94						
Intersection Summary												
Area Type:	Other											
Cycle Length:	144											
Actuated Cycle Length:	144											
Offset:	119 (83%), Referenced to phase 2:SBTL and 6:NBLT, Start of Yellow											
Natural Cycle:	80											
Control Type:	Actuated-Coordinated											
Maximum v/c Ratio:	0.96											
Intersection Signal Delay:	33.6											
Intersection Capacity Utilization:	87.1%											
ICU Level of Service:	E											
Analysis Period (min):	15											
# 95th percentile volume exceeds capacity, queue may be longer.												

Manderville Apt. TIA
Lanes, Volumes, Timings

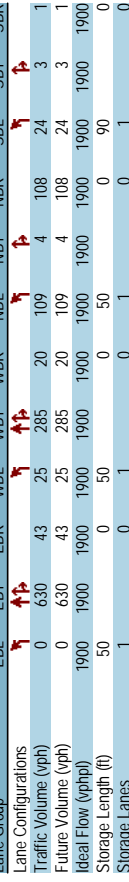
2025 Background + Site - PM - Office
1: Greenville & Meadow

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



2025 Background + Site - PM - Office
2: Rambler & Meadow

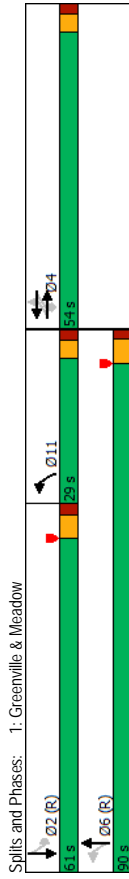
Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Manderville Apt. TIA
Lanes, Volumes, Timings

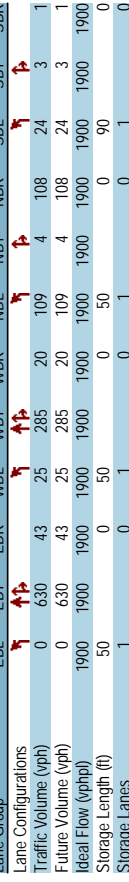
2025 Background + Site - PM - Office
1: Greenville & Meadow

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.

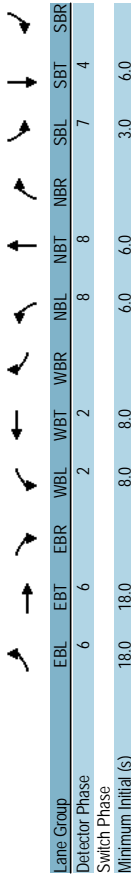
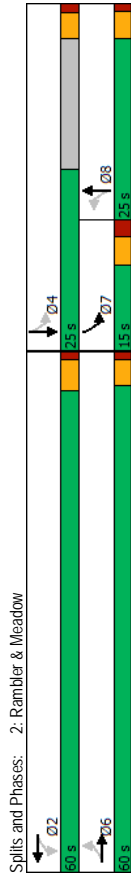


2025 Background + Site - PM - Office
2: Rambler & Meadow

Queue shown is maximum after two cycles.
Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	←	←	←	←	←	←	←	←	←	←	←	←
Traffic Volume (vph)	0	630	43	25	285	20	109	4	108	24	3	1
Future Volume (vph)	0	630	43	25	285	20	109	4	108	24	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50	0	0	50	0	0	50	0	0	90	0	0
Storage Lanes	1	0	0	1	0	0	1	0	0	1	0	0
Taper Length (ft)	25	0	0	45	0	0	25	0	0	60	0	0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.990	0.990	0.990	0.990	0.990	0.990	0.855	0.855	0.855	0.962	0.962	0.962
Flt Protected				0.950			0.950			0.950		
Satd. Flow (prot)	1863	3504	0	1770	3504	0	1770	1593	0	1770	1792	0
Flt Permitted				0.349			0.755			0.424		
Satd. Flow (perm)	1863	3504	0	650	3504	0	1406	1593	0	790	1792	0
Right Turn on Red		Yes		Yes			Yes		Yes		Yes	
Satd. Flow (RTOR)		11		12			117				1	
Link Speed (mph)		30		30			30				30	
Link Distance (ft)		953		1378			699				328	
Travel Time (s)		21.7		31.3			15.9				7.5	
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)	0	685	47	27	310	22	118	4	117	26	3	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	732	0	27	332	0	118	121	0	26	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Left	Right	Left	Left	Right	Left	Right	Right
Median Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Link Offset (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Two way Left Turn Lane	Yes											
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	15	9	15	9
Number of Detectors	1	2	1	2	1	2	1	2	1	2	1	2
Detector Template	Left	Thru	Thru	Left	Thru	Thru	Left	Thru	Left	Thru	Left	Thru
Leading Detector (ft)	20	100	20	100	20	100	20	100	20	100	20	100
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	6	94	6	94	6	94	6	94	6	94	6
Detector 2 Size (ft)	6	6	6	6	6	6	6	6	6	6	6	6
Detector 2 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	6	6	6	2	2	2	8	8	7	7	4	4
Permitted Phases												



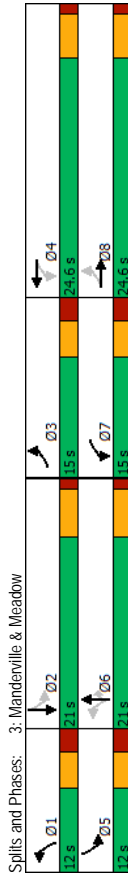
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6		2	2		8	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	18.0	18.0	8.0	8.0	8.0	6.0	6.0	6.0	3.0	3.0	6.0	6.0
Minimum Split (s)	23.5	23.5	23.8	23.8	23.8	24.5	24.5	24.5	9.5	9.5	24.5	24.5
Total Split (s)	60.0	60.0	60.0	60.0	60.0	25.0	25.0	25.0	15.0	15.0	25.0	25.0
Total Split (%)	60.0%	60.0%	60.0%	60.0%	60.0%	25.0%	25.0%	25.0%	15.0%	15.0%	25.0%	25.0%
Maximum Green (s)	56.0	56.0	55.4	55.4	55.4	20.9	20.9	20.9	9.8	9.8	20.8	20.8
Yellow Time (s)	3.0	3.0	3.6	3.6	3.6	3.0	3.0	3.0	3.2	3.2	3.0	3.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	2.0	2.0	1.2	1.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.6	4.6	4.6	4.1	4.1	4.1	5.2	5.2	4.2	4.2
Lead/Lag						Lag	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Max	Max	Max	Max	Max	None	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	12.0	12.0	10.0	10.0	10.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	59.8	59.2	59.2	59.2	59.2	12.4	12.4	12.4	16.1	16.1	17.1	17.1
Actuated g/C Ratio	0.70	0.69	0.69	0.69	0.69	0.15	0.15	0.15	0.19	0.19	0.20	0.20
v/c Ratio	0.30	0.06	0.14	0.58	0.37	0.11	0.11	0.11	0.11	0.01	0.01	0.01
Control Delay	6.7	7.8	6.0	45.7	10.6	25.4	20.5	20.5	25.4	20.5	20.5	20.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.7	7.8	6.0	45.7	10.6	25.4	20.5	20.5	25.4	20.5	20.5	20.5
LOS	A	A	A	D	B	C	C	C	C	C	C	C
Approach Delay	6.7	6.1	27.9			24.8						
Approach LOS	A	A	C			C						
Queue Length 50th (ft)	45	3	18	52	2	11	1	1	1	1	1	1
Queue Length 95th (ft)	153	20	67	120	48	30	9	9	9	9	9	9
Internal Link Dist (ft)	873		1298			619			248			
Turn Bay Length (ft)			50			50			90			
Base Capacity (vph)	2461	451	2436	348	483	272	762	762	762	762	762	762
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.06	0.14	0.34	0.25	0.10	0.01	0.01	0.10	0.01	0.01	0.01
Intersection Summary												
Area Type:	Other											
Cycle Length:	100											
Actuated Cycle Length:	85.2											
Natural Cycle:	60											
Control Type:	Actuated-Uncoordinated											
Maximum v/c Ratio:	0.58											
Intersection Signal Delay:	10.7											
Intersection Capacity Utilization:	40.7%											
Analysis Period (min):	15											

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	11	500	66	35	327	47	138	36	180	78	41	56
Traffic Volume (vph)	11	500	66	35	327	47	138	36	180	78	41	56
Future Volume (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	85	0	0	85	0	0	0	0	75	80	0	0
Storage Length (ft)	1	0	0	1	0	0	1	0	1	1	1	0
Storage Lanes	90	0	0	90	0	0	25	0	100	100	0	0
Taper Length (ft)	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95
Lane Util. Factor	0.982	0.982	0.982	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981
Frt	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950	0.950
Fill Protected	1770	3476	0	1770	3472	0	1770	1863	1583	1770	3235	0
Satd. Flow (prot)	0.450	0.274	0	0.274	0.685	0	0.685	0.685	0.685	0.685	0.685	0.685
Fill Permitted	838	3476	0	510	3472	0	1276	1863	1583	1364	3235	0
Satd. Flow (perm)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Right Turn on Red	20	20	21	21	21	21	21	21	196	196	61	61
Satd. Flow (RTOR)	30	30	30	30	30	30	30	30	30	30	30	30
Link Speed (mph)	681	681	681	681	681	681	681	681	681	681	681	681
Link Distance (ft)	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5	15.5
Travel Time (s)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Peak Hour Factor	12	543	72	38	355	51	150	39	196	85	45	61
Adj. Flow (vph)	12	615	0	38	406	0	150	39	196	85	106	0
Shared Lane Traffic (%)	No	No	No	No	No	No	No	No	No	No	No	No
Lane Group Flow (vph)	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right	Left	Right
Enter Blocked Intersection	12	12	12	12	12	12	12	12	12	12	12	12
Lane Alignment	0	0	0	0	0	0	0	0	0	0	0	0
Median Width (ft)	16	16	16	16	16	16	16	16	16	16	16	16
Link Offset (ft)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Crosswalk Width (ft)	15	9	15	9	15	9	15	9	15	9	15	9
Two way Left Turn Lane	1	2	1	2	1	2	1	2	1	2	1	2
Headway Factor	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru	Left	Thru
Turning Speed (mph)	20	100	20	100	20	100	20	100	20	100	20	100
Number of Detectors	0	0	0	0	0	0	0	0	0	0	0	0
Detector Template	0	0	0	0	0	0	0	0	0	0	0	0
Leading Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position (ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position (ft)	94	6	94	6	94	6	94	6	94	6	94	6
Detector 2 Size (ft)	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 2 Type	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Channel	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	3	8	7	4	7	4	1	6	5	2	2	2
Permitted Phases	8	8	4	4	4	4	6	6	6	6	2	2

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3	8	8	7	4	4	1	6	6	5	2	2
Switch Phase	3.0	8.0	3.0	3.0	8.0	3.0	3.0	8.0	8.0	3.0	8.0	8.0
Minimum Initial (s)	9.5	19.6	9.5	19.6	9.5	19.6	9.5	20.0	20.0	9.5	20.0	20.0
Minimum Split (s)	15.0	24.6	15.0	24.6	15.0	24.6	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (%)	20.7%	33.9%	20.7%	33.9%	20.7%	33.9%	16.5%	28.9%	28.9%	16.5%	28.9%	28.9%
Maximum Green (s)	10.0	20.0	10.0	20.0	10.0	20.0	7.0	16.0	16.0	7.0	16.0	16.0
Yellow Time (s)	3.0	3.6	3.0	3.6	3.0	3.6	3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	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	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.6	5.0	4.6	5.0	4.6	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	2.0	1.5	2.0	1.5	2.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max	Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	29.6	20.0	29.6	20.0	29.6	20.0	23.0	16.0	16.0	23.0	16.0	16.0
Actuald g/C Ratio	0.41	0.28	0.41	0.28	0.41	0.28	0.32	0.22	0.22	0.32	0.22	0.22
v/c Ratio	0.03	0.63	0.10	0.42	0.10	0.42	0.33	0.10	0.39	0.18	0.14	0.14
Control Delay	10.4	25.8	11.1	21.9	11.1	21.9	17.7	23.4	6.6	15.7	12.1	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.4	25.8	11.1	21.9	11.1	21.9	17.7	23.4	6.6	15.7	12.1	12.1
LOS	B	C	B	C	B	C	B	C	A	B	B	B
Approach Delay	25.5	21.0	21.0	21.0	21.0	21.0	12.6	12.6	12.6	13.7	13.7	13.7
Approach LOS	C	C	C	C	C	C	B	B	B	B	B	B
Queue Length 50th (ft)	3	122	9	73	44	14	0	24	0	24	8	8
Queue Length 95th (ft)	11	175	23	112	83	37	48	51	27	400	400	400
Internal Link Dist (ft)	85	85	85	85	85	85	85	85	85	85	85	85
Turn Bay Length (ft)	470	972	381	971	451	410	501	471	760	471	760	760
Base Capacity (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.63	0.10	0.42	0.10	0.42	0.33	0.10	0.39	0.18	0.14	0.14
Intersection Summary	Other											
Area Type:	Other											
Cycle Length:	72.6											
Accuated Cycle Length:	72.6											
Natural Cycle:	60											
Control Type:	Semi Act-Uncoord											
Maximum v/c Ratio:	0.63											
Intersection Signal Delay:	19.9											
Intersection Capacity Utilization:	45.7%											
Analysis Period (min):	15											

Manderville Apt. TIA
Lanes, Volumes, Timings

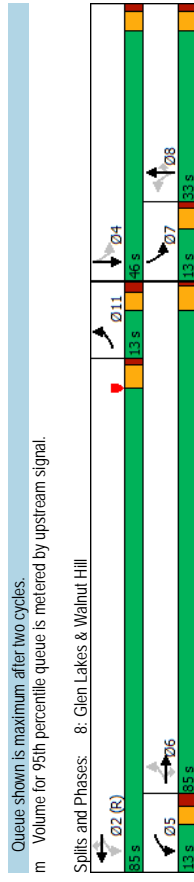
2025 Background + Site - PM - Office
8: Glen Lakes & Walnut Hill



Manderville Apt. TIA
Lanes, Volumes, Timings

2025 Background + Site - PM - Office
8: Glen Lakes & Walnut Hill

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↑↑↑↑	↑↑↑↑	↑	↑↑↑↑	↑↑↑↑	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	15	1665	42	43	1129	115	298	7	22	257	12	13
Future Volume (vph)	15	1665	42	43	1129	115	298	7	22	257	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100	95	100	100	95	100	100	100	100	100	100
Storage Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Taper Length (ft)	70	80	80	80	80	80	25	25	25	25	25	25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	1.00	1.00	1.00
Frt		0.850			0.850				0.850			0.922
Flt Protected	0.950				0.950				0.955			0.950
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1681	1690	1583	1770	1717	0
Flt Permitted	0.200			0.062			0.740	0.717				0.355
Satd. Flow (perm)	373	5085	1583	115	5085	1583	1310	1269	1583	661	1717	0
Right Turn on Red		Yes	Yes		Yes	Yes			Yes	Yes	Yes	Yes
Satd. Flow (RTOR)		86	86		125	125			124	124	14	14
Link Speed (mph)		35	35		35	35			30	30	30	30
Link Distance (ft)		463	463		1429	1429			224	224	365	365
Travel Time (s)		9.0	9.0		27.8	27.8			5.1	5.1	8.3	8.3
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)	16	1810	46	47	1227	125	324	8	24	279	13	14
Shared Lane Traffic (%)					49%							
Lane Group Flow (vph)	16	1810	46	47	1227	125	165	167	24	279	27	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Median Width(ft)		24	24		24	24			12	12	12	12
Link Offset(ft)		0	0		0	0			0	0	0	0
Crosswalk Width(ft)		16	16		16	16			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	15	9	15	9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	6	20	6	20	6	20	6	20	6
Detector 1 Type	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex	Ch+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94			94			94				94	
Detector 2 Size(ft)	6			6			6				6	
Detector 2 Type	Ch+Ex			Ch+Ex			Ch+Ex				Ch+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	Perm	NA	Perm	NA	Perm	pm+pt	NA
Protected Phases	11	6	5	2	2	8	8	7	4			
Permitted Phases	6	6	6	2	2	8	8	8	8	4		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Detector Phase	11	6	6	5	2	2	8	8	8	7	4
Switch Phase											
Minimum Initial (s)	3.0	12.0	12.0	3.0	12.0	12.0	6.0	6.0	6.0	5.0	10.0
Minimum Split (s)	9.5	22.9	22.9	9.5	22.9	22.9	13.0	13.0	13.0	9.5	17.0
Total Split (s)	13.0	85.0	85.0	13.0	85.0	85.0	33.0	33.0	33.0	13.0	46.0
Total Split (%)	9.0%	59.0%	59.0%	9.0%	59.0%	59.0%	22.9%	22.9%	22.9%	9.0%	31.9%
Maximum Green (s)	8.0	80.1	80.1	8.0	80.1	80.1	28.2	28.2	28.2	8.5	41.2
Yellow Time (s)	3.0	3.9	3.9	3.0	3.9	3.9	3.2	3.2	3.2	3.5	3.2
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0	1.0	1.6	1.6	1.6	1.0	1.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	4.9	4.9	5.0	4.9	4.9	4.8	4.8	4.8	4.5	4.8
Lead/Lag	Lag	Lag	Lead	Lag	Lead	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0	4.0	1.0	4.0	4.0	4.0	4.0	4.0	3.0	4.0
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None	None	None	None	None
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Flash Dont Walk (s)	13.0	13.0	13.0	10.0	10.0	10.0	20.0	20.0	20.0	19.0	19.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0	0	0	0
Act Effct Green (s)	84.4	82.7	82.7	85.8	85.9	85.9	23.7	23.7	23.7	43.5	43.2
Actualized g/C Ratio	0.59	0.57	0.57	0.60	0.60	0.60	0.16	0.16	0.16	0.30	0.30
v/c Ratio	0.06	0.62	0.62	0.37	0.40	0.40	0.77	0.80	0.80	0.07	0.05
Control Delay	15.1	21.8	21.8	0.3	23.2	19.7	4.6	79.7	84.2	0.4	74.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	21.8	21.8	0.3	23.2	19.7	4.6	79.7	84.2	0.4	74.2
LOS	B	C	A	C	B	A	E	F	A	E	C
Approach Delay	21.2			18.4			76.5			69.6	
Approach LOS	C			B			E			E	
Queue Length 50th (ft)	6	414	0	21	266	16	155	158	0	215	9
Queue Length 95th (ft)	18	454	2	m50	347	56	241	245	0	#459	34
Internal Link Dist (ft)	383			1349			144			285	
Turn Bay Length (ft)	100	100	95								
Base Capacity (vph)	303	2938	951	160	3034	995	256	248	409	314	524
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.05	0.29	0.40	0.13	0.64	0.67	0.06	0.89	0.05
Intersection Summary											
Area Type:	Other										
Cycle Length:	144										
Actuated Cycle Length:	144										
Offset:	112 (78%), Referenced to phase 2-WBTL, Start of Yellow										
Natural Cycle:	80										
Control Type:	Actuated-Coordinated										
Maximum v/c Ratio:	0.89										
Intersection Signal Delay:	29.0										
Intersection Capacity Utilization:	64.7%										
Analysis Period (min):	15										
# 95th percentile volume exceeds capacity, queue may be longer:											

Intersection									
Int. Delay, s/veh	3.6								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	89	89	17	266	125	17			
Future Vol, veh/h	89	89	17	266	125	17			
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	-	-	-	-	-			
Yeh 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	97	97	18	289	136	18			

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	326	77	154
Stage 1	145	-	-
Stage 2	181	-	-
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
Pd. Cap-1 Maneuver	643	968	1424
Stage 1	867	-	-
Stage 2	832	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	633	968	1424
Mov Cap-2 Maneuver	633	-	-
Stage 1	854	-	-
Stage 2	832	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBL1	SBT	SBR
Capacity (veh/h)	1424	-	765	-	-
HCM Lane V/C Ratio	0.013	-	0.253	-	-
HCM Control Delay (s)	7.6	0.1	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection									
Int. Delay, s/veh	3.6								
Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	71	107	20	212	200	14			
Future Vol, veh/h	71	107	20	212	200	14			
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	-	-	-	-	-			
Yeh 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	77	116	22	230	217	15			

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	384	116	232
Stage 1	225	-	-
Stage 2	159	-	-
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
Pd. Cap-1 Maneuver	591	914	1333
Stage 1	791	-	-
Stage 2	853	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	580	914	1333
Mov Cap-2 Maneuver	580	-	-
Stage 1	776	-	-
Stage 2	853	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBL1	SBT	SBR
Capacity (veh/h)	1333	-	743	-	-
HCM Lane V/C Ratio	0.016	-	0.26	-	-
HCM Control Delay (s)	7.7	0.1	11.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1	-	-

Intersection										
Int Delay, s/veh	2.7									
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	↔ ↑↑ ↑↑									
Traffic Vol, veh/h	59	63	31	173	233	74				
Future Vol, veh/h	59	63	31	173	233	74				
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	-	-	-	-	-				
Yeh 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	64	68	34	188	253	80				

Major/Minor	Minor2	Major1	Major2				
Conflicting Flow All	455	167	333	0	-	0	
Stage 1	293	-	-	-	-	-	
Stage 2	162	-	-	-	-	-	
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	-	-	-	
Pd Cap-1 Maneuver	534	848	1223	-	-	-	
Stage 1	731	-	-	-	-	-	
Stage 2	850	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	
Mov Cap-1 Maneuver	517	848	1223	-	-	-	
Mov Cap-2 Maneuver	517	-	-	-	-	-	
Stage 1	708	-	-	-	-	-	
Stage 2	850	-	-	-	-	-	

Approach	EB	NB	SB				
HCM Control Delay, s	12	1.3	0				
HCM LOS	B						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1223	-	648	-	-		
HCM Lane V/C Ratio	0.028	-	0.205	-	-		
HCM Control Delay (\$)	8	0.1	12	-	-		
HCM Lane LOS	A	A	B	-	-		
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-		

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

Intersection										
Int Delay, s/veh	1.7									
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	↔ ↑↑ ↑↑ ↑↑									
Traffic Vol, veh/h	77	1819	1383	15	0	304				
Future Vol, veh/h	77	1819	1383	15	0	304				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	Free	-	None				
Storage Length	0	-	-	-	-	0				
Yeh 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	84	1977	1503	16	0	330				

Major/Minor	Major1	Major2	Minor2				
Conflicting Flow All	1503	0	-	0	-	752	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	
Critical Hdwy	5.34	-	-	-	-	7.14	
Critical Hdwy Stg 1	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	-	-	-	
Follow-up Hdwy	3.12	-	-	-	-	3.92	
Pd Cap-1 Maneuver	*761	-	-	0	0	*605	
Stage 1	-	-	-	0	0	-	
Stage 2	-	-	-	0	0	-	
Platoon blocked, %	1	-	-	-	-	1	
Mov Cap-1 Maneuver	*761	-	-	-	-	*605	
Mov Cap-2 Maneuver	-	-	-	-	-	-	
Stage 1	-	-	-	-	-	-	
Stage 2	-	-	-	-	-	-	

Approach	EB	WB	SB				
HCM Control Delay, s	0.4	0	17.9				
HCM LOS		C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1			
Capacity (veh/h)	*761	-	-	605			
HCM Lane V/C Ratio	0.11	-	-	0.546			
HCM Control Delay (\$)	10.3	-	-	17.9			
HCM Lane LOS	B	-	-	C			
HCM 95th %tile Q(veh)	0.4	-	-	3.3			

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