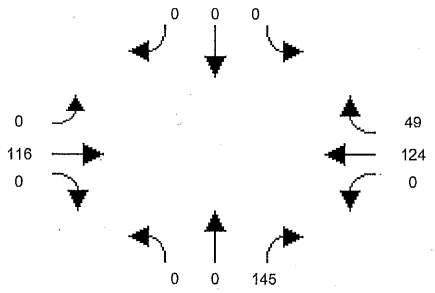
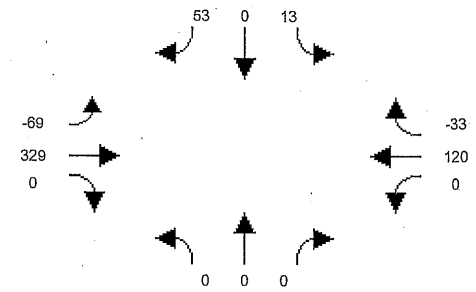
Intersection Graphic Report
Initial Volume (Future Alternative)
AM 2020 PROJECT VOLUMES (-) ENTITLEMENT

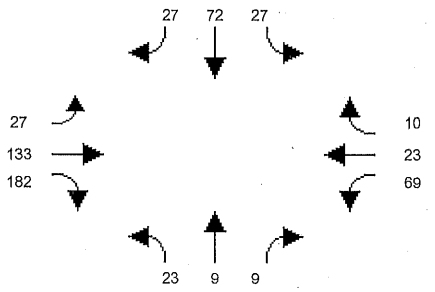
Intersection #11: 680 NB OFF/Bollinger



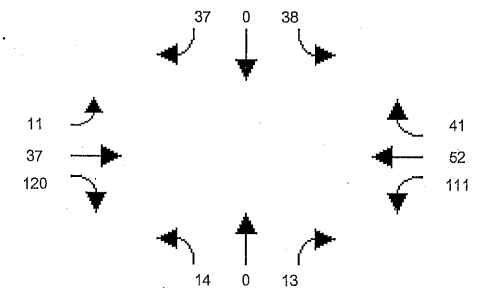
Intersection #12: Sunset/Bollinger



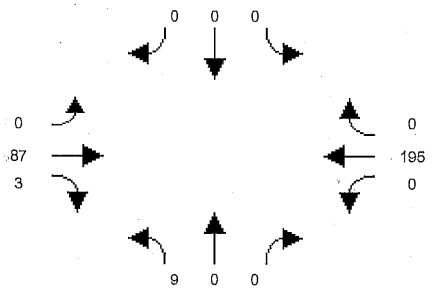
Intersection #13: Camino Ramon/Bollinger



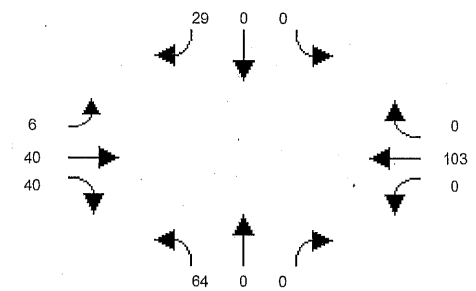
Intersection #14: Bishop 2 Drive/Bollinger



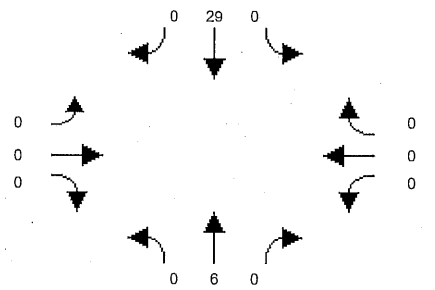
Intersection #15: Market/Bollinger Drive



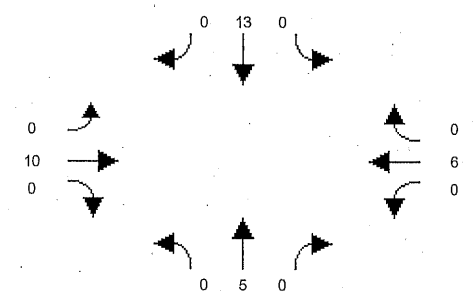
Intersection #16: Alcosta/Bollinger



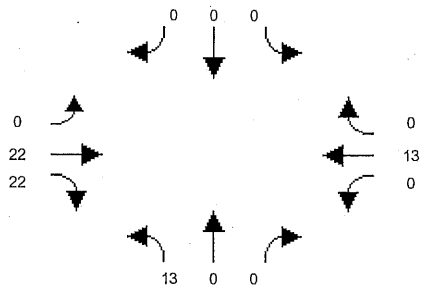
Intersection #17: Alcosta/Norris



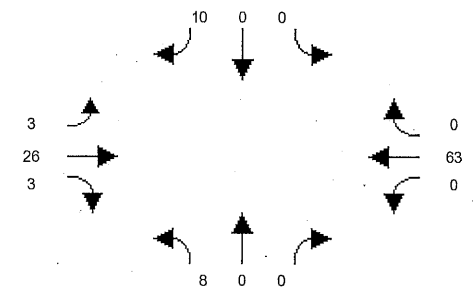
Intersection #18: San Ramon/Norris



Intersection #19: Bollinger/Crow



Intersection #20: Dougherty/Bollinger



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Intersection Graphic Report
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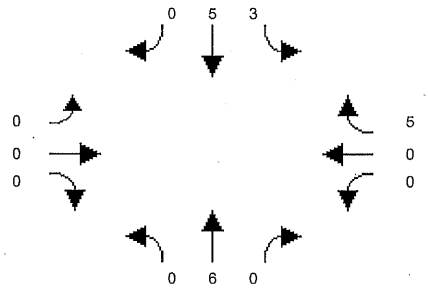
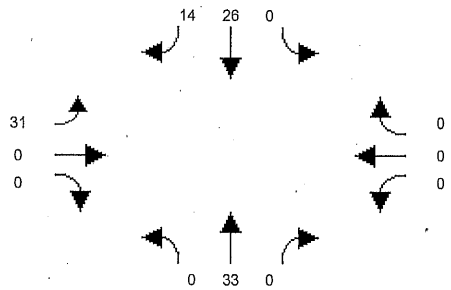
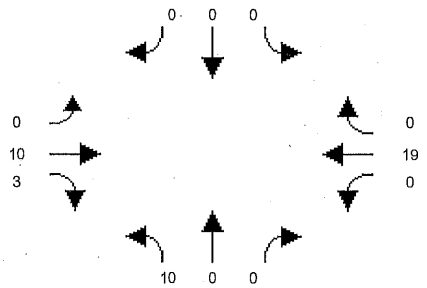
Intersection #21: San Ramon/Montevideo



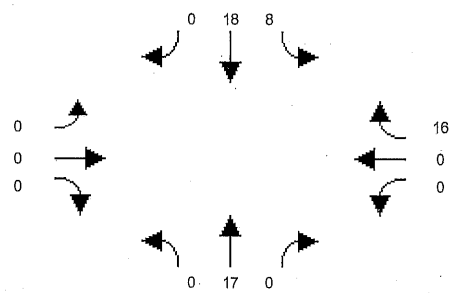
Intersection #22: Alcosts/Montevideo



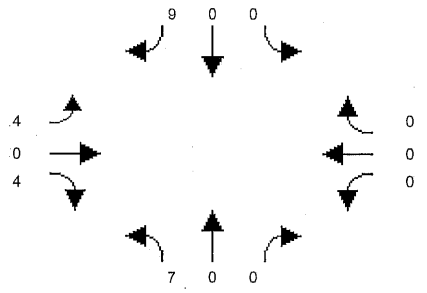
Intersection #23: Dougherty/Crow



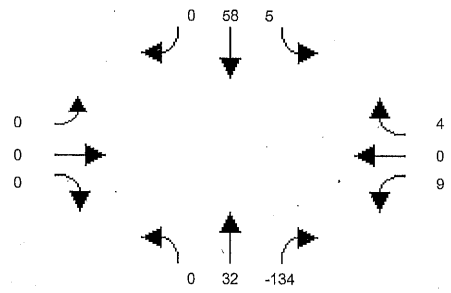
Intersection #24: Alcosta/Old Ranch



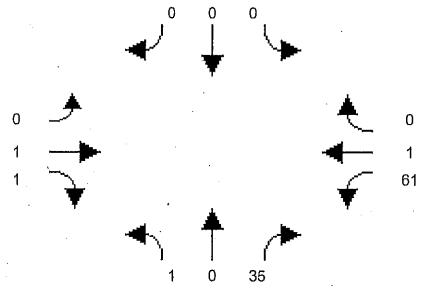
Intersection #25: Doughert/Old Ranch



Intersection #26: Sunset/Center Street



Intersection #27: Bishop Drive/Sunset



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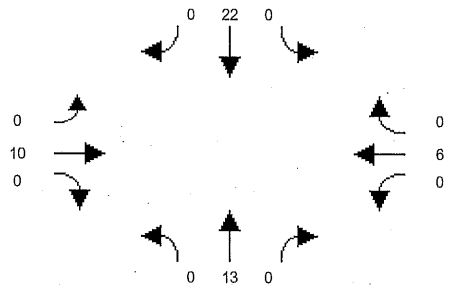
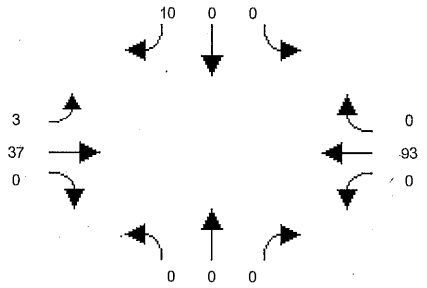
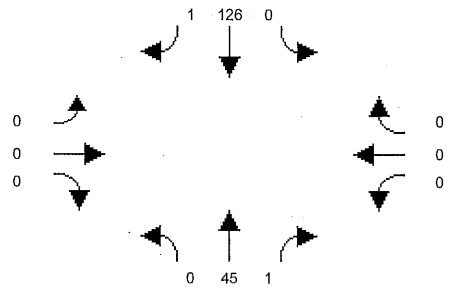


Intersection #29: Bollinger/Canyon Lakes



Intersection #30: Camino Ramon/Center Street



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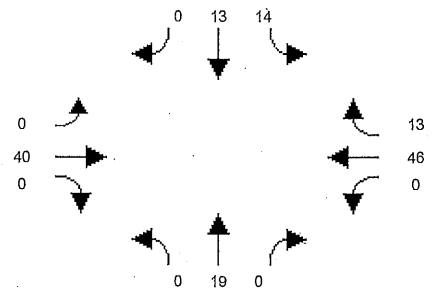
Intersection Graphic Report
Initial Volume (Future Alternative)
PM 2020 PROJECT VOLUMES (-) ENTITLEMENT

Intersection #1: San Ramon/Crow



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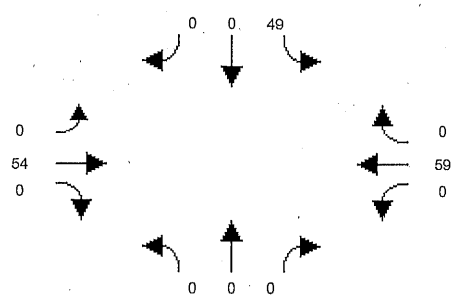

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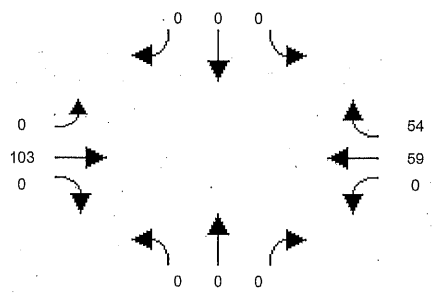

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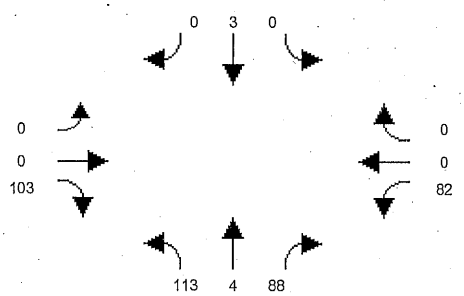
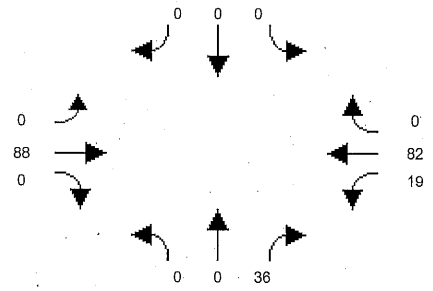
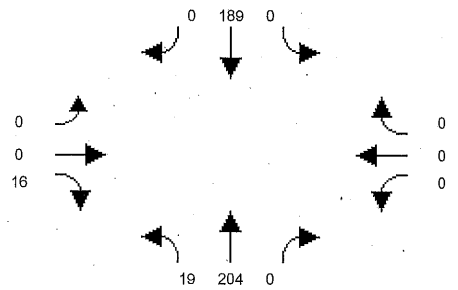


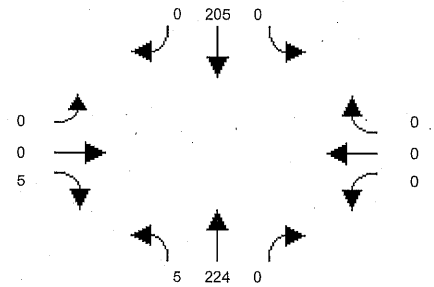
Intersection #5: Alcosta/Crow



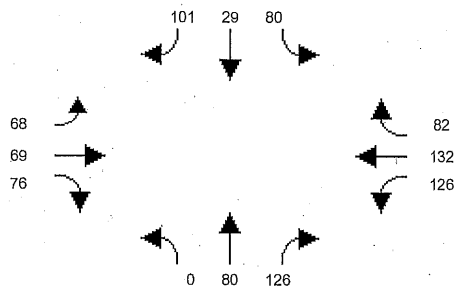
Intersection #6: Camino Ramon/Norris



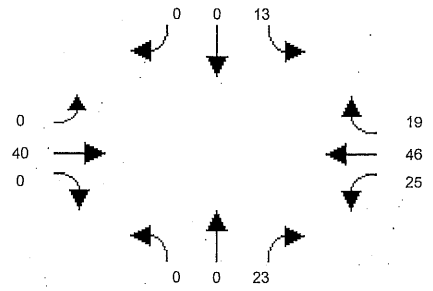
Intersection #7: Camino Ramon/Executive



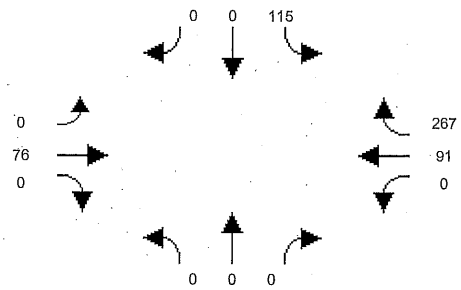
Intersection #8: Camino Ramon/Bishop Drive



Intersection #9: San Ramon/Bollinger



Intersection #10: 680 SB OFF/Bollinger



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Intersection Graphic Report
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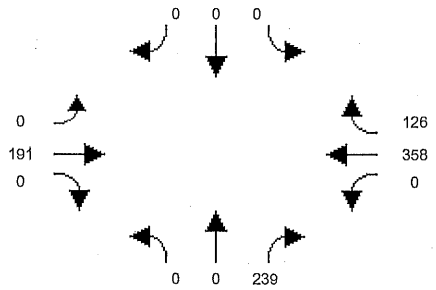
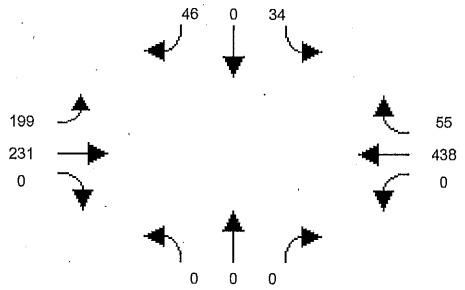
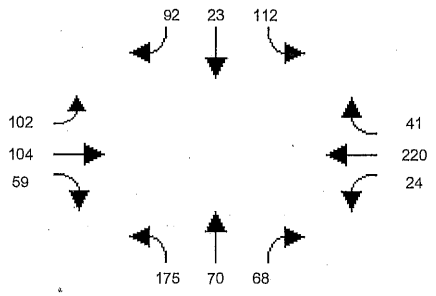
Intersection #11: 680 NB OFF/Bollinger



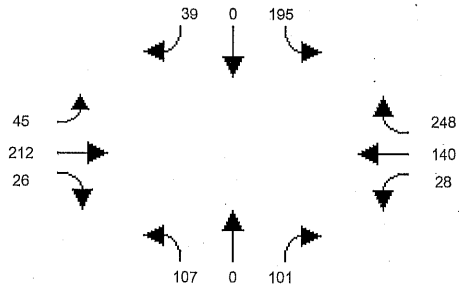
Intersection #12: Sunset/Bollinger



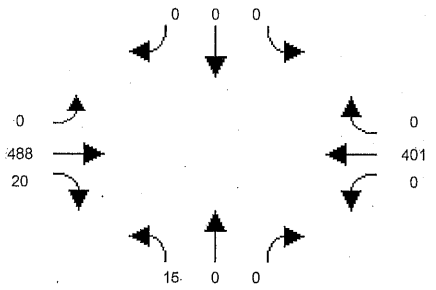
Intersection #13: Camino Ramon/Bollinger



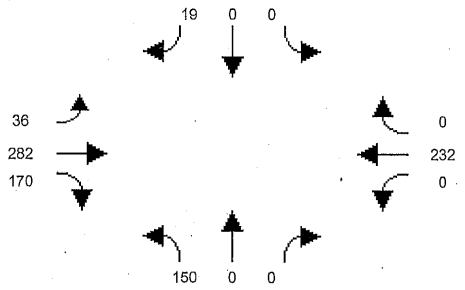
Intersection #14: Bishop 2 Drive/Bollinger



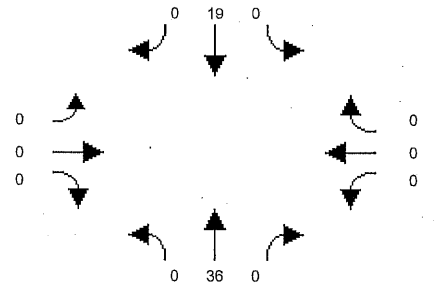
Intersection #15: Market/Bollinger Drive



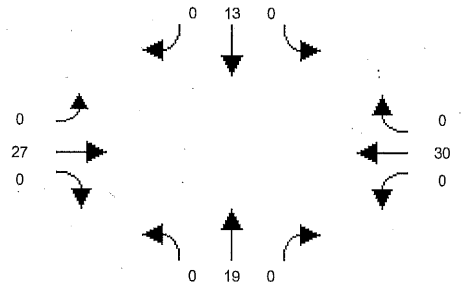
Intersection #16: Alcosta/Bollinger



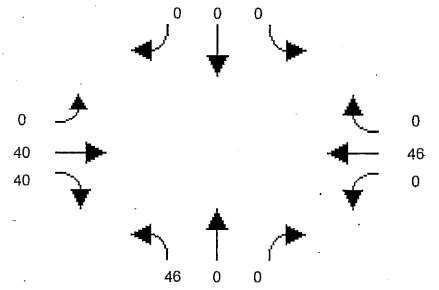
Intersection #17: Alcosta/Norris



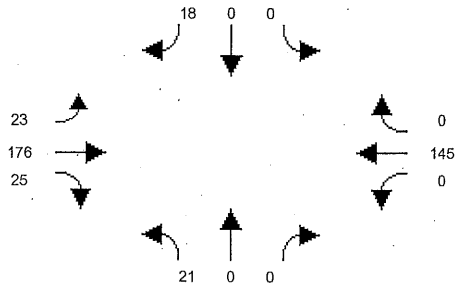
Intersection #18: San Ramon/Norris



Intersection #19: Bollinger/Crow



Intersection #20: Dougherty/Bollinger



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Intersection Graphic Report
Initial Volume (Future Alternative)
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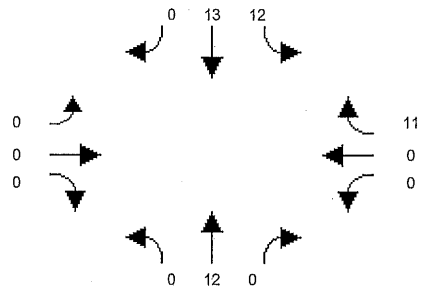
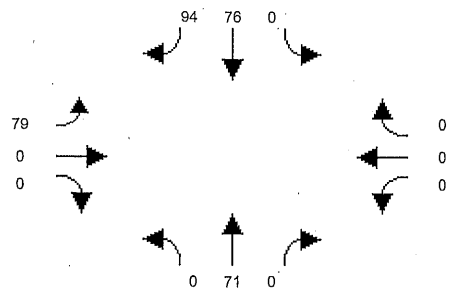
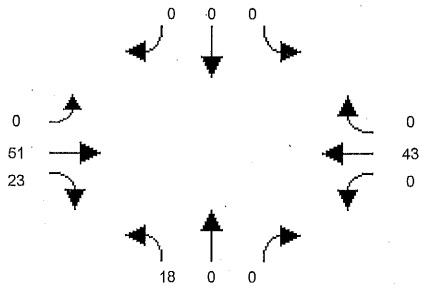
Intersection #21: San Ramon/Montevideo



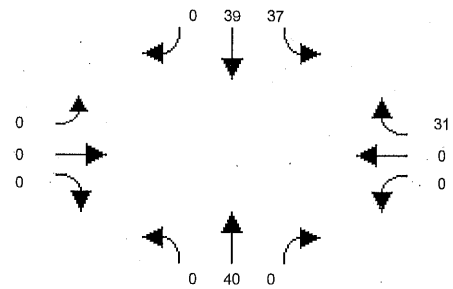
Intersection #22: Alcosta/Montevideo



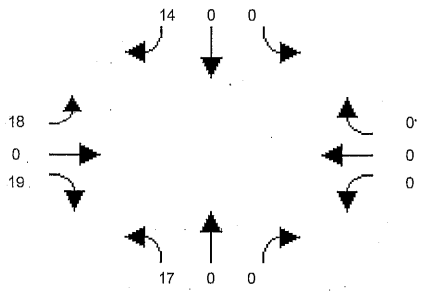
Intersection #23: Dougherty/Crow



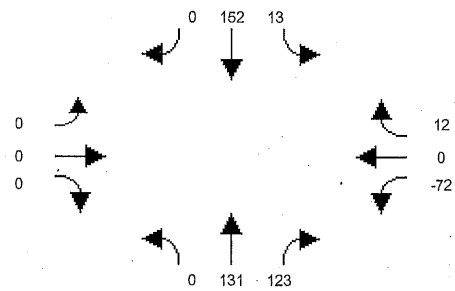
Intersection #24: Alcosta/Old Ranch



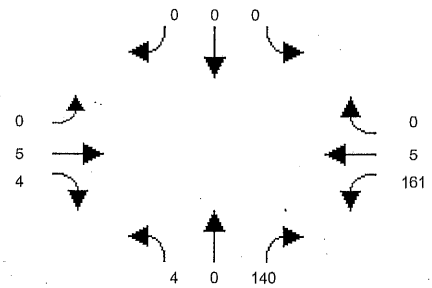
Intersection #25: Doughert/Old Ranch



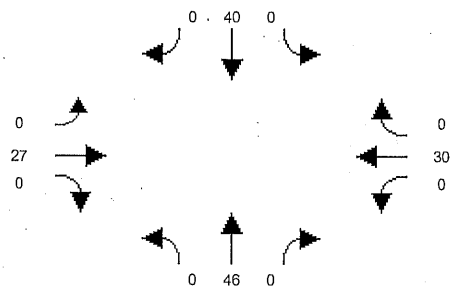
Intersection #26: Sunset/Center Street



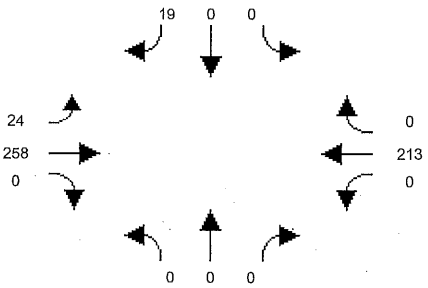
Intersection #27: Bishop Drive/Sunset



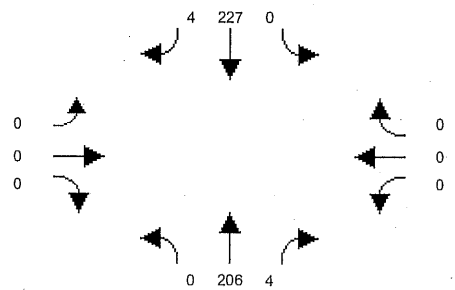
Intersection #28



Intersection #29: Bollinger/Canyon Lakes



Intersection #30: Camino Ramon/Center Street



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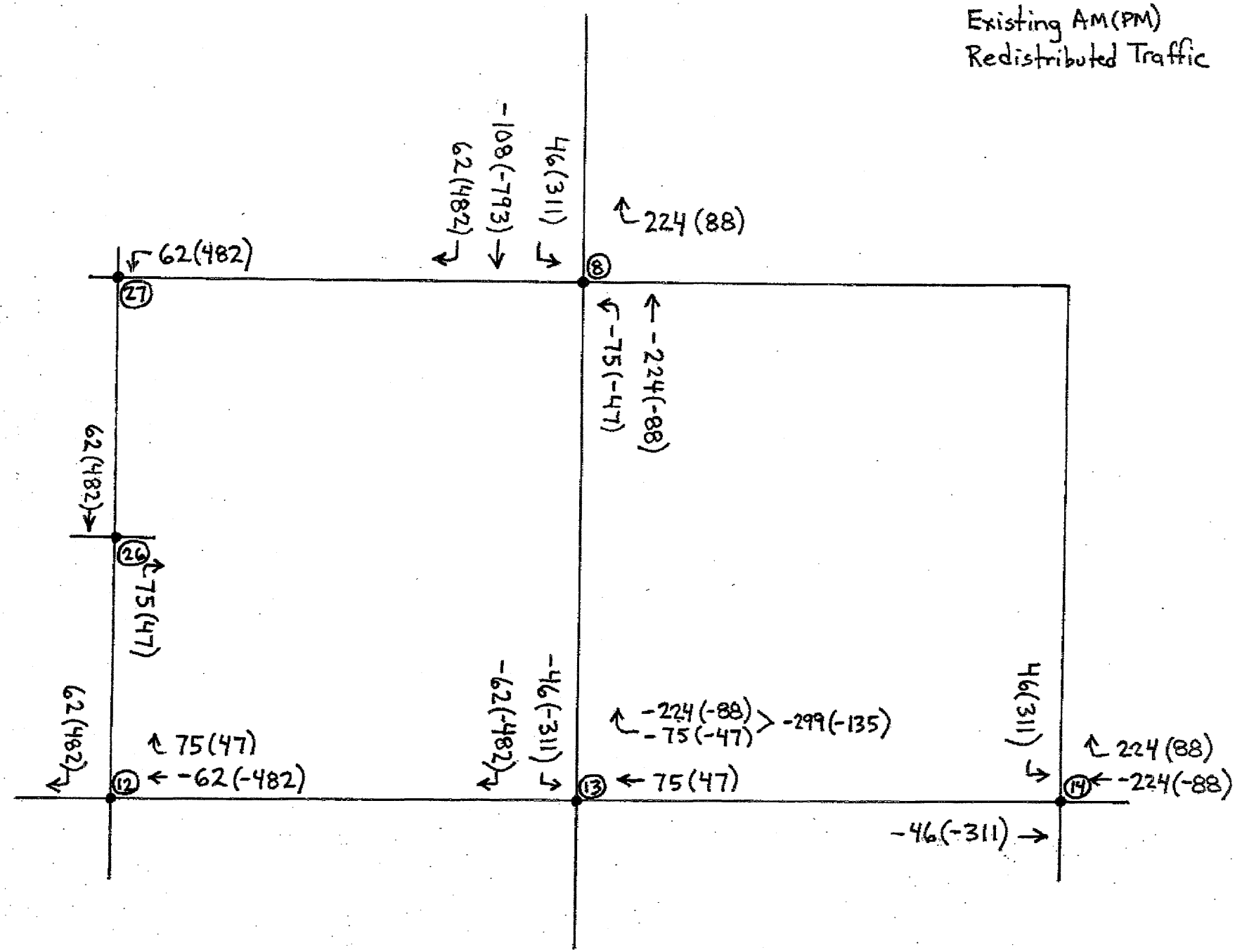
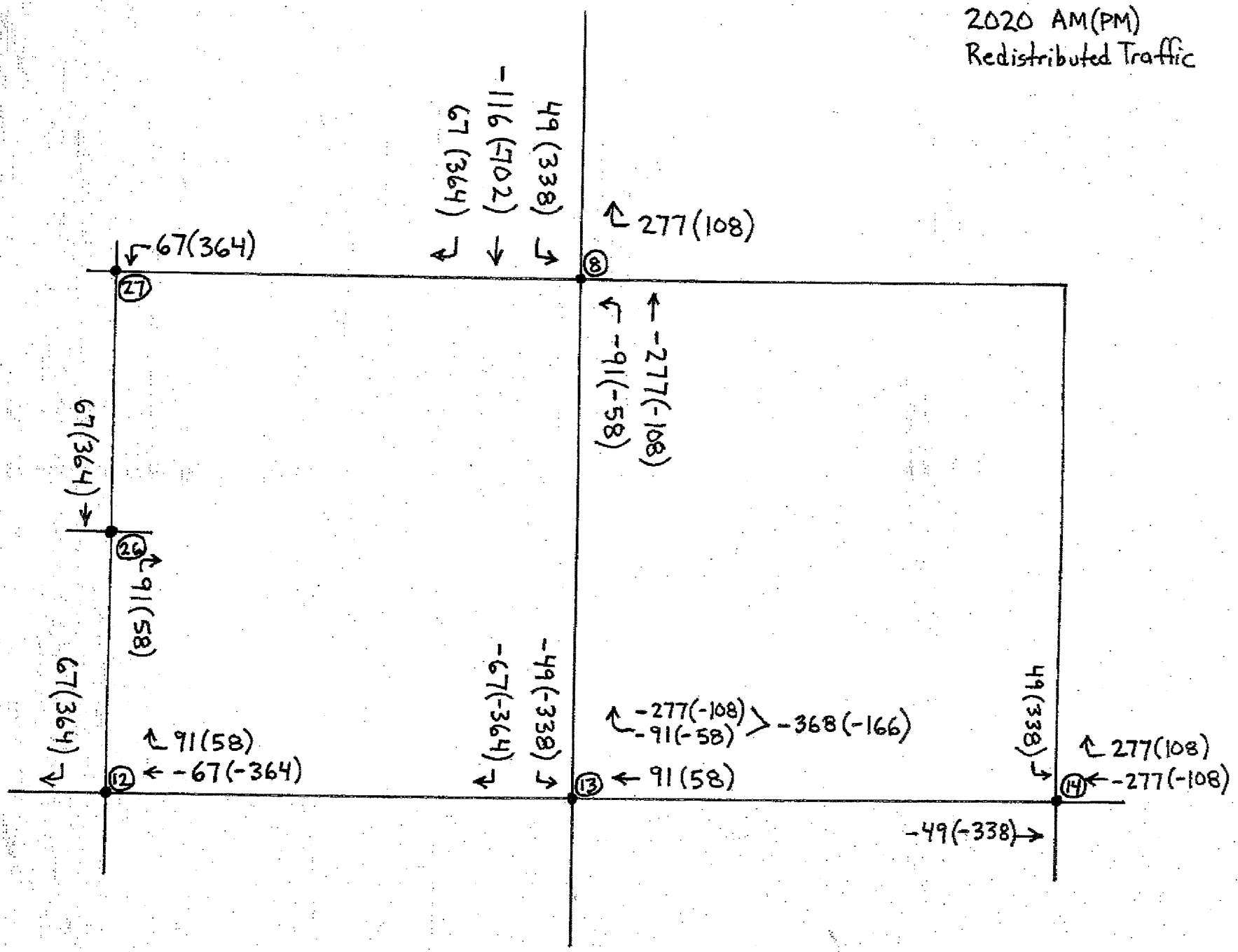
APPENDIX D

INTERSECTION MODIFICATIONS (RE-ROUTING)

Existing AM(PM)
Redistributed Traffic



2020 AM(PM)
Redistributed Traffic



VOLUME ADJUSTMENTS

Negative Assignment for Existing Office Space

APPENDIX E

TRANSIT SCHEDULES

Transit Route Summary

Route #	Route Name	Description	Frequency
121	Walnut Creek BART Solano Ramon Valley Dublin/Pleasanton BART	Runs north and south on the same route between Walnut Creek and Dublin along I-680 on California Blvd, Danville Blvd, San Ramon Valley Blvd, Camino Ramon, Bollinger Canyon Rd, and Village Pkwy.	Weekday: up to 40 min Sat & Sun: up to 90 min
135	San Ramon Transit Center Dublin BART	Runs north and south on the same route between San Ramon and Dublin primarily on Bollinger Canyon Rd which becomes Dougherty Rd in the south.	Limited Weekday 20 to 45 min
221	Limited Service San Ramon Area	Runs north and south on the same route between Danville and Dublin. This route has a lot of east/west movement. The route runs on Stone Valley Rd, Green Valley Rd, Diablo Rd, Railroad Ave, Sycamore Valley Rd, Camino Tassajara Rd, Crow Canyon Rd, Alcosta Blvd, Broadmoor Dr, Old Ranch Rd Dougherty Rd, and Dublin Blvd.	Limited Weekday About 2 AM trips and 3 PM trips, in the project area vicinity
920 AM	Ace Express Bus Mitchell Drive Park & Ride Danville Park & Ride San Ramon Transit Center	Runs from Mitchell Dr Park & Ride to the Pleasanton Train Station. In the AM period, a trip is made from Mitchell Dr Park & Ride to Pleasanton Train Station and a trip is made from Pleasanton Train Station to North but stops in San Ramon. The northbound trip makes more stops in San Ramon than the southbound trip	Limited Weekday NB: 2 AM trips and 3 PM trips SB: 3 AM trips and 3 PM trips
920 PM		Like the AM period, the PM period has complete trip to the south and an incomplete trip to the north ending in San Ramon. Again, the northbound trip has more stops in San Ramon.	
960B	Mitchell Drive Park & Ride Bollinger Canyon Road Bishop Ranch	Runs from Mitchell Dr Park & Ride south through areas of San Ramon making a loop. The route runs on I-680 and makes the loop using Camino Ramon, Executive Pkwy, Norris Canyon Rd, Bishop Dr, and Sunset Dr.	Limited Weekday 15 to 30 min
960C	Mitchell Drive Park & Ride Crow Canyon Road Bishop Ranch	Similar to 960B this route begins at Mitchell Dr Park & Ride and runs through areas of San Ramon. This route loops through San Ramon using Crow Canyon Rd, Fostoria Way, Comino Ramon, Executive Pkwy, Norris Canyon Rd, Bishop Dr, and Sunset Dr.	Limited Weekday 30 to 60 min
970B	Dublin/Pleasanton BART Bollinger Canyon Road Bishop Ranch	Makes a loop through San Ramon from Dublin/Pleasanton BART. It loops using Camino Ramon Executive Pkwy, Norris Canyon Rd, Bishop Dr, and Sunset Dr.	Limited Weekday 30 to 70 min
970C	Dublin Pleasanton BART Crow Canyon Road Bishop Ranch	Similar to 970B, but goes further north traveling all the way to Fostoria Way and returns to the Dublin Pleasanton BART station via I-680.	Limited Weekday 3 AM trips and 5 PM trips

Route 121 Schedule
(Updated 11 Mar 07)

Weekday Southbound

Leave Walnut Creek BART	S. Main/ Creekside	Danville/ Alamo Plaza	San Ramon Valley/ Railroad	Danville Park 'n Ride	Camino Ramon/ Greenbrook	San Ramon Valley/ Fostoria	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	Bolinger Canyon/ Talavera	Broadmoor/ Pine Valley	Fircrest/ Craydon	Village Pkwy/ Elmwood	Arrive Dublin/ Pleasanton BART
5:25	5:30	5:36	5:45	5:50	5:53	5:57	6:03	6:06	6:21			6:31	6:46
6:06	6:11	6:17	6:26	6:31	6:34	6:38	6:44	6:47	7:02	7:10		7:16	7:31
6:40	6:50	6:56	7:05	7:10	7:13	7:17	7:23	7:26	7:41	7:49		7:55	8:10
7:20	7:30	7:42	7:51	7:56	7:59	8:03	8:09	8:12	8:27			8:37	8:52
8:00	8:10	8:22	8:31	8:36	8:39	8:43	8:49	8:52	9:07			9:17	9:32
8:40	8:50	8:56	9:05	9:10	9:13	9:17	9:23	9:26	9:41		9:53	9:55	10:10
9:20	9:30	9:36	9:45	9:50	9:53	9:57	10:03	10:06	10:21			10:31	10:46
10:00	10:10	10:16	10:25	10:30	10:33	10:37	10:43	10:46	11:01			11:11	11:26
10:40	10:50	10:56	11:05	11:10	11:13	11:17	11:23	11:26	11:41		11:53	11:55	12:10
11:20	11:30	11:36	11:45	11:50	11:53	11:57	12:03	12:06	12:21			12:31	12:46
12:00	12:10	12:16	12:25	12:30	12:33	12:37	12:43	12:46	1:01			1:11	1:26
12:48	12:58	1:04	1:13	1:18	1:21	1:25	1:31	1:34	1:49		2:01	2:03	2:18
								2:05	2:20	2:30		2:34	2:49
1:25	1:35	1:41	1:50	1:55	1:58	2:02	2:08	2:11	2:26			2:36	2:51
2:10	2:20	2:26	2:35	2:40	2:43	2:47	2:53	2:56	3:11			3:21	3:36
								2:55	3:10	3:20		3:24	3:39
2:40	2:50	2:56	3:05	3:10	3:13	3:17	3:23	3:26	3:41			3:51	4:06
		3:11S	3:30S		3:40S	3:45S	4:00S						
3:20	3:30	3:36	3:45	3:50	3:53	3:57	4:03	4:06	4:21			4:31	4:46
4:26	4:36	4:42	4:51	4:56	4:59	5:03	5:09	5:12	5:27			5:37	5:52
4:45	4:55	5:01	5:10	5:15	5:18	5:22	5:28	5:31	5:46		5:58	6:00	6:15
5:20	5:30	5:36	5:45	5:50	5:53	5:57	6:03	6:06	6:21			6:31	6:46
6:07	6:17	6:23	6:32	6:37	6:40	6:44	6:50	6:53	7:08			7:18	7:33
6:40	6:50	6:56	7:05	7:10	7:13	7:17	7:23	7:26	7:41			7:51	8:06
7:35	7:45	7:51	8:00	8:05	8:08	8:12	8:18	8:21	8:36			8:46	9:01
8:05	8:15	8:21	8:30	8:35	8:38	8:42	8:48	8:51	9:06			9:16	9:31
8:40	8:50	8:56	9:05	9:10	9:13	9:17	9:23	9:26	9:41			9:51	10:06

Route 121 Schedule (continued)

Weekday Northbound

Leave Dublin/ Pleasanton BART	Fircrest/ Craydon	Alcosta/ Davona	Pine Valley/ Broadmoor	Bolinger Canyon/ Talavera	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	San Ramon Valley/ Fostoria	Camino Ramon/ Greenbrook	Danville Park 'n Ride	Railroad/ San Ramon Valley	Danville/ Alamo Plaza	S. Main/ Creekside	Arrive Walnut Creek BART
5:10		5:19		5:28	5:43	5:46	5:50	5:53	5:56	6:01	6:08	6:15	6:30
5:42		5:51		6:00	6:15	6:18	6:22	6:25	6:28	6:33	6:40	6:47	7:02
6:22		6:32		6:42	6:57	7:00	7:04	7:07	7:10	7:15	7:22	7:29	7:44
7:02		7:12		7:22	7:37	7:40	7:44	7:47	7:50	7:55	8:02	8:09	8:24
7:40		7:50		8:00	8:15	8:18	8:22	8:25	8:28	8:33	8:40	8:47	9:02
8:22		8:32		8:42	8:57	9:00	9:04	9:07	9:10	9:15	9:22	9:29	9:44
9:02		9:12		9:22	9:37	9:40	9:44	9:47	9:50	9:55	10:02	10:09	10:24
9:42	9:54	9:56		10:06	10:21	10:24	10:28	10:31	10:34	10:39	10:46	10:53	11:08
10:22		10:32		10:42	10:57	11:00	11:04	11:07	11:10	11:15	11:22	11:29	11:44
11:02		11:12		11:22	11:37	11:40	11:44	11:47	11:50	11:55	**12:02**	**12:09**	**12:24**
11:42	11:54	11:56		**12:06**	**12:21**	**12:24**	**12:28**	**12:31**	**12:34**	**12:39**	**12:46**	**12:53**	**1:08**
12:22		**12:32**		**12:42**	**12:57**	**1:00**	**1:04**	**1:07**	**1:10**	**1:15**	**1:22**	**1:29**	**1:44**
1:02		**1:12**		**1:22**	**1:37**	**1:40**	**1:44**	**1:47**	**1:50**	**1:55**	**2:02**	**2:09**	**2:24**
1:42	**1:54**	**1:56**		**2:06**	**2:21**	**2:24**	**2:28**	**2:31**	**2:34**	**2:39**	**2:46**	**2:53**	**3:08**
2:42		**2:59**	**3:06**	**3:21**	**3:39**	**3:39**	**3:45**	**3:48**	**3:52**	**4:00**	**4:09**	**4:14**	**4:35**
3:07		**3:17**	**3:25**	**3:35**	**3:50**	**3:53**	**3:57**	**4:00**	**4:03**	**4:08**	**4:15**	**4:22**	**4:37**
3:42		**3:52**		**4:02**	**4:17**	**4:20**	**4:24**	**4:27**	**4:30**	**4:35**	**4:42**	**4:49**	**5:04**
4:22		**4:32**		**4:42**	**4:57**	**5:00**	**5:04**	**5:07**	**5:10**	**5:15**	**5:22**	**5:29**	**5:54**
5:02		**5:12**		**5:22**	**5:37**	**5:40**	**5:44**	**5:47**	**5:50**	**5:55**	**6:02**	**6:09**	**6:24**
6:00		**6:10**		**6:20**	**6:35**	**6:38**	**6:42**	**6:45**	**6:48**	**6:53**	**7:00**	**7:07**	**7:22**
6:28	**6:40**	**6:42**		**6:52**	**7:07**	**7:10**	**7:14**	**7:17**	**7:20**	**7:25**	**7:32**	**7:39**	**7:54**
7:02		**7:12**		**7:22**	**7:37**	**7:40**	**7:44**	**7:47**	**7:50**	**7:55**	**8:02**	**8:09**	**8:24**
7:42		**7:51**		**8:00**	**8:15**	**8:18**	**8:22**	**8:25**	**8:28**	**8:33**	**8:40**	**8:47**	**9:02**
8:10		**8:19**		**8:28**	**8:43**	**8:46**	**8:50**	**8:53**	**8:56**	**9:01**	**9:08**	**9:15**	**9:30**
9:05		**9:14**		**9:23**	**9:38**	**9:41**	**9:45**	**9:48**	**9:51**	**9:56**	**10:03**	**10:10**	**10:25**
9:35		**9:44**		**9:53**	**10:08**	**10:11**	**10:15**	**10:18**	**10:21**	**10:26**	**10:33**	**10:40**	**10:55**
10:16		**10:25**		**10:34**	**10:49**	**10:52**	**10:56**	**10:59**	**11:02**	**11:07**	**11:14**	**11:21**	**11:36**

Route 121 Schedule (continued)

Saturday Southbound

Leave Walnut Creek	S. Main/ Creekside	Danville Alamo Plaza	San Ramon Valley/ Railroad	Danville Park 'n Ride	Camino Ramon/ Greenbrook	San Ramon Valley/ Fostoria	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	Bllinger Canyon/ Talavera	Fircrest Craydon	Village/ Elmwood	Arrive Dublin/ Pleasanton BART
7:40	7:50	7:56	8:05	8:10	8:13	8:17	8:23	8:26	8:41		8:51	9:06
8:40	8:50	8:56	9:05	9:10	9:13	9:17	9:23	9:26	9:41	9:53	9:55	10:10
9:40	9:50	9:56	10:05	10:10	10:13	10:17	10:23	10:26	10:41		10:51	11:06
11:00	11:10	11:16	11:25	11:30	11:33	11:37	11:43	11:46	**12:01**	**12:13**	**12:15**	**12:30**
12:10	**12:20**	**12:26**	**12:35**	**12:40**	**12:43**	**12:47**	**12:53**	**12:56**	**1:11**		**1:21**	**1:36**
1:20	**1:30**	**1:36**	**1:45**	**1:50**	**1:53**	**1:57**	**2:03**	**2:06**	**2:21**	**2:33**	**2:35**	**2:50**
2:30	**2:40**	**2:46**	**2:55**	**3:00**	**3:03**	**3:07**	**3:13**	**3:16**	**3:31**		**3:41**	**3:56**
3:40	**3:50**	**3:56**	**4:05**	**4:10**	**4:13**	**4:17**	**4:23**	**4:26**	**4:41**	**4:53**	**4:55**	**5:10**
4:45	**4:55**	**5:01**	**5:10**	**5:15**	**5:18**	**5:22**	**5:28**	**5:31**	**5:46**		**5:56**	**6:11**
6:00	**6:10**	**6:16**	**6:25**	**6:30**	**6:33**	**6:37**	**6:43**	**6:46**	**7:01**	**7:13**	**7:15**	**7:30**
7:00	**7:10**	**7:16**	**7:25**	**7:30**	**7:33**	**7:37**	**7:43**	**7:46**	**8:01**		**8:11**	**8:26**
8:00	**8:10**	**8:16**	**8:25**	**8:30**	**8:33**	**8:37**	**8:43**	**8:46**	**9:01**	**9:13**	**9:15**	**9:30**

Route 121 Schedule (continued)

Saturday Northbound

Leave Dublin/ Pleasanton BART	Fircrest/ Craydon	Alcosta Davona	Bollinger Canyon/ Talavera	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	San Ramon Valley/ Fostoria	Camino Ramon/ Greenbrook	Danville Park 'n Ride	Railroad/ San Ramon Valley	Danville Alamo Plaza	S. Main/ Creekside	Arrive Walnut Creek BART
7:00		7:10	7:20	7:35	7:38	7:42	7:45	7:48	7:53	8:00	8:07	8:22
8:00	8:12	8:14	8:24	8:39	8:42	8:46	8:49	8:52	8:57	9:04	9:11	9:26
9:20		9:30	9:40	9:55	9:58	10:02	10:05	10:08	10:13	10:20	10:27	10:42
10:20	10:32	10:34	10:44	10:59	11:02	11:06	11:09	11:12	11:17	11:24	11:31	11:46
11:20		11:30	11:40	11:55	11:58	**12:02**	**12:05**	**12:08**	**12:13**	**12:20**	**12:27**	**12:42**
12:40	**12:52**	**12:54**	**1:04**	**1:19**	**1:22**	**1:26**	**1:29**	**1:32**	**1:37**	**1:44**	**1:51**	**2:06**
1:50		**2:00**	**2:10**	**2:25**	**2:28**	**2:32**	**2:35**	**2:38**	**2:43**	**2:50**	**2:57**	**3:12**
3:00	**3:12**	**3:14**	**3:24**	**3:39**	**3:42**	**3:46**	**3:49**	**3:52**	**3:57**	**4:04**	**4:11**	**4:26**
4:20		**4:30**	**4:40**	**4:55**	**4:58**	**5:02**	**5:05**	**5:08**	**5:13**	**5:20**	**5:27**	**5:42**
5:20	**5:32**	**5:34**	**5:44**	**5:59**	**6:02**	**6:06**	**6:09**	**6:12**	**6:17**	**6:24**	**6:31**	**6:46**
6:20		**6:30**	**6:40**	**6:55**	**6:58**	**7:02**	**7:05**	**7:08**	**7:13**	**7:20**	**7:27**	**7:42**
7:40	**7:52**	**7:54**	**8:04**	**8:19**	**8:22**	**8:26**	**8:29**	**8:32**	**8:37**	**8:44**	**8:51**	**9:06**
8:40		**8:50**	**9:00**	**9:15**	**9:18**	**9:22**	**9:25**	**9:28**	**9:33**	**9:40**	**9:47**	**10:02**

Route 121 Schedule (continued)

Sunday Southbound

Leave Walnut Creek BART	S. Main/ Creekside	Danville Alamo Plaza	San Ramon Valley/ Railroad	Danville Park 'n Ride	Camino Ramon/ Greenbrook	San Ramon Valley/ Fostoria	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	Bollinger Canyon/ Talvera	Fircrest Craydon	Village/ Elmwood	Arrive Dublin/ Pleasanton BART
8:45	8:55	9:01	9:10	9:15	9:18	9:22	9:28	9:31	9:46	9:58	10:00	10:15
9:40	9:50	9:56	10:05	10:10	10:13	10:17	10:23	10:26	10:41		10:51	11:06
11:00	11:10	11:16	11:25	11:30	11:33	11:37	11:43	11:46	12:01	12:13	12:15	12:30
12:21	12:31	12:37	12:46	12:51	12:54	12:58	1:04	1:07	1:22		1:32	1:47
1:20	1:30	1:36	1:45	1:50	1:53	1:57	2:03	2:06	2:21	2:33	2:35	2:50
2:40	2:50	2:56	3:05	3:10	3:13	3:17	3:23	3:26	3:41		3:51	4:06
3:40	3:50	3:56	4:05	4:10	4:13	4:17	4:23	4:26	4:41	4:53	4:55	5:10
4:40	4:50	4:56	5:05	5:10	5:13	5:17	5:23	5:26	5:41		5:51	6:06

Sunday Northbound

Leave Dublin/ Pleasanton BART	Fircrest/ Craycord	Alcosta Davona	Bollinger Canyon Talavera	Arrive San Ramon Transit Center	Leave San Ramon Transit Center	San Ramon Valley/ Fostoria	Camino Ramon/ Greenbrook	Danville Park 'n Ride	Railroad/ San Ramon Valley	Danville Alamo Plaza	S. Main/ Creekside	Arrive Walnut Creek BART
9:20		9:30	9:40	9:55	9:58	10:02	10:05	10:08	10:13	10:20	10:27	10:42
10:25	10:37	10:39	10:49	11:04	11:07	11:11	11:14	11:17	11:22	11:29	11:36	11:51
11:20		11:30	11:40	11:55	11:58	12:02	12:05	12:08	12:13	12:20	12:27	12:42
12:40	12:52	12:54	1:04	1:19	1:22	1:26	1:29	1:32	1:37	1:44	1:51	2:06
2:00		2:10	2:20	2:35	2:38	2:42	2:45	2:48	2:53	3:00	3:07	3:22
3:00	3:12	3:14	3:24	3:39	3:42	3:46	3:49	3:52	3:57	4:04	4:11	4:26
4:20		4:30	4:40	4:55	4:58	5:02	5:05	5:08	5:13	5:20	5:27	5:42
5:20	5:32	5:34	5:44	5:59	6:02	6:06	6:09	6:12	6:17	6:24	6:31	6:46

Route 135 Weekday Schedule

Leave San Ramon Transit Center	Bollinger Canyon/ Alcosta Blvd	Bollinger Canyon/ Windemere	Arrive Dublin/ Pleasanton BART	To Milbrae BART	From Milbrae BART	Leave Dublin/ Pleasanton BART	Bollinger Canyon/ Windemer	Bollinger Canyon/ Alcosta	Arrive San Ramon Transit Center
6:05	6:08	6:20	6:35	6:44	6:37	6:45	6:57	7:05	7:15
6:25	6:28	6:40	6:55	6:59					
6:45	6:48	7:00	7:15	7:29					
7:05	7:08	7:20	7:35	7:44	7:37	7:40	7:52	8:00	8:10
7:35	7:38	7:50	8:05	8:14	8:07	8:10	8:22	8:30	8:40
7:55	7:58	8:10	8:25	8:26	8:22	8:30	8:42	8:50	9:00
8:20	8:23	8:35	8:50	8:59	8:52	9:00	9:12	9:20	9:30
9:05	9:08	9:20	9:35	9:44	9:37	9:45	9:57	10:05	10:15
9:50	9:53	10:05	10:20	10:29	10:22	10:30	10:42	10:50	11:00
10:40	10:43	10:55	11:10	11:14	11:07	11:15	11:27	11:35	11:45
11:20	11:23	11:35	11:50	11:59	11:52	**12:00**	**12:12**	**12:20**	**12:30**
12:05	**12:08**	**12:20**	**12:35**	**12:44**	**12:37**	**12:45**	**12:57**	**1:05**	**1:15**
12:50	**12:53**	**1:05**	**1:20**	**1:29**	**1:22**	**1:30**	**1:42**	**1:50**	**2:00**
1:35	**1:38**	**1:50**	**2:05**	**2:14**	**2:07**	**2:15**	**2:27**	**2:35**	**2:45**
2:20	**2:23**	**2:35**	**2:50**	**2:59**	**2:52**	**3:00**	**3:12**	**3:20**	**3:30**
					3:07	**3:20**	**3:32**	**3:40**	**3:50**
3:05	**3:08**	**3:20**	**3:35**	**3:44**	**3:37**	**3:45**	**3:57**	**4:05**	**4:15**
					4:22	**4:30**	**4:42**	**4:50**	**5:00**
4:05	**4:08**	**4:20**	**4:35**	**4:44**	**4:37**	**4:45**	**4:57**	**5:05**	**5:15**
4:35	**4:38**	**4:50**	**5:05**	**5:14**	**5:08**	**5:15**	**5:27**	**5:35**	**5:45**
					5:23	**5:35**	**5:47**	**5:55**	**6:05**
5:20	**5:23**	**5:35**	**5:50**	**5:59**	**5:53**	**6:00**	**6:12**	**6:20**	**6:30**
6:05	**6:08**	**6:20**	**6:35**	**6:44**	**6:38**	**6:45**	**6:57**	**7:05**	**7:15**
6:50	**6:53**	**7:05**	**7:20**	**7:24**	**7:22**	**7:30**	**7:42**	**7:50**	**8:00**

Route 221 Limited Service
(Updated 26 Mar 06)

Leave Danville/ Alamo Plaza	Stone Valley Green Valley	San Ramon Valley Railroad	Sycamore Valley Camino Tassajara	Camino Tassajara Crow Canyon	Crow Canyon Rd San Ramon Valley	Annabel Ln	San Ramon Transit Center	Alcosta Bollinger Canyon	Broadmoor Newport	Broadmoor Pine Valley	Belle Meade Alcosta	Arrive Pleasanton/ Dublin BART
6:45	6:56	7:07	7:12	7:18	7:28	7:31		7:38	7:45	7:49	7:51	
7:15	7:23	7:34	7:39	7:45	7:55	8:00	8:05					
							1:35	**1:45**	**1:55**	**2:00**		**2:25**
							2:55	**3:05**	**3:15**	**3:20**		**3:45**
3:10	**3:25**	**3:40**	**3:46**	**3:54**	**4:04**	**4:14**						

Pine Valley Broadmoor	Broadmoor Dr Newport	Alcosta Bollinger Canyon	San Ramon Transit Center	Annabel Ln	Crow Canyon San Ramon Valley	Camino Tassajara Crow Canyon	Sycamore Valley Camino Tassajara	San Ramon Valley Railroad	Stone Valley Green Valley	Danville Blvd Alamo Plaza
				6:30	6:32	6:42	6:48	6:53	7:04	7:15
2:59	**3:03**	**3:10**		**3:14**	**3:16**	**3:26**	**3:32**	**3:37**	**3:47**	**3:55**

Route 920 Schedule

Southbound

Leave Mitchell Park 'n Ride	Danville Park 'n Ride	Crow Canyon/ Crow Canyon Pl	Bishop Ranch 15	San Ramon Transit Center	ATT	Chevron	Arrive Pleasanton Train Station
5:54	6:14			6:21			6:40
6:50	7:12			7:20			7:45
		3:39	**3:43**	**3:47**	**3:50**	**3:56**	**4:13**
		4:39	**4:43**	**4:47**	**4:50**	**4:56**	**5:13**
		5:39	**5:43**	**5:47**	**5:50**	**5:56**	**6:13**

Northbound

Leave Pleasanton Train Station	Chevron	ATT	San Ramon Transit Center	Bishop Ranch 15	Crow Canyon/ Crow Canyon Pl	Danville Park 'n Ride	Arrive Mitchell Park 'n Ride
6:56	7:11	7:18	7:21	7:22	7:25		
6:56	7:11	7:18	7:21	7:22	7:25		
8:01	8:16	8:23	8:26	8:27	8:30		
4:32	**4:42**		**4:47**			**4:58**	**5:18**
5:32	**5:42**		**5:47**			**5:58**	**6:18**
6:32	**6:42**		**6:47**			**6:58**	**7:18**

Route 960B Schedule
(Updated 11 Mar 07)

Leave Mitchell Park 'n Ride	Wiget/ Ygnacio	Arrive Walnut Creek BART	Leave Walnut Creek BART	San Ramon Valley/ Sycamore Valley	Danville Park 'n Ride	Arrive Chevron
5:15	5:17	5:27	5:35			5:55
5:45	5:47	5:57	6:08			6:28
			6:38			6:58
6:50	6:52	7:02	7:08			7:28
7:03	7:05	7:15	7:23			7:43
			7:38			7:58
7:45	7:47	7:57	8:08			8:28
			9:08			9:23
			12:10			**12:25**
			3:08			**3:23**
			4:01	**4:20**	**4:22**	**4:38**
			4:30	**4:49**	**4:51**	**5:07**
6:07		**6:19**	**6:20**	**6:39**	**6:41**	**6:57**

Route 960B Schedule (continued)

Leave Chevron	Bishop Ranch 1	Bishop Ranch 3	Bishop Ranch 6	San Ramon Transit Center	Bishop Ranch 15	Annabel/ Bishop Ranch 12	Bishop Ranch 8	Bishop/ Marriot	Arrive Sunset/ Bishop Ranch 2	Leave Sunset/ Bishop Ranch 2	Danville Park 'n Ride	San Ramon Valley/ Sycamore Valley	Arrive Walnut Creek BART	Leave Walnut Creek BART	Wiget/ Ygnacio	Arrive Mitchell Park 'n Ride
5:55	5:57	5:59	6:01	6:03	6:05	6:09	6:11	6:12	6:14	6:14			6:42			
6:28	6:30	6:32	6:34	6:36	6:38	6:42	6:44	6:45	6:47	6:50			7:18	7:20		7:32
6:58	7:00	7:02	7:04	7:06	7:08	7:12	7:14	7:15	7:17	7:18	7:28	7:30	7:54			
7:28	7:30	7:32	7:34	7:36	7:38	7:42	7:44	7:45	7:47	7:50	8:00	8:02	8:26			
7:43	7:45	7:47	7:49	7:51	7:53	7:57	7:59	8:00	8:02							
7:58	8:00	8:02	8:04	8:06	8:08	8:12	8:14	8:15	8:17							
8:28	8:30	8:32	8:34	8:36	8:38	8:42	8:44	8:45	8:47	8:50	9:00	9:02	9:26			
9:23	9:25	9:27	9:29	9:31	9:33	9:37	9:39	9:40	9:42	9:42			9:57			
12:25	**12:27**	**12:29**	**12:31**	**12:33**	**12:35**	**12:39**	**12:41**	**12:42**	**12:44**	**12:44**			**12:59**			
2:45	**2:47**	**2:49**	**2:51**	**2:53**	**2:55**	**2:59**	**3:01**	**3:02**	**3:04**	**3:04**		**3:14**	**3:40**			
3:23	**3:25**	**3:27**	**3:29**	**3:31**	**3:33**	**3:37**	**3:39**	**3:40**	**3:42**	**3:42**			**3:57**			
3:40	**3:42**	**3:44**	**3:46**	**3:48**	**3:50**	**3:54**	**3:56**	**3:57**	**3:59**	**3:59**			**4:27**	**4:30**	**4:40**	**4:42**
4:02	**4:04**	**4:06**	**4:08**	**4:10**	**4:12**	**4:16**	**4:18**	**4:19**	**4:21**	**4:21**		**4:31**	**4:57**			
4:40	**4:42**	**4:44**	**4:46**	**4:48**	**4:50**	**4:54**	**4:56**	**4:57**	**4:59**	**4:59**			**5:27**	**5:33**	**5:43**	**5:45**
5:07	**5:09**	**5:11**	**5:13**	**5:15**	**5:17**	**5:21**	**5:23**	**5:24**	**5:26**	**5:29**			**5:57**	**5:58**	**6:08**	**6:10**
5:38	**5:40**	**5:42**	**5:44**	**5:46**	**5:48**	**5:52**	**5:54**	**5:55**	**5:57**	**5:58**			**6:26**			
6:17	**6:19**	**6:21**	**6:23**	**6:25**	**6:27**	**6:31**	**6:33**	**6:34**	**6:36**	**6:36**			**7:04**			
6:57	**6:59**	**7:01**	**7:03**	**7:05**	**7:07**	**7:11**	**7:13**	**7:14**	**7:16**	**7:20**			**7:48**			

Route 960C Schedule
(Updated 11 Mar 07)

Leave Mitchell Park 'n Ride	Wiget/ Ygnacio	Arrive Walnut Creek BART	Leave Walnut Creek BART	San Ramon Valley/ Sycamore Valley	Danville Park 'n Ride	Arrive Crow Canyon Pl/ Crow Canyon Rd
6:00	6:02	6:12	6:22			6:42
6:33	6:35	6:45	6:52			7:12
			7:13	7:32		7:43
			7:30			7:50
			7:50	8:09		8:20
8:13	8:15	8:25	8:25			8:45
			9:40			10:00
			4:50	**5:09**	**5:11**	**5:27**
6:25		**6:37**	**6:37**	**6:54**	**6:56**	**7:02**

Route 960C Schedule (continued)

Leave Crow Canyon Pl/ Crow Canyon Rd	Bishop Ranch 6	San Ramon Transit Center	Bishop Ranch 15	Annabel/Bishop Ranch 12	Bishop/Sunset/Chevron Bishop Ranch 8	Marriott	Bishop		Bishop Ranch 1	Arrive Bishop Ranch 3	Leave Bishop Ranch 3	Danville Park 'n Ride	San Ramon Valley/ Sycamore Valley	Arrive Walnut Creek BART	Leave Walnut Creek BART	Wiget/ Ygnacio	Arrive Mitchell Park 'n Ride
												6:30	6:32	6:50			
6:42	6:45	6:48	6:50	6:54	6:56	6:57	6:59	7:00	7:02	7:10	7:10			7:38			
7:12	7:15	7:18	7:20	7:24	7:26	7:27	7:29	7:30	7:32	7:40	7:40	7:50	7:52	8:16			
7:43	7:46	7:49	7:51	7:55	7:57	7:58	8:00	8:01	8:03	8:11	8:11	8:21	8:23	8:47			
7:50	7:53	7:56	7:58	8:02	8:04	8:05	8:07	8:08	8:10	8:18							
8:20	8:23	8:26	8:28	8:32	8:34	8:35	8:37	8:38	8:40	8:48							
8:45	8:48	8:51	8:53	8:57	8:59	9:00	9:02	9:03	9:05	9:13							
10:00	10:03	10:06	10:08	10:12	10:14	10:15	10:17	10:18	10:20	10:28	10:28			10:56			
3:27	**3:30**	**3:33**	**3:35**	**3:39**	**3:41**	**3:42**	**3:44**	**3:45**	**3:47**	**3:55**	**3:55**			**4:23**			
3:54	**3:57**	**4:00**	**4:02**	**4:06**	**4:08**	**4:09**	**4:11**	**4:12**	**4:14**	**4:22**	**4:22**		**4:32**	**4:58**	**4:58**	**5:08**	**5:10**
4:22	**4:25**	**4:28**	**4:30**	**4:34**	**4:36**	**4:37**	**4:39**	**4:40**	**4:42**	**4:50**	**4:50**			**5:18**			
4:57	**5:00**	**5:03**	**5:05**	**5:09**	**5:11**	**5:12**	**5:14**	**5:15**	**5:17**	**5:25**	**5:25**			**5:53**			
5:27	**5:30**	**5:33**	**5:35**	**5:39**	**5:41**	**5:42**	**5:44**	**5:45**	**5:47**	**5:55**	**5:55**			**6:23**	**6:23**	**6:33**	**6:35**
6:17	**6:20**	**6:23**	**6:25**	**6:29**	**6:31**	**6:32**	**6:34**	**6:35**	**6:37**	**6:45**	**6:45**			**7:13**			
7:02	**7:05**	**7:08**	**7:10**	**7:13**	**7:15**	**7:16**	**7:17**	**7:18**	**7:19**	**7:22**	**7:22**			**7:50**			

Route 970B Schedule
(Updated 17 Dec 06)

Leave Dublin/ Pleasanton BART	Arrive Chevron	Leave Chevron	Bishop Ranch 1	Bishop Ranch 3	Bishop Ranch 6	San Ramon Transit Center	Bishop Ranch 15	Annabel Ln	Bishop Ranch 8	Bishop Dr/ Marriott	Arrive Sunset/ Bishop Dr	Leave Sunset/ Bishop Dr	Arrive Dublin/ Pleasanton BART
6:35	6:50	6:50	6:52	6:54	6:56	6:58	7:00	7:04	7:06	7:07	7:09	7:10	7:35
7:05	7:20	7:20	7:22	7:24	7:26	7:28	7:30	7:34	7:36	7:37	7:39		
7:30	7:45	7:45	7:47	7:49	7:51	7:53	7:55	7:59	8:01	8:02	8:04		
8:00	8:15	8:15	8:17	8:19	8:21	8:23	8:25	8:29	8:31	8:32	8:34	8:35	9:00
8:30	8:45	8:45	8:47	8:49	8:51	8:53	8:55	8:59	9:01	9:02	9:04		
9:15	9:30	9:30	9:32	9:34	9:36	9:38	9:40	9:44	9:46	9:47	9:49		
3:30	**3:45**	**3:45**	**3:47**	**3:49**	**3:51**	**3:53**	**3:55**	**3:59**	**4:01**	**4:02**	**4:04**	**4:05**	**4:34**
		4:00	**4:02**	**4:04**	**4:06**	**4:08**	**4:10**	**4:14**	**4:16**	**4:17**	**4:19**	**4:20**	**4:49**
4:15	**4:30**	**4:30**	**4:32**	**4:34**	**4:36**	**4:38**	**4:40**	**4:44**	**4:46**	**4:47**	**4:49**	**4:50**	**5:19**
4:45	**5:00**	**5:00**	**5:02**	**5:04**	**5:06**	**5:08**	**5:10**	**5:14**	**5:16**	**5:17**	**5:19**	**5:20**	**5:49**
5:55	**6:10**	**6:10**	**6:12**	**6:14**	**6:16**	**6:18**	**6:20**	**6:24**	**6:26**	**6:27**	**6:29**	**6:30**	**6:55**

Route 970C Schedule
(Updated 17 Dec 06)

From Millbrae	Leave Dublin/ Pleasanton BART	Crow Canyon Pl/ Crow Canyon Rd	Bishop Ranch 6	San Ramon Transit Center	Bishop Ranch 15	Annabel Ln/ Bishop Ranch 12	Bishop Ranch 8	Bishop/ Marriott	Sunset/Chevron Bishop Ranch 2		Bishop Ranch 1	Arrive Bishop Ranch 3	Leave Bishop Ranch 3	Arrive Dublin/ Pleasanton BART	To Millbrae
6:37	6:44	6:59	7:02	7:05	7:07	7:11	7:13	7:14	7:16	7:19	7:20	7:22	7:23	7:53	7:59
7:07	7:14	7:29	7:32	7:35	7:37	7:41	7:43	7:44	7:46	7:49	7:50	7:52	7:53	8:23	8:29
7:37	7:43	7:58	8:01	8:04	8:06	8:10	8:12	8:13	8:15	8:18	8:19	8:21	8:22	8:52	8:59
		3:16	**3:19**	**3:22**	**3:24**	**3:28**	**3:30**	**3:31**	**3:33**	**3:36**	**3:37**	**3:39**	**3:40**	**4:10**	**4:14**
		3:46	**3:49**	**3:52**	**3:54**	**3:58**	**4:00**	**4:01**	**4:03**	**4:06**	**4:07**	**4:09**	**4:10**	**4:40**	**4:41**
		4:16	**4:19**	**4:22**	**4:24**	**4:28**	**4:30**	**4:31**	**4:33**	**4:36**	**4:37**	**4:39**	**4:40**	**5:10**	**5:14**
4:22	**4:36**	**4:51**	**4:54**	**4:57**	**4:59**	**5:03**	**5:05**	**5:06**	**5:08**	**5:11**	**5:12**	**5:14**	**5:15**	**5:45**	**5:59**
5:23	**5:33**	**5:48**	**5:51**	**5:54**	**5:56**	**6:00**	**6:02**	**6:03**	**6:05**	**6:08**	**6:09**	**6:11**	**6:12**	**6:42**	**6:44**

APPENDIX F

SIGNAL WARRANTS

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #28 Bollinger Canyon/Norris Canyon

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	99	297		66	121	402		11	12	293		164	69	67		87

Major Street Volume: 996
Minor Approach Volume: 469
Minor Approach Volume Threshold: 286

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #28 Bollinger Canyon/Norris Canyon

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	72	260		59	69	256		20	6	111		146	36	113		44

Major Street Volume: 736
Minor Approach Volume: 263
Minor Approach Volume Threshold: 390

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #28 Bollinger Canyon/Norris Canyon

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Lanes:	1	0	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	0	1!	0 0
Initial Vol:	122		360	82	150		467	14	14		346	198	83		80	105

Major Street Volume: 1194
Minor Approach Volume: 558
Minor Approach Volume Threshold: 224

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #28 Bollinger Canyon/Norris Canyon

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	89	289	73	85	303	25	7	129	177	44	126	53

Major Street Volume: 863
Minor Approach Volume: 313
Minor Approach Volume Threshold: 336

SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

APPENDIX G

TRAFFIX ANALYSIS

Existing Traffic Counts

Existing
Existing + Project
Existing + Project (Mitigation)
2020
2020 + Project
2020 + Project (Mitigation)

TRAFFIX ANALYSIS

Existing Traffic Counts

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	250		150	235		0	250		300
Storage Lanes	2		1	1		1	2		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			52			216			355			142
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
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		660			295			608			434	
Travel Time (s)		11.3			5.0			13.8			9.9	
Volume (vph)	171	975	124	492	1228	466	91	238	410	340	225	131
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)	186	1060	135	535	1335	507	99	259	446	370	245	142
Lane Group Flow (vph)	186	1060	135	535	1335	507	99	259	446	370	245	142
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phases	5	2	2	1	6	6	7	4	4	3	8	8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	32.0	32.0	15.0	28.0	28.0	15.0	32.0	32.0	15.0	32.0	32.0
Total Split (s)	25.0	59.0	59.0	49.0	83.0	83.0	19.0	54.0	54.0	38.0	73.0	73.0
Total Split (%)	12.5%	29.5%	29.5%	24.5%	41.5%	41.5%	9.5%	27.0%	27.0%	19.0%	36.5%	36.5%
Maximum Green (s)	20.0	54.0	54.0	44.0	78.0	78.0	14.0	49.0	49.0	33.0	68.0	68.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	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	None	Min	Min	None	Min	Min	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
Flash Dont Walk (s)		23.0	23.0		19.0	19.0		23.0	23.0		23.0	23.0
Pedestrian Calls (#/hr)		5	5		5	5		8	8		8	8
Act Effct Green (s)	12.9	32.1	32.1	23.8	42.9	42.9	20.3	17.9	17.9	18.6	20.0	20.0
Actuated g/C Ratio	0.12	0.29	0.29	0.21	0.39	0.39	0.18	0.16	0.16	0.17	0.18	0.18
v/c Ratio	0.46	0.72	0.27	0.72	0.68	0.68	0.16	0.45	0.81	0.64	0.38	0.35
Control Delay	57.0	40.5	24.7	49.8	30.8	21.9	43.0	48.0	24.0	53.1	51.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.0	40.5	24.7	49.8	30.8	22.0	43.0	48.0	24.0	53.1	51.0	12.1
LOS	E	D	C	D	C	C	D	D	C	D	D	B
Approach Delay		41.2			33.2			34.1			44.7	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		125	0		150	235		0	250		300
Storage Lanes	2		1	2		1	2		1	2		1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			45			231			343			207
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
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		660			295			608			434	
Travel Time (s)		11.3			5.0			13.8			9.9	
Volume (vph)	312	1090	117	466	1201	559	158	579	626	414	435	190
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)	339	1185	127	507	1305	608	172	629	680	450	473	207
Lane Group Flow (vph)	339	1185	127	507	1305	608	172	629	680	450	473	207
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2			6			4			8
Detector Phases	5	2	2	1	6	6	7	4	4	3	8	8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	32.0	32.0	15.0	28.0	28.0	15.0	32.0	32.0	15.0	32.0	32.0
Total Split (s)	45.0	65.0	65.0	45.0	65.0	65.0	35.0	55.0	55.0	35.0	55.0	55.0
Total Split (%)	22.5%	32.5%	32.5%	22.5%	32.5%	32.5%	17.5%	27.5%	27.5%	17.5%	27.5%	27.5%
Maximum Green (s)	40.0	60.0	60.0	40.0	60.0	60.0	30.0	50.0	50.0	30.0	50.0	50.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	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	None	Min	Min	None	Min	Min	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
Flash Dont Walk (s)		23.0	23.0		19.0	19.0		23.0	23.0		23.0	23.0
Pedestrian Calls (#/hr)		5	5		5	5		8	8		8	8
Act Effct Green (s)	23.5	51.0	51.0	32.0	59.5	59.5	49.4	51.7	51.7	27.7	30.1	30.1
Actuated g/C Ratio	0.13	0.29	0.29	0.18	0.33	0.33	0.28	0.29	0.29	0.16	0.17	0.17
v/c Ratio	0.75	0.82	0.26	0.82	0.77	0.89	0.18	0.61	0.97	0.84	0.79	0.47
Control Delay	87.1	65.0	33.5	83.4	57.0	51.3	54.5	60.6	57.9	89.6	82.6	11.0
Queue Delay	0.0	0.4	0.0	0.2	31.2	28.8	0.0	0.6	8.2	15.5	0.0	0.0
Total Delay	87.1	65.4	33.5	83.6	88.2	80.2	54.5	61.2	66.1	105.1	82.6	11.0
LOS	F	E	C	F	F	F	D	E	E	F	F	B
Approach Delay		67.4			85.2			62.7			78.4	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	6408	5085	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	6408	5085	1583	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		285	318		995	
Travel Time (s)		4.9	5.4		22.6	
Volume (vph)	0	2083	1280	324	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2264	1391	352	0	0
Lane Group Flow (vph)	0	2264	1391	352	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 85.6% ICU Level of Service E
Analysis Period (min) 15

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.91	1.00	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	6408	5085	1583	0	0
Flt Permitted						
Satd. Flow (perm)	0	6408	5085	1583	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		285	318		995	
Travel Time (s)		4.9	5.4		22.6	
Volume (vph)	0	2136	1264	553	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2322	1374	601	0	0
Lane Group Flow (vph)	0	2322	1374	601	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 61.5% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.86	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	6408	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	295			228	604	
Travel Time (s)	5.0			3.9	10.3	
Volume (vph)	934	782	0	2118	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1015	850	0	2302	0	0
Lane Group Flow (vph)	1015	850	0	2302	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 51.8% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		250	0		0	0
Storage Lanes		1	0		0	0
Lane Util. Factor	0.91	1.00	1.00	0.86	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	6408	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	40	
Link Distance (ft)	295			228	604	
Travel Time (s)	5.0			3.9	10.3	
Volume (vph)	1624	606	0	2133	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1765	659	0	2318	0	0
Lane Group Flow (vph)	1765	659	0	2318	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.9% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑		↰↰	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	5085	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	5085	0	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						30
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		228	285		685	
Travel Time (s)		3.9	4.9		15.6	
Volume (vph)	0	934	1280	0	1149	838
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1015	1391	0	1249	911
Lane Group Flow (vph)	0	1015	1391	0	1249	911
Turn Type						Prot
Protected Phases		2	6		4	4
Permitted Phases						
Detector Phases		2	6		4	4
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		20.0	24.0		20.0	20.0
Total Split (s)	0.0	45.0	45.0	0.0	45.0	45.0
Total Split (%)	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%
Maximum Green (s)		40.0	40.0		40.0	40.0
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		C-Max	C-Max		None	None
Walk Time (s)			7.0			
Flash Dont Walk (s)			12.0			
Pedestrian Calls (#/hr)			5			
Act Effct Green (s)		42.1	42.1		39.9	39.9
Actuated g/C Ratio		0.47	0.47		0.44	0.44
v/c Ratio		0.43	0.58		0.82	0.73
Control Delay		16.9	13.2		27.2	23.8
Queue Delay		0.0	0.1		0.0	0.2
Total Delay		16.9	13.3		27.2	23.9
LOS		B	B		C	C
Approach Delay		16.9	13.3		25.9	
Approach LOS		B	B		C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑		↰↰	↱↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)		50	50		50	50
Trailing Detector (ft)		0	0		0	0
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	5085	0	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	5085	0	3433	2787
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)						31
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		228	285		685	
Travel Time (s)		3.9	4.9		15.6	
Volume (vph)	0	1624	1264	0	512	869
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1765	1374	0	557	945
Lane Group Flow (vph)	0	1765	1374	0	557	945
Turn Type						Prot
Protected Phases		2	6		4	4
Permitted Phases						
Detector Phases		2	6		4	4
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		20.0	24.0		20.0	20.0
Total Split (s)	0.0	45.0	45.0	0.0	45.0	45.0
Total Split (%)	0.0%	50.0%	50.0%	0.0%	50.0%	50.0%
Maximum Green (s)		40.0	40.0		40.0	40.0
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5	1.5		1.5	1.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		C-Max	C-Max		None	None
Walk Time (s)			7.0			
Flash Dont Walk (s)			12.0			
Pedestrian Calls (#/hr)			5			
Act Effct Green (s)		45.2	45.2		36.8	36.8
Actuated g/C Ratio		0.50	0.50		0.41	0.41
v/c Ratio		0.69	0.54		0.40	0.82
Control Delay		19.7	11.8		19.1	28.9
Queue Delay		0.3	0.1		0.0	0.6
Total Delay		20.0	11.9		19.1	29.5
LOS		B	B		B	C
Approach Delay		20.0	11.9		25.6	
Approach LOS		B	B		C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.86	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	6408	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	318			286	1126	
Travel Time (s)	5.4			4.9	25.6	
Volume (vph)	1364	817	0	1604	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1483	888	0	1743	0	0
Lane Group Flow (vph)	1483	888	0	1743	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	1.00	1.00	0.86	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	6408	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	6408	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	318			286	1126	
Travel Time (s)	5.4			4.9	25.6	
Volume (vph)	1574	625	0	1946	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1711	679	0	2115	0	0
Lane Group Flow (vph)	1711	679	0	2115	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 68.5% ICU Level of Service C
Analysis Period (min) 15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	5085	0	0	6408	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	5085	0	0	6408	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						17
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	286			328	955	
Travel Time (s)	4.9			5.6	21.7	
Volume (vph)	1364	0	0	1151	453	874
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1483	0	0	1251	492	950
Lane Group Flow (vph)	1483	0	0	1251	492	950
Turn Type						Perm
Protected Phases	2			6	4	
Permitted Phases						4
Detector Phases	2			6	4	4
Minimum Initial (s)	4.0			4.0	4.0	4.0
Minimum Split (s)	24.0			21.0	21.0	21.0
Total Split (s)	43.0	0.0	0.0	43.0	47.0	47.0
Total Split (%)	47.8%	0.0%	0.0%	47.8%	52.2%	52.2%
Maximum Green (s)	38.0			38.0	42.0	42.0
Yellow Time (s)	3.5			3.5	3.5	3.5
All-Red Time (s)	1.5			1.5	1.5	1.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	44.4			44.4	37.6	37.6
Actuated g/C Ratio	0.49			0.49	0.42	0.42
v/c Ratio	0.59			0.40	0.34	0.81
Control Delay	14.0			15.7	17.8	28.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	14.0			15.7	17.8	28.3
LOS	B			B	B	C
Approach Delay	14.0			15.7	24.7	
Approach LOS	B			B	C	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50			50	50	50
Trailing Detector (ft)	0			0	0	0
Lane Util. Factor	0.91	1.00	1.00	0.86	0.97	0.88
Frt						0.850
Flt Protected					0.950	
Satd. Flow (prot)	5085	0	0	6408	3433	2787
Flt Permitted					0.950	
Satd. Flow (perm)	5085	0	0	6408	3433	2787
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						8
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	286			328	955	
Travel Time (s)	4.9			5.6	21.7	
Volume (vph)	1574	0	0	1339	607	898
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1711	0	0	1455	660	976
Lane Group Flow (vph)	1711	0	0	1455	660	976
Turn Type						Perm
Protected Phases	2			6	4	
Permitted Phases						4
Detector Phases	2			6	4	4
Minimum Initial (s)	4.0			4.0	4.0	4.0
Minimum Split (s)	24.0			21.0	21.0	21.0
Total Split (s)	43.0	0.0	0.0	43.0	47.0	47.0
Total Split (%)	47.8%	0.0%	0.0%	47.8%	52.2%	52.2%
Maximum Green (s)	38.0			38.0	42.0	42.0
Yellow Time (s)	3.5			3.5	3.5	3.5
All-Red Time (s)	1.5			1.5	1.5	1.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	C-Max			C-Max	None	None
Walk Time (s)	7.0					
Flash Dont Walk (s)	12.0					
Pedestrian Calls (#/hr)	5					
Act Effct Green (s)	43.4			43.4	38.6	38.6
Actuated g/C Ratio	0.48			0.48	0.43	0.43
v/c Ratio	0.70			0.47	0.45	0.81
Control Delay	16.5			17.0	18.7	28.1
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	16.5			17.0	18.7	28.1
LOS	B			B	B	C
Approach Delay	16.5			17.0	24.3	
Approach LOS	B			B	C	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.81	0.81	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	6408	6035	1282	0	0
Flt Permitted						
Satd. Flow (perm)	0	6408	6035	1282	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		328	382		1090	
Travel Time (s)		5.6	6.5		24.8	
Volume (vph)	0	2238	1151	773	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2433	1251	840	0	0
Lane Group Flow (vph)	0	2433	1251	840	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.8% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑	↑↑↑↑	↱		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.86	0.81	0.81	1.00	1.00
Frt				0.850		
Flt Protected						
Satd. Flow (prot)	0	6408	6035	1282	0	0
Flt Permitted						
Satd. Flow (perm)	0	6408	6035	1282	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		40	40		30	
Link Distance (ft)		328	382		1090	
Travel Time (s)		5.6	6.5		24.8	
Volume (vph)	0	2472	1439	795	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2687	1564	864	0	0
Lane Group Flow (vph)	0	2687	1564	864	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 39.2% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	250		0	250		0	150		0
Storage Lanes	1		1	1		0	2		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.983				0.850		0.947	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4999	0	3433	1863	1583	1770	3352	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	4999	0	3433	1863	1583	1770	3352	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			627		19				62		74	
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
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		816			680			2235			429	
Travel Time (s)		13.9			11.6			50.8			9.8	
Volume (vph)	184	1046	579	231	1560	204	109	61	57	126	126	68
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)	200	1137	629	251	1696	222	118	66	62	137	137	74
Lane Group Flow (vph)	200	1137	629	251	1918	0	118	66	62	137	211	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Detector Phases	5	2	2	1	6		4	4	4	8	8	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	29.0	29.0	15.0	30.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)	22.0	30.0	30.0	28.0	36.0	0.0	31.0	31.0	31.0	31.0	31.0	0.0
Total Split (%)	18.3%	25.0%	25.0%	23.3%	30.0%	0.0%	25.8%	25.8%	25.8%	25.8%	25.8%	0.0%
Maximum Green (s)	18.5	25.0	25.0	24.5	31.0		26.0	26.0	26.0	26.0	26.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	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	
Flash Dont Walk (s)		20.0	20.0		21.0		29.0	29.0	29.0	29.0	29.0	
Pedestrian Calls (#/hr)		10	10		10		10	10	10	10	10	
Act Effct Green (s)	17.5	53.9	53.9	20.5	56.9		13.2	13.2	13.2	16.4	16.4	
Actuated g/C Ratio	0.15	0.45	0.45	0.17	0.47		0.11	0.11	0.11	0.14	0.14	
v/c Ratio	0.78	0.50	0.60	0.83	0.81		0.31	0.32	0.27	0.57	0.40	
Control Delay	77.8	14.4	7.5	65.9	30.2		49.5	51.0	13.2	56.3	31.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	77.8	14.4	7.5	65.9	30.2		49.5	51.0	13.2	56.3	31.3	
LOS	E	B	A	E	C		D	D	B	E	C	
Approach Delay		18.7			34.3			40.7			41.2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		0	250		0	250		0	150		0
Storage Lanes	1		1	1		0	2		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	0.91	0.97	1.00	1.00	1.00	0.95	0.95
Frt			0.850		0.980				0.850		0.929	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	4984	0	3433	1863	1583	1770	3288	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	4984	0	3433	1863	1583	1770	3288	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			169		26				153		130	
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
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		816			680			2235			429	
Travel Time (s)		13.9			11.6			50.8			9.8	
Volume (vph)	117	1592	206	154	1157	182	464	288	141	287	134	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	1730	224	167	1258	198	504	313	153	312	146	130
Lane Group Flow (vph)	127	1730	224	167	1456	0	504	313	153	312	276	0
Turn Type	Prot		Perm	Prot			Split		Perm	Split		
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2						4			
Detector Phases	5	2	2	1	6		4	4	4	8	8	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	29.0	29.0	15.0	30.0		38.0	38.0	38.0	38.0	38.0	
Total Split (s)	15.0	31.0	31.0	15.0	31.0	0.0	26.0	26.0	26.0	38.0	38.0	0.0
Total Split (%)	13.6%	28.2%	28.2%	13.6%	28.2%	0.0%	23.6%	23.6%	23.6%	34.5%	34.5%	0.0%
Maximum Green (s)	11.5	26.0	26.0	11.5	26.0		21.0	21.0	21.0	33.0	33.0	
Yellow Time (s)	3.5	4.5	4.5	3.5	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		1.0	1.0	1.0	1.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	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	
Flash Dont Walk (s)		20.0	20.0		21.0		29.0	29.0	29.0	29.0	29.0	
Pedestrian Calls (#/hr)		10	10		10		10	10	10	10	10	
Act Effct Green (s)	11.8	32.8	32.8	14.8	35.8		21.3	21.3	21.3	25.1	25.1	
Actuated g/C Ratio	0.11	0.30	0.30	0.13	0.33		0.19	0.19	0.19	0.23	0.23	
v/c Ratio	0.67	1.14	0.38	0.70	0.89		0.76	0.87	0.36	0.77	0.32	
Control Delay	76.6	96.0	4.5	76.1	32.8		60.3	70.1	28.0	52.3	18.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	76.6	96.0	4.5	76.1	32.8		60.3	70.1	28.0	52.3	18.0	
LOS	E	F	A	E	C		E	E	C	D	B	
Approach Delay		84.9			37.3			58.4			36.2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	350		200	0
Storage Lanes		1	2		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		504				71
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	807			756	945	
Travel Time (s)	13.8			12.9	21.5	
Volume (vph)	608	464	521	1653	275	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	661	504	566	1797	299	245
Lane Group Flow (vph)	661	504	566	1797	299	245
Turn Type		Perm	Prot			custom
Protected Phases	2		1	6	8	
Permitted Phases		2				1 8
Detector Phases	2	2	1	6	8	1 8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.0	26.0	20.5	21.0	31.0	
Total Split (s)	33.0	33.0	30.0	63.0	27.0	57.0
Total Split (%)	36.7%	36.7%	33.3%	70.0%	30.0%	63.3%
Maximum Green (s)	28.0	28.0	25.5	58.0	22.0	
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	1.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)	7.0	7.0			7.0	
Flash Dont Walk (s)	14.0	14.0			19.0	
Pedestrian Calls (#/hr)	10	10			10	
Act Effct Green (s)	42.5	42.5	20.5	67.0	15.0	39.5
Actuated g/C Ratio	0.47	0.47	0.23	0.74	0.17	0.44
v/c Ratio	0.27	0.50	0.72	0.47	0.52	0.33
Control Delay	16.6	4.0	42.5	2.1	36.8	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	4.0	42.5	2.1	36.8	11.2
LOS	B	A	D	A	D	B
Approach Delay	11.2			11.8	25.2	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		175	350		200	0
Storage Lanes		1	2		1	1
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	1583	3433	5085	3433	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	1583	3433	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		213				5
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	40			40	30	
Link Distance (ft)	807			756	945	
Travel Time (s)	13.8			12.9	21.5	
Volume (vph)	1581	261	318	915	498	623
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1718	284	346	995	541	677
Lane Group Flow (vph)	1718	284	346	995	541	677
Turn Type		Perm	Prot			custom
Protected Phases	2		1	6	8	
Permitted Phases		2				1 8
Detector Phases	2	2	1	6	8	1 8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	26.0	26.0	20.5	21.0	31.0	
Total Split (s)	53.0	53.0	26.0	79.0	31.0	57.0
Total Split (%)	48.2%	48.2%	23.6%	71.8%	28.2%	51.8%
Maximum Green (s)	48.0	48.0	21.5	74.0	26.0	
Yellow Time (s)	4.5	4.5	4.0	4.5	4.0	
All-Red Time (s)	0.5	0.5	0.5	0.5	1.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	
Walk Time (s)	7.0	7.0			7.0	
Flash Dont Walk (s)	14.0	14.0			19.0	
Pedestrian Calls (#/hr)	10	10			10	
Act Effct Green (s)	50.9	50.9	20.1	75.0	27.0	51.1
Actuated g/C Ratio	0.46	0.46	0.18	0.68	0.25	0.46
v/c Ratio	0.73	0.34	0.55	0.29	0.64	0.92
Control Delay	10.3	2.0	49.2	8.7	41.3	46.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.3	2.0	49.2	8.7	41.3	46.0
LOS	B	A	D	A	D	D
Approach Delay	9.1			19.1	43.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	250		0
Storage Lanes	1		0	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.961			0.962				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3401	0	1770	3405	0	1770	3539	1583	1770	3454	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3401	0	1770	3405	0	1770	3539	1583	1770	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			60				64		28	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1870			470			1407			2235	
Travel Time (s)		42.5			10.7			32.0			50.8	
Volume (vph)	76	336	120	117	261	90	78	159	59	131	569	108
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)	83	365	130	127	284	98	85	173	64	142	618	117
Lane Group Flow (vph)	83	495	0	127	382	0	85	173	64	142	735	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases									4			
Detector Phases	5	2		1	6		7	4	4	3	8	
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	26.0		10.0	25.0	25.0	10.0	25.0	
Total Split (s)	13.0	26.0	0.0	14.0	27.0	0.0	12.0	25.0	25.0	15.0	28.0	0.0
Total Split (%)	16.3%	32.5%	0.0%	17.5%	33.8%	0.0%	15.0%	31.3%	31.3%	18.8%	35.0%	0.0%
Maximum Green (s)	8.0	21.0		9.0	22.0		7.0	20.0	20.0	10.0	23.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.5	1.0		1.5	1.0		1.5	1.0	1.0	1.5	1.0	
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)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	Max		None	None		None	None	None	None	None	
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		16.0			17.0			16.0	16.0		16.0	
Pedestrian Calls (#/hr)		8			8			8	8		8	
Act Effct Green (s)	8.5	23.6		9.3	24.4		7.8	18.1	18.1	10.0	20.2	
Actuated g/C Ratio	0.12	0.33		0.13	0.34		0.11	0.25	0.25	0.14	0.28	
v/c Ratio	0.41	0.42		0.56	0.32		0.45	0.19	0.14	0.59	0.74	
Control Delay	39.4	20.9		43.3	18.6		42.0	23.6	7.4	42.8	28.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	39.4	20.9		43.3	18.6		42.0	23.6	7.4	42.8	28.2	
LOS	D	C		D	B		D	C	A	D	C	
Approach Delay		23.5			24.8			25.3			30.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	200		0	200		0	250		0
Storage Lanes	1		0	1		0	1		1	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.967			0.972				0.850		0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3422	0	1770	3440	0	1770	3539	1583	1770	3419	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3422	0	1770	3440	0	1770	3539	1583	1770	3419	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			22				110		34	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1870			470			1407			2235	
Travel Time (s)		42.5			10.7			32.0			50.8	
Volume (vph)	200	282	78	49	342	77	132	864	101	136	386	112
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)	217	307	85	53	372	84	143	939	110	148	420	122
Lane Group Flow (vph)	217	392	0	53	456	0	143	939	110	148	542	0
Turn Type	Prot			Prot			Prot		Perm	Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases									4			
Detector Phases	5	2		1	6		7	4	4	3	8	
Minimum Initial (s)	5.0	5.0		5.0	10.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	10.0	25.0		10.0	26.0		10.0	25.0	25.0	10.0	25.0	
Total Split (s)	29.0	37.0	0.0	19.0	27.0	0.0	20.0	34.0	34.0	20.0	34.0	0.0
Total Split (%)	26.4%	33.6%	0.0%	17.3%	24.5%	0.0%	18.2%	30.9%	30.9%	18.2%	30.9%	0.0%
Maximum Green (s)	24.0	32.0		14.0	22.0		15.0	29.0	29.0	15.0	29.0	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	1.5	1.0		1.5	1.0		1.5	1.0	1.0	1.5	1.0	
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)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		4.0			4.0			4.0	4.0		4.0	
Flash Dont Walk (s)		16.0			17.0			16.0	16.0		16.0	
Pedestrian Calls (#/hr)		8			8			8	8		8	
Act Effct Green (s)	19.0	41.1		9.6	29.5		13.9	31.3	31.3	14.1	31.6	
Actuated g/C Ratio	0.17	0.37		0.09	0.27		0.13	0.28	0.28	0.13	0.29	
v/c Ratio	0.71	0.30		0.34	0.49		0.64	0.93	0.21	0.65	0.54	
Control Delay	55.2	24.3		52.5	35.5		58.8	55.2	6.9	65.0	29.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	55.2	24.3		52.5	35.5		58.8	55.2	6.9	65.0	29.4	
LOS	E	C		D	D		E	E	A	E	C	
Approach Delay		35.3			37.2			51.2			37.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	200		0	180		0
Storage Lanes	0		1	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.972			0.951	
Flt Protected		0.974			0.970		0.950			0.950		
Satd. Flow (prot)	0	1814	1583	0	1807	1583	1770	3440	0	1770	3366	0
Flt Permitted		0.844			0.817		0.359			0.508		
Satd. Flow (perm)	0	1572	1583	0	1522	1583	669	3440	0	946	3366	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			25			49		64			191	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			619			2235			432	
Travel Time (s)		19.5			14.1			50.8			9.8	
Volume (vph)	44	39	23	43	26	45	178	307	71	63	417	202
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)	48	42	25	47	28	49	193	334	77	68	453	220
Lane Group Flow (vph)	0	90	25	0	75	49	193	411	0	68	673	0
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phases	4	4	4	8	8	8	2	2		6	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	20.0	20.0		7.0	7.0	
Minimum Split (s)	26.0	26.0	26.0	25.0	25.0	25.0	28.0	28.0		27.0	27.0	
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	38.6%	38.6%	38.6%	38.6%	38.6%	38.6%	61.4%	61.4%	0.0%	61.4%	61.4%	0.0%
Maximum Green (s)	22.0	22.0	22.0	22.0	22.0	22.0	38.0	38.0		38.0	38.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Flash Dont Walk (s)	17.0	17.0	17.0	16.0	16.0	16.0	19.0	19.0		18.0	18.0	
Pedestrian Calls (#/hr)	0	0	0	0	0	0	0	0		0	0	
Act Effct Green (s)		11.2	11.2		11.1	11.1	42.2	42.2		42.2	42.2	
Actuated g/C Ratio		0.18	0.18		0.18	0.18	0.75	0.75		0.75	0.75	
v/c Ratio		0.31	0.08		0.27	0.15	0.39	0.16		0.10	0.26	
Control Delay		17.2	8.0		16.7	6.9	7.5	3.0		4.2	2.8	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		17.2	8.0		16.7	6.9	7.5	3.0		4.2	2.8	
LOS		B	A		B	A	A	A		A	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	0		0	200		0	180		0
Storage Lanes	0		1	0		1	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	50	50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt			0.850			0.850		0.995			0.991	
Flt Protected		0.955			0.960		0.950			0.950		
Satd. Flow (prot)	0	1779	1583	0	1788	1583	1770	3522	0	1770	3507	0
Flt Permitted		0.610			0.575		0.950			0.950		
Satd. Flow (perm)	0	1136	1583	0	1071	1583	1770	3522	0	1770	3507	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174			83		4			7	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		858			619			2235			432	
Travel Time (s)		19.5			14.1			50.8			9.8	
Volume (vph)	215	11	160	117	24	76	32	698	24	15	660	41
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)	234	12	174	127	26	83	35	759	26	16	717	45
Lane Group Flow (vph)	0	246	174	0	153	83	35	785	0	16	762	0
Turn Type	Perm		Perm	Perm		Perm	Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8						
Detector Phases	4	4	4	8	8	8	5	2		1	6	
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	20.0		4.0	7.0	
Minimum Split (s)	26.0	26.0	26.0	27.0	27.0	27.0	15.0	29.0		15.0	28.0	
Total Split (s)	39.0	39.0	39.0	39.0	39.0	39.0	18.0	33.0	0.0	18.0	33.0	0.0
Total Split (%)	43.3%	43.3%	43.3%	43.3%	43.3%	43.3%	20.0%	36.7%	0.0%	20.0%	36.7%	0.0%
Maximum Green (s)	34.0	34.0	34.0	34.0	34.0	34.0	14.0	28.0		14.0	28.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	1.5	0.5	1.5		0.5	1.5	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Min		None	Min	
Walk Time (s)	4.0	4.0	4.0	4.0	4.0	4.0		4.0			4.0	
Flash Dont Walk (s)	17.0	17.0	17.0	18.0	18.0	18.0		20.0			19.0	
Pedestrian Calls (#/hr)	2	2	2	2	2	2		2			2	
Act Effct Green (s)		18.0	18.0		17.6	17.6	6.9	31.7		6.4	29.6	
Actuated g/C Ratio		0.31	0.31		0.31	0.31	0.11	0.57		0.10	0.54	
v/c Ratio		0.69	0.28		0.47	0.15	0.17	0.39		0.09	0.40	
Control Delay		28.0	4.2		20.6	4.9	31.3	12.0		33.7	14.5	
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		28.0	4.2		20.6	4.9	31.3	12.0		33.7	14.5	
LOS		C	A		C	A	C	B		C	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	300		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		15	20		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.904			0.900			0.976			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1684	0	1770	1676	0	1770	3454	0	1770	3394	0
Flt Permitted	0.750			0.726			0.544			0.149		
Satd. Flow (perm)	1397	1684	0	1352	1676	0	1013	3454	0	278	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			8			35			85	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		880			360			819			2235	
Travel Time (s)		20.0			8.2			18.6			50.8	
Volume (vph)	62	16	28	26	4	7	75	829	161	22	216	82
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)	67	17	30	28	4	8	82	901	175	24	235	89
Lane Group Flow (vph)	67	47	0	28	12	0	82	1076	0	24	324	0
Turn Type	pm+pt			pm+pt			Perm			Perm		
Protected Phases	7	4		3	8			2			6	
Permitted Phases	4			8			2			6		
Detector Phases	7	4		3	8		2	2		6	6	
Minimum Initial (s)	4.0	5.0		4.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	8.0	24.0		8.0	26.0		27.0	27.0		27.0	27.0	
Total Split (s)	12.0	30.0	0.0	12.0	30.0	0.0	43.0	43.0	0.0	43.0	43.0	0.0
Total Split (%)	14.1%	35.3%	0.0%	14.1%	35.3%	0.0%	50.6%	50.6%	0.0%	50.6%	50.6%	0.0%
Maximum Green (s)	8.0	25.0		8.0	25.0		38.0	38.0		38.0	38.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		1.5	1.5		1.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		12.0			14.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	10.6	9.1		9.3	8.4		50.2	50.2		50.2	50.2	
Actuated g/C Ratio	0.16	0.14		0.14	0.12		0.83	0.83		0.83	0.83	
v/c Ratio	0.25	0.19		0.12	0.06		0.10	0.38		0.10	0.11	
Control Delay	14.7	12.3		15.8	15.6		4.3	4.2		6.5	2.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.7	12.3		15.8	15.6		4.3	4.2		6.5	2.6	
LOS	B	B		B	B		A	A		A	A	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	0		0	300		0	300		0
Storage Lanes	1		0	1		0	1		0	1		0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	200		50	200	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		15	20		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.853			0.888			0.996			0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1589	0	1770	1654	0	1770	3525	0	1770	3476	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	1589	0	1770	1654	0	1770	3525	0	1770	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		86			24			3			16	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		880			360			428			2235	
Travel Time (s)		20.0			8.2			9.7			50.8	
Volume (vph)	115	2	79	144	7	22	47	461	12	9	842	114
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)	125	2	86	157	8	24	51	501	13	10	915	124
Lane Group Flow (vph)	125	88	0	157	32	0	51	514	0	10	1039	0
Turn Type	Prot			Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Detector Phases	7	4		3	8		5	2		1	6	
Minimum Initial (s)	4.0	5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Minimum Split (s)	15.0	33.0		15.0	31.0		15.0	35.0		15.0	27.0	
Total Split (s)	17.0	33.0	0.0	15.0	31.0	0.0	15.0	37.0	0.0	15.0	37.0	0.0
Total Split (%)	17.0%	33.0%	0.0%	15.0%	31.0%	0.0%	15.0%	37.0%	0.0%	15.0%	37.0%	0.0%
Maximum Green (s)	13.0	28.0		11.0	26.0		11.0	32.0		11.0	32.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	0.5	1.5		0.5	1.5		0.5	1.5		0.5	1.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		21.0			19.0			23.0			15.0	
Pedestrian Calls (#/hr)		2			2			2			2	
Act Effct Green (s)	15.7	10.7		10.3	10.5		7.7	42.8		6.1	37.4	
Actuated g/C Ratio	0.20	0.14		0.14	0.13		0.10	0.57		0.07	0.49	
v/c Ratio	0.35	0.30		0.65	0.13		0.30	0.26		0.08	0.60	
Control Delay	32.2	10.0		47.0	16.6		39.9	11.8		42.1	20.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.2	10.0		47.0	16.6		39.9	11.8		42.1	20.0	
LOS	C	A		D	B		D	B		D	B	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	150		110	130		0	280		0
Storage Lanes	1		0	1		1	2		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	50	50	50		50	50	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt		0.969				0.850		0.929			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3429	0	3433	3539	1583	3433	3288	0	3433	3493	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3429	0	3433	3539	1583	3433	3288	0	3433	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				120		119			5	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		793			317			1498			810	
Travel Time (s)		18.0			7.2			34.0			18.4	
Volume (vph)	38	761	200	397	308	200	206	491	446	260	276	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	827	217	432	335	217	224	534	485	283	300	28
Lane Group Flow (vph)	41	1044	0	432	335	217	224	1019	0	283	328	0
Turn Type	Prot			Prot		Free	Prot			Prot		
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						Free						
Detector Phases	5	2		1	6		7	4		3	8	
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	65.0		15.0	36.0		15.0	28.0		15.0	29.0	
Total Split (s)	35.0	65.0	0.0	35.0	65.0	0.0	35.0	65.0	0.0	35.0	65.0	0.0
Total Split (%)	17.5%	32.5%	0.0%	17.5%	32.5%	0.0%	17.5%	32.5%	0.0%	17.5%	32.5%	0.0%
Maximum Green (s)	31.0	60.0		31.0	60.0		31.0	60.0		31.0	60.0	
Yellow Time (s)	4.0	4.5		4.0	4.5		4.0	4.5		4.0	4.5	
All-Red Time (s)	0.0	0.5		0.0	0.5		0.0	0.5		0.0	0.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	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	
Recall Mode	None	None		None	None		None	Min		None	Min	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		21.0			27.0			19.0			20.0	
Pedestrian Calls (#/hr)		3			3			3			3	
Act Effct Green (s)	10.5	57.5		26.8	76.6	171.9	17.6	54.7		20.5	57.6	
Actuated g/C Ratio	0.06	0.33		0.16	0.45	1.00	0.10	0.32		0.12	0.34	
v/c Ratio	0.38	0.90		0.81	0.21	0.14	0.64	0.90		0.69	0.28	
Control Delay	95.6	66.5		84.9	32.5	0.2	86.0	62.1		84.7	43.3	
Queue Delay	0.0	0.6		11.8	1.4	0.0	0.0	0.0		0.2	0.0	
Total Delay	95.6	67.1		96.7	33.9	0.2	86.0	62.1		84.9	43.3	
LOS	F	E		F	C	A	F	E		F	D	
Approach Delay		68.2			54.0			66.4			62.6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	150		0	130		0	280		0
Storage Lanes	1		0	2		1	2		0	2		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	50		50	50	50	50	200		50	200	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Lane Util. Factor	1.00	0.95	0.95	0.97	0.95	1.00	0.97	0.95	0.95	0.97	0.95	0.95
Frt		0.952				0.850		0.921			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3369	0	3433	3539	1583	3433	3260	0	3433	3493	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3369	0	3433	3539	1583	3433	3260	0	3433	3493	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47				178		197			7	
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		793			317			1498			914	
Travel Time (s)		18.0			7.2			34.0			20.8	
Volume (vph)	15	313	147	1039	530	179	89	431	483	294	430	40
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	340	160	1129	576	195	97	468	525	320	467	43
Lane Group Flow (vph)	16	500	0	1129	576	195	97	993	0	320	510	0
Turn Type	Prot			Prot		Free	Prot			Prot		
Protected Phases	5	2		1 9	6		7	4		3	8	
Permitted Phases						Free						
Detector Phases	5	2		1 9	6		7	4		3	8	
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	15.0			15.0		15.0	15.0		15.0	15.0	
Total Split (s)	15.0	28.0	0.0	54.0	67.0	0.0	15.0	43.0	0.0	18.0	46.0	0.0
Total Split (%)	10.5%	19.6%	0.0%	37.8%	46.9%	0.0%	10.5%	30.1%	0.0%	12.6%	32.2%	0.0%
Maximum Green (s)	11.0	23.0			62.0		11.0	38.0		14.0	41.0	
Yellow Time (s)	4.0	4.5			4.5		4.0	4.5		4.0	4.5	
All-Red Time (s)	0.0	0.5			0.5		0.0	0.5		0.0	0.5	
Lead/Lag	Lead	Lag			Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.0	3.0			3.0		1.0	3.0		1.0	3.0	
Minimum Gap (s)	1.0	0.5			3.0		1.0	0.5		1.0	0.5	
Time Before Reduce (s)	0.0	10.0			0.0		0.0	10.0		0.0	8.0	
Time To Reduce (s)	0.0	5.0			0.0		0.0	4.0		0.0	4.0	
Recall Mode	None	None			None		None	None		None	None	
Walk Time (s)		4.0			4.0			4.0			4.0	
Flash Dont Walk (s)		24.0			21.0			22.0			28.0	
Pedestrian Calls (#/hr)		3			3			3			3	
Act Effct Green (s)	6.5	24.6		48.1	74.7	141.7	8.5	39.3		14.7	45.5	
Actuated g/C Ratio	0.04	0.17		0.34	0.53	1.00	0.06	0.28		0.10	0.32	
v/c Ratio	0.21	0.80		0.97	0.31	0.12	0.47	0.95		0.90	0.45	
Control Delay	73.8	61.3		49.1	20.2	0.2	72.6	58.1		91.1	39.9	
Queue Delay	0.0	0.0		49.7	4.0	0.0	0.0	0.0		0.0	0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	505		500
Storage Lanes	0		0	0		1	0		0	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50			50	50	50	50		50	50	50
Trailing Detector (ft)		0			0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Frt		0.999				0.850		0.869				0.850
Flt Protected								0.999		0.950	0.954	
Satd. Flow (prot)	0	6401	0	0	5085	1583	0	1617	0	1681	1688	2787
Flt Permitted								0.992		0.720	0.687	
Satd. Flow (perm)	0	6401	0	0	5085	1583	0	1606	0	1274	1216	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				907		4				136
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		317			132			166			770	
Travel Time (s)		7.2			3.0			3.8			17.5	
Volume (vph)	0	1375	8	0	680	834	3	0	101	733	12	248
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	1495	9	0	739	907	3	0	110	797	13	270
Lane Group Flow (vph)	0	1504	0	0	739	907	0	113	0	399	411	270
Turn Type						Perm	Perm			Perm		Perm
Protected Phases		2			6			8			4	
Permitted Phases						6	8			4		4
Detector Phases		2			6	6	8	8		4	4	4
Minimum Initial (s)		5.0			5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)		21.0			21.0	21.0	10.0	10.0		10.0	10.0	10.0
Total Split (s)	0.0	29.0	0.0	0.0	29.0	29.0	41.0	41.0	0.0	41.0	41.0	41.0
Total Split (%)	0.0%	41.4%	0.0%	0.0%	41.4%	41.4%	58.6%	58.6%	0.0%	58.6%	58.6%	58.6%
Maximum Green (s)		24.0			24.0	24.0	36.0	36.0		36.0	36.0	36.0
Yellow Time (s)		4.0			4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)		1.0			1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode		Min			Min	Min	None	None		None	None	None
Walk Time (s)		5.0			5.0	5.0						
Flash Dont Walk (s)		11.0			11.0	11.0						
Pedestrian Calls (#/hr)		2			2	2						
Act Effct Green (s)		23.0			23.0	23.0		25.8		25.8	25.8	25.8
Actuated g/C Ratio		0.42			0.42	0.42		0.47		0.47	0.47	0.47
v/c Ratio		0.57			0.35	0.76		0.15		0.67	0.72	0.20
Control Delay		14.8			13.2	6.7		8.6		17.7	20.1	4.6
Queue Delay		0.1			0.1	0.0		0.0		0.0	0.0	0.0
Total Delay		14.9			13.3	6.7		8.6		17.7	20.1	4.6
LOS		B			B	A		A		B	C	A
Approach Delay		14.9			9.7			8.6			15.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		500
Storage Lanes	0		0	0		1	0		0	1		2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		150			150	50	50	50		50	50	50
Trailing Detector (ft)		0			0	0	0	0		0	0	0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.91	1.00	1.00	1.00	1.00	0.95	0.95	0.88
Frt		0.999				0.850		0.871				0.850
Flt Protected								0.998		0.950	0.955	
Satd. Flow (prot)	0	6401	0	0	5085	1583	0	1619	0	1681	1690	2787
Flt Permitted								0.998		0.950	0.955	
Satd. Flow (perm)	0	6401	0	0	5085	1583	0	1619	0	1681	1690	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				1091		15				374
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		317			132			492			837	
Travel Time (s)		7.2			3.0			11.2			19.0	
Volume (vph)	0	1150	10	0	1260	1445	5	0	101	817	21	344
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	1250	11	0	1370	1571	5	0	110	888	23	374
Lane Group Flow (vph)	0	1261	0	0	1370	1571	0	115	0	444	467	374
Turn Type						Free	Split			Split		Prot
Protected Phases		2			6		3	3		4	4	4
Permitted Phases						Free						
Detector Phases		2			6		3	3		4	4	4
Minimum Initial (s)		4.0			4.0		3.0	3.0		3.0	3.0	3.0
Minimum Split (s)		28.0			15.0		15.0	15.0		15.0	15.0	15.0
Total Split (s)	0.0	28.0	0.0	0.0	28.0	0.0	15.0	15.0	0.0	22.0	22.0	22.0
Total Split (%)	0.0%	43.1%	0.0%	0.0%	43.1%	0.0%	23.1%	23.1%	0.0%	33.8%	33.8%	33.8%
Maximum Green (s)		23.0			23.0		11.0	11.0		18.0	18.0	18.0
Yellow Time (s)		4.0			4.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)		1.0			1.0		1.0	1.0		1.0	1.0	1.0
Lead/Lag							Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode		Min			Min		None	None		None	None	None
Walk Time (s)		7.0										
Flash Dont Walk (s)		16.0										
Pedestrian Calls (#/hr)		2										
Act Effct Green (s)		24.1			24.1	58.9		9.7		18.5	18.5	18.5
Actuated g/C Ratio		0.41			0.41	1.00		0.16		0.31	0.31	0.31
v/c Ratio		0.48			0.66	0.99		0.42		0.84	0.88	0.33
Control Delay		14.5			17.0	24.8		26.3		38.9	43.1	3.3
Queue Delay		0.0			0.7	0.0		0.6		0.0	0.0	0.3
Total Delay		14.5			17.7	24.8		26.9		38.9	43.1	3.6
LOS		B			B	C		C		D	D	A
Approach Delay		14.5			21.5			26.9			30.1	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	132			774	483	
Travel Time (s)	3.0			17.6	11.0	
Volume (vph)	1728	482	0	1511	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1878	524	0	1642	0	0
Lane Group Flow (vph)	1878	524	0	1642	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 36.7% ICU Level of Service A
Analysis Period (min) 15

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱		↑↑↑		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	0
Storage Lanes		1	0		0	0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt		0.850				
Flt Protected						
Satd. Flow (prot)	5085	1583	0	5085	0	0
Flt Permitted						
Satd. Flow (perm)	5085	1583	0	5085	0	0
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	132			774	975	
Travel Time (s)	3.0			17.6	22.2	
Volume (vph)	1516	504	0	2700	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1648	548	0	2935	0	0
Lane Group Flow (vph)	1648	548	0	2935	0	0
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 55.5% ICU Level of Service B
Analysis Period (min) 15

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		510	0		0
Storage Lanes	0		1	0		0	1		2	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		50	50		50	50	50		50			
Trailing Detector (ft)		0	0		0	0	0		0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	0.88	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	1583	0	5085	1583	1770	0	2787	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	1583	0	5085	1583	1770	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			362			555			24			
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		774			1191			930			428	
Travel Time (s)		17.6			27.1			21.1			9.7	
Volume (vph)	0	1349	386	0	1218	511	280	0	1646	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1466	420	0	1324	555	304	0	1789	0	0	0
Lane Group Flow (vph)	0	1466	420	0	1324	555	304	0	1789	0	0	0
Turn Type			Free			Free	custom		custom			
Protected Phases		2			6							
Permitted Phases			Free			Free	4		4			
Detector Phases		2			6		4		4			
Minimum Initial (s)		5.0			5.0		5.0		5.0			
Minimum Split (s)		21.0			21.0		10.0		10.0			
Total Split (s)	0.0	35.0	0.0	0.0	35.0	0.0	35.0	0.0	35.0	0.0	0.0	0.0
Total Split (%)	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%
Maximum Green (s)		30.0			30.0		30.0		30.0			
Yellow Time (s)		4.0			4.0		4.0		4.0			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		Max			Max		None		None			
Walk Time (s)		5.0			5.0							
Flash Dont Walk (s)		11.0			11.0							
Pedestrian Calls (#/hr)		0			0							
Act Effct Green (s)		32.0	70.0		32.0	70.0	32.0		32.0			
Actuated g/C Ratio		0.46	1.00		0.46	1.00	0.46		0.46			
v/c Ratio		0.63	0.27		0.57	0.35	0.38		1.39			
Control Delay		16.0	0.4		15.2	0.6	14.2		202.1			
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0			
Total Delay		16.0	0.4		15.2	0.6	14.2		202.1			
LOS		B	A		B	A	B		F			
Approach Delay		12.5			10.9							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		510	0		0
Storage Lanes	0		1	0		0	1		2	0		0
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)		250	50		250	50	50		50			
Trailing Detector (ft)		0	0		0	0	0		0			
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	0.86	1.00	1.00	0.88	1.00	1.00	1.00
Frt			0.850			0.850			0.850			
Flt Protected							0.950					
Satd. Flow (prot)	0	5085	1583	0	4806	1362	1770	0	2787	0	0	0
Flt Permitted							0.950					
Satd. Flow (perm)	0	5085	1583	0	4806	1362	1770	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187			436			66			
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		774			1191			861			748	
Travel Time (s)		17.6			27.1			19.6			17.0	
Volume (vph)	0	1305	248	0	2325	892	439	0	923	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1418	270	0	2527	970	477	0	1003	0	0	0
Lane Group Flow (vph)	0	1418	270	0	2527	970	477	0	1003	0	0	0
Turn Type			Free			Free	custom		custom			
Protected Phases		2			6							
Permitted Phases			Free			Free	8		8			
Detector Phases		2			6		8		8			
Minimum Initial (s)		10.0			10.0		4.0		4.0			
Minimum Split (s)		24.0			21.0		10.0		10.0			
Total Split (s)	0.0	54.0	0.0	0.0	54.0	0.0	36.0	0.0	36.0	0.0	0.0	0.0
Total Split (%)	0.0%	60.0%	0.0%	0.0%	60.0%	0.0%	40.0%	0.0%	40.0%	0.0%	0.0%	0.0%
Maximum Green (s)		49.0			49.0		32.0		32.0			
Yellow Time (s)		4.0			4.0		3.0		3.0			
All-Red Time (s)		1.0			1.0		1.0		1.0			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0			3.0		3.0		3.0			
Recall Mode		Min			Min		None		None			
Walk Time (s)		7.0										
Flash Dont Walk (s)		12.0										
Pedestrian Calls (#/hr)		2										
Act Effct Green (s)		51.0	90.0		51.0	90.0	33.0		33.0			
Actuated g/C Ratio		0.57	1.00		0.57	1.00	0.37		0.37			
v/c Ratio		0.49	0.17		0.93	0.71	0.73		0.94			
Control Delay		12.4	0.2		25.5	3.2	32.8		43.8			
Queue Delay		0.0	0.0		0.0	0.0	0.0		0.0			
Total Delay		12.4	0.2		25.5	3.2	32.8		43.8			
LOS		B	A		C	A	C		D			
Approach Delay		10.5			19.3							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		310	360		240	0		0	0		0
Storage Lanes	2		1	1		1	1		1	0		2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	200	50	50	200	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	1.00	0.95	0.95	1.00	1.00	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.966			0.967	
Satd. Flow (prot)	3433	5085	1583	1770	6408	1583	1681	1709	1583	0	1801	2787
Flt Permitted	0.950			0.950			0.950	0.966			0.967	
Satd. Flow (perm)	3433	5085	1583	1770	6408	1583	1681	1709	1583	0	1801	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			602			74			37			154
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1191			975			301			524	
Travel Time (s)		27.1			22.2			6.8			11.9	
Volume (vph)	1033	1495	567	215	1469	70	52	9	34	83	39	142
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)	1123	1625	616	234	1597	76	57	10	37	90	42	154
Lane Group Flow (vph)	1123	1625	616	234	1597	76	33	34	37	0	132	154
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	Split		Prot
Protected Phases	5	2		1	6		8	8		4	4	4
Permitted Phases			2			6			8			
Detector Phases	5	2	2	1	6	6	8	8	8	4	4	4
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	32.0	32.0	15.0	29.0	29.0	37.5	37.5	37.5	15.0	15.0	15.0
Total Split (s)	30.0	30.0	30.0	28.0	28.0	28.0	33.0	33.0	33.0	19.0	19.0	19.0
Total Split (%)	27.3%	27.3%	27.3%	25.5%	25.5%	25.5%	30.0%	30.0%	30.0%	17.3%	17.3%	17.3%
Maximum Green (s)	26.0	25.0	25.0	24.0	23.0	23.0	28.5	28.5	28.5	14.5	14.5	14.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	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			
Flash Dont Walk (s)		18.0	18.0		15.0	15.0	29.0	29.0	29.0			
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0			
Act Effct Green (s)	52.2	52.2	52.2	25.0	25.0	25.0	9.0	9.0	9.0		13.8	13.8
Actuated g/C Ratio	0.47	0.47	0.47	0.23	0.23	0.23	0.08	0.08	0.08		0.13	0.13
v/c Ratio	0.69	0.67	0.58	0.58	1.10	0.18	0.24	0.24	0.23		0.58	0.32
Control Delay	26.8	25.3	4.4	31.9	85.2	11.5	50.9	50.9	18.1		55.8	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	26.8	25.3	4.4	31.9	85.2	11.5	50.9	50.9	18.1		55.8	8.6
LOS	C	C	A	C	F	B	D	D	B		E	A
Approach Delay		22.0			75.7			39.2			30.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		310	360		240	0		0	0		0
Storage Lanes	2		1	1		1	1		1	0		2
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	250	50	50	250	50	50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	1.00	0.95	0.95	1.00	1.00	1.00	0.88
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950	0.958			0.956	
Satd. Flow (prot)	3433	5085	1583	1770	6408	1583	1681	1695	1583	0	1781	2787
Flt Permitted	0.950			0.950			0.950	0.958			0.956	
Satd. Flow (perm)	3433	5085	1583	1770	6408	1583	1681	1695	1583	0	1781	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			43			113			108			64
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1191			975			768			276	
Travel Time (s)		27.1			22.2			17.5			6.3	
Volume (vph)	402	1883	43	28	1817	140	494	35	99	142	13	902
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)	437	2047	47	30	1975	152	537	38	108	154	14	980
Lane Group Flow (vph)	437	2047	47	30	1975	152	280	295	108	0	168	980
Turn Type	Prot		Perm	Prot		Perm	Split		Perm	Split		pm+ov
Protected Phases	5	2		1	6		8	8		4	4	5
Permitted Phases			2			6			8			4
Detector Phases	5	2	2	1	6	6	8	8	8	4	4	5
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	30.0	30.0	15.0	29.0	29.0	37.5	37.5	37.5	15.0	15.0	15.0
Total Split (s)	34.0	62.5	62.5	15.0	43.5	43.5	37.5	37.5	37.5	15.0	15.0	34.0
Total Split (%)	26.2%	48.1%	48.1%	11.5%	33.5%	33.5%	28.8%	28.8%	28.8%	11.5%	11.5%	26.2%
Maximum Green (s)	30.0	57.5	57.5	11.0	38.5	38.5	33.0	33.0	33.0	10.5	10.5	30.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5	4.5	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag						Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		4.0	4.0				4.0	4.0	4.0			
Flash Dont Walk (s)		21.0	21.0				29.0	29.0	29.0			
Pedestrian Calls (#/hr)		2	2				2	2	2			
Act Effct Green (s)	37.2	71.7	71.7	10.0	40.5	40.5	28.3	28.3	28.3		12.0	49.2
Actuated g/C Ratio	0.29	0.55	0.55	0.08	0.31	0.31	0.22	0.22	0.22		0.09	0.38
v/c Ratio	0.45	0.73	0.05	0.22	0.99	0.27	0.77	0.80	0.25		1.02	0.90
Control Delay	41.0	26.3	6.4	46.2	50.4	6.8	61.2	63.8	8.2		134.1	39.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay	41.0	26.3	6.4	46.2	50.4	6.8	61.2	63.8	8.2		134.1	39.1
LOS	D	C	A	D	D	A	E	E	A		F	D
Approach Delay		28.4			47.3			53.9			53.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		180	250		0	390		390	280		0
Storage Lanes	2		1	1		0	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	200	50	50	200		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	1.00	0.97	0.95	0.95
Frt			0.850		0.972						0.952	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	6228	0	1770	1863	1863	3433	1685	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	6228	0	1770	1863	1863	3433	1685	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			263		49						21	91
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		975			676			556			819	
Travel Time (s)		22.2			15.4			12.6			18.6	
Volume (vph)	672	747	242	24	1628	373	12	19	0	76	41	103
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)	730	812	263	26	1770	405	13	21	0	83	45	112
Lane Group Flow (vph)	730	812	263	26	2175	0	13	21	0	83	66	91
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		custom
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases			2						4			1 8
Detector Phases	5	2	2	1	6		7	4	4	3	8	1 8
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	31.0	31.0	15.0	29.0		15.0	21.0	21.0	15.0	40.0	
Total Split (s)	24.0	34.0	34.0	19.0	29.0	0.0	20.0	23.0	23.0	34.0	37.0	56.0
Total Split (%)	21.8%	30.9%	30.9%	17.3%	26.4%	0.0%	18.2%	20.9%	20.9%	30.9%	33.6%	50.9%
Maximum Green (s)	20.0	29.0	29.0	15.0	24.0		16.0	18.0	18.0	30.0	32.0	
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		0.0	1.0	1.0	0.0	1.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead	Lead	Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	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	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	
Walk Time (s)		4.0	4.0		4.0						4.0	
Flash Dont Walk (s)		22.0	22.0		20.0						31.0	
Pedestrian Calls (#/hr)		0	0		0						0	
Act Effct Green (s)	36.4	82.8	82.8	8.2	52.0		7.2	8.7		9.3	12.3	21.6
Actuated g/C Ratio	0.33	0.75	0.75	0.07	0.47		0.07	0.08		0.08	0.11	0.20
v/c Ratio	0.64	0.21	0.21	0.20	0.73		0.11	0.14		0.29	0.32	0.25
Control Delay	36.0	12.2	7.4	45.8	21.7		50.1	48.8		49.2	35.4	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	36.0	12.2	7.4	45.8	21.7		50.1	48.8		49.2	35.4	8.4
LOS	D	B	A	D	C		D	D		D	D	A
Approach Delay		21.2			22.0			49.3			29.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		180	250		0	390		390	280		0
Storage Lanes	2		1	1		0	1		1	1		1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	50	250	50	50	250		50	50	50	50	50	50
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.86	0.86	1.00	1.00	1.00	0.97	0.95	0.95
Frt			0.850		0.981				0.850		0.859	0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	6286	0	1770	1863	1583	3433	1520	1504
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	6286	0	1770	1863	1583	3433	1520	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			10		28				39		258	32
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
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		975			676			438			378	
Travel Time (s)		22.2			15.4			10.0			8.6	
Volume (vph)	350	1868	18	12	1011	146	347	34	36	518	18	603
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)	380	2030	20	13	1099	159	377	37	39	563	20	655
Lane Group Flow (vph)	380	2030	20	13	1258	0	377	37	39	563	337	338
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		pm+ov
Protected Phases	5	2		1	6		7	4		3	8	5
Permitted Phases			2						4			8
Detector Phases	5	2	2	1	6		7	4	4	3	8	5
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	32.0	32.0	15.0	30.0		15.0	15.0	15.0	15.0	38.0	15.0
Total Split (s)	24.0	50.0	50.0	15.0	41.0	0.0	27.0	33.0	33.0	32.0	38.0	24.0
Total Split (%)	18.5%	38.5%	38.5%	11.5%	31.5%	0.0%	20.8%	25.4%	25.4%	24.6%	29.2%	18.5%
Maximum Green (s)	20.0	45.0	45.0	11.0	36.0		23.0	28.0	28.0	28.0	33.0	20.0
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5		0.0	1.0	1.0	0.0	1.0	0.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?												
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
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None	None	None	None	None
Walk Time (s)		4.0	4.0		4.0						4.0	
Flash Dont Walk (s)		23.0	23.0		21.0						29.0	
Pedestrian Calls (#/hr)		2	2		2						2	
Act Effct Green (s)	19.5	58.1	58.1	7.5	40.1		41.0	9.9	9.9	50.6	17.4	36.9
Actuated g/C Ratio	0.15	0.45	0.45	0.06	0.31		0.32	0.08	0.08	0.39	0.13	0.28
v/c Ratio	0.74	0.89	0.03	0.13	0.64		0.68	0.26	0.25	0.42	0.79	0.75
Control Delay	79.4	25.5	9.8	55.4	38.6		47.5	60.6	20.1	31.1	26.2	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.4	25.5	9.8	55.4	38.6		47.5	60.6	20.1	31.1	26.2	29.6
LOS	E	C	A	E	D		D	E	C	C	C	C
Approach Delay		33.8			38.7			46.2			29.4	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		320	0
Storage Lanes		0	1		1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	200		50	200	50	50
Trailing Detector (ft)	0		0	0	0	0
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt	0.994					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5055	0	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5055	0	1770	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	6					9
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	676			441	427	
Travel Time (s)	15.4			10.0	9.7	
Volume (vph)	792	32	37	1959	10	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	861	35	40	2129	11	9
Lane Group Flow (vph)	896	0	40	2129	11	9
Turn Type			Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Detector Phases	2		1	6	8	8
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	23.0		9.0	10.0	29.0	29.0
Total Split (s)	45.0	0.0	23.0	68.0	42.0	42.0
Total Split (%)	40.9%	0.0%	20.9%	61.8%	38.2%	38.2%
Maximum Green (s)	40.0		19.0	63.0	37.5	37.5
Yellow Time (s)	4.5		3.5	4.5	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	4.0				4.0	4.0
Flash Dont Walk (s)	14.0				20.0	20.0
Pedestrian Calls (#/hr)	5				5	5
Act Effct Green (s)	92.7		8.6	100.9	11.0	11.0
Actuated g/C Ratio	0.84		0.08	0.92	0.10	0.10
v/c Ratio	0.21		0.29	0.46	0.06	0.05
Control Delay	4.9		62.5	0.9	41.0	20.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	4.9		62.5	0.9	41.0	20.5
LOS	A		E	A	D	C
Approach Delay	4.9			2.1	31.8	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	150		320	0
Storage Lanes		0	1		1	1
Total Lost Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Leading Detector (ft)	250		50	250	50	50
Trailing Detector (ft)	0		0	0	0	0
Lane Util. Factor	0.91	0.91	1.00	0.91	1.00	1.00
Frt						0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5085	0	1770	5085	1770	1583
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	5085	0	1770	5085	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)						54
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	30			30	30	
Link Distance (ft)	676			441	427	
Travel Time (s)	15.4			10.0	9.7	
Volume (vph)	2300	0	50	1150	150	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2500	0	54	1250	163	54
Lane Group Flow (vph)	2500	0	54	1250	163	54
Turn Type			Prot			Perm
Protected Phases	2		1	6	8	
Permitted Phases						8
Detector Phases	2		1	6	8	8
Minimum Initial (s)	5.0		5.0	5.0	5.0	5.0
Minimum Split (s)	25.0		15.0	10.0	32.5	32.5
Total Split (s)	80.5	0.0	16.0	96.5	33.5	33.5
Total Split (%)	61.9%	0.0%	12.3%	74.2%	25.8%	25.8%
Maximum Green (s)	75.5		12.0	91.5	29.0	29.0
Yellow Time (s)	4.5		3.5	4.5	4.0	4.0
All-Red Time (s)	0.5		0.5	0.5	0.5	0.5
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	None	None
Walk Time (s)	4.0				4.0	4.0
Flash Dont Walk (s)	16.0				24.0	24.0
Pedestrian Calls (#/hr)	5				5	5
Act Effct Green (s)	93.6		10.2	104.8	19.2	19.2
Actuated g/C Ratio	0.72		0.08	0.81	0.15	0.15
v/c Ratio	0.68		0.39	0.30	0.62	0.19
Control Delay	6.3		63.3	1.0	61.5	12.4
Queue Delay	0.1		0.0	0.1	0.0	0.0
Total Delay	6.4		63.3	1.1	61.5	12.4
LOS	A		E	A	E	B
Approach Delay	6.4			3.7	49.3	