






















Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  | |  |  |
| Volume (vph) | 229 | 490 | 13 | 63 | 924 | 417 | 53 | 17 | 29 | 148 | 26 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.963 | | | 0.959 | |
| Satd. Flow (prot) | 1770 | 3525 | 0 | 1770 | 3539 | 1583 | 0 | 1794 | 1583 | 0 | 1786 | 1583 |
| Flt Permitted | 0.129 | | | 0.437 | | | | 0.714 | | | 0.706 | |
| Satd. Flow (perm) | 240 | 3525 | 0 | 814 | 3539 | 1583 | 0 | 1330 | 1583 | 0 | 1315 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | 474 | | | 44 | | | 44 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 260 | 557 | 15 | 72 | 1050 | 474 | 58 | 18 | 32 | 168 | 30 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 260 | 572 | 0 | 72 | 1050 | 474 | 0 | 76 | 32 | 0 | 198 | 40 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 16.0 | 75.0 | | 59.0 | 59.0 | 59.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 12.8% | 60.0% | | 47.2% | 47.2% | 47.2% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Maximum Green (s) | 12.0 | 71.0 | | 55.0 | 55.0 | 55.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 |
| 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 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 71.0 | 71.0 | | 55.0 | 55.0 | 55.0 | | 46.0 | 46.0 | | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.44 | 0.44 | 0.44 | | 0.37 | 0.37 | | 0.37 | 0.37 |
| v/c Ratio | 0.92 | 0.29 | | 0.20 | 0.67 | 0.49 | | 0.16 | 0.05 | | 0.41 | 0.07 |
| Control Delay | 57.3 | 14.3 | | 23.4 | 30.6 | 3.8 | | 27.6 | 4.9 | | 32.6 | 7.0 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 57.3 | 14.3 | | 23.4 | 30.6 | 3.8 | | 27.6 | 4.9 | | 32.6 | 7.0 |
| LOS | E | B | | C | C | A | | C | A | | C | A |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Approach Delay | | 27.7 | | | 22.3 | | | 20.9 | | | 28.3 | |
| Approach LOS | | C | | | C | | | C | | | C | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 125 |
| Actuated Cycle Length: | 125 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.92 |
| Intersection Signal Delay: | 24.4 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 64.5% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd

| | | |
|------|--------|------|
| | | |
| ø1 | ø2 (R) | ø4 |
| 16 s | 59 s | 50 s |
| | | |
| ø6 | ø8 | |
| 75 s | 50 s | |

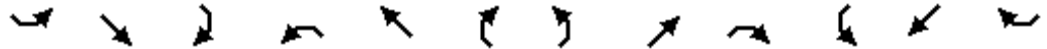
Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 229 | 490 | 13 | 63 | 924 | 417 | 53 | 17 | 29 | 148 | 26 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Grade (%) | | 4% | | | -3% | | | 0% | | | -5% | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.996 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.963 | | 0.950 | 0.966 | |
| Satd. Flow (prot) | 1676 | 3339 | 0 | 1736 | 3473 | 1554 | 0 | 1734 | 1531 | 1666 | 1694 | 1569 |
| Flt Permitted | 0.143 | | | 0.437 | | | | 0.732 | | 0.708 | 0.753 | |
| Satd. Flow (perm) | 252 | 3339 | 0 | 799 | 3473 | 1554 | 0 | 1318 | 1531 | 1241 | 1320 | 1569 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | | 474 | | | 109 | | | 109 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | | 25 |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | | 338 |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | | 9.2 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 260 | 557 | 15 | 72 | 1050 | 474 | 58 | 18 | 32 | 168 | 30 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | 42% | | |
| Lane Group Flow (vph) | 260 | 572 | 0 | 72 | 1050 | 474 | 0 | 76 | 32 | 97 | 101 | 40 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 11 | | | 11 | | | 11 | | | | 11 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.07 | 1.07 | 1.07 | 1.02 | 1.02 | 1.02 | 1.04 | 1.04 | 1.04 | 1.01 | 1.01 | 1.01 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 49.0 | | 28.0 | 28.0 | 28.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (%) | 30.0% | 70.0% | | 40.0% | 40.0% | 40.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% |
| Maximum Green (s) | 16.0 | 44.0 | | 23.0 | 23.0 | 23.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 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 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 44.0 | 44.0 | | 23.0 | 23.0 | 23.0 | | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| Actuated g/C Ratio | 0.63 | 0.63 | | 0.33 | 0.33 | 0.33 | | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| v/c Ratio | 0.54 | 0.27 | | 0.27 | 0.92 | 0.57 | | 0.25 | 0.07 | 0.34 | 0.34 | 0.09 |
| Control Delay | 13.7 | 6.2 | | 20.9 | 37.4 | 5.1 | | 24.8 | 0.3 | 26.7 | 26.3 | 0.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015

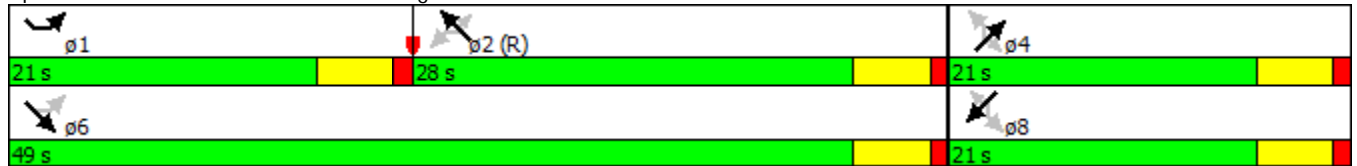


| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|------|-----|-----|------|------|-----|-----|------|-----|------|------|-----|
| Total Delay | 13.7 | 6.2 | | 20.9 | 37.4 | 5.1 | | 24.8 | 0.3 | 26.7 | 26.3 | 0.4 |
| LOS | B | A | | C | D | A | | C | A | C | C | A |
| Approach Delay | | 8.5 | | | 27.1 | | | 17.6 | | | 22.1 | |
| Approach LOS | | A | | | C | | | B | | | C | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 70 |
| Actuated Cycle Length: | 70 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 70 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.92 |
| Intersection Signal Delay: | 20.7 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 62.2% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd



Lanes, Volumes, Timings
 18: Greenbag Rd & Deckers Creek Rd

3/9/2015



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 69 | 127 | 108 | 198 | 226 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Flt Permitted | 0.950 | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 533 | | | 1817 | 1750 | |
| Travel Time (s) | 12.1 | | | 41.3 | 39.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 138 | 117 | 215 | 246 | 59 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 138 | 0 | 332 | 305 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 45.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
22: Greenbag Rd

3/9/2015

| | ↑ | ↗ | ↘ | ↓ | ↙ | ↖ |
|-----------------------------------|--------------|-------|------|------------------------|-------|-------|
| Lane Group | NBT | NBR | SBL | SBT | SWL | SWR |
| Lane Configurations | ↑ | | | ↑ | ↘ | |
| Volume (vph) | 340 | 29 | 4 | 371 | 49 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.980 | |
| Flt Protected | | | | | 0.959 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Flt Permitted | | | | | 0.959 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 327 | | | 848 | 615 | |
| Travel Time (s) | 7.4 | | | 19.3 | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 370 | 32 | 4 | 403 | 53 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 402 | 0 | 0 | 407 | 62 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 32.7% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

Lanes, Volumes, Timings

24:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 17 | 301 | 4 | 4 | 353 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 9 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.938 | | 0.998 | | | |
| Flt Protected | 0.974 | | | | | 0.999 |
| Satd. Flow (prot) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Flt Permitted | 0.974 | | | | | 0.999 |
| Satd. Flow (perm) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 980 | | 365 | | | 250 |
| Travel Time (s) | 22.3 | | 8.3 | | | 5.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 18 | 327 | 4 | 4 | 384 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 331 | 0 | 0 | 388 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 233 | 41 | 80 | 113 | 98 | 58 | 25 | 45 | 21 | 277 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 12 | 12 | 9 | 12 | 12 | 9 | 12 | 9 | 12 | 12 |
| Lane Util. 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 |
| Frt | | 0.982 | | | 0.954 | | | 0.952 | | 0.874 | | |
| Flt Protected | | 0.958 | | | 0.986 | | | 0.978 | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1577 | 0 | 0 | 1577 | 0 | 0 | 1561 | 0 | 1461 | 0 | 0 |
| Flt Permitted | | 0.958 | | | 0.879 | | | 0.781 | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1577 | 0 | 0 | 1406 | 0 | 0 | 1246 | 0 | 1461 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 33 | | | 36 | | 12 | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | |
| Link Distance (ft) | | 1210 | | | 1544 | | | 1051 | | 624 | | |
| Travel Time (s) | | 27.5 | | | 35.1 | | | 23.9 | | 14.2 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 253 | 45 | 87 | 123 | 107 | 63 | 27 | 49 | 23 | 301 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 0 | 0 | 317 | 0 | 0 | 139 | 0 | 351 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right | Right |
| Median Width(ft) | | 9 | | | 0 | | | 0 | | 9 | | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | 0 | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.14 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 | 9 |
| Turn Type | Perm | Prot | | Perm | NA | | Perm | NA | | Prot | | |
| Protected Phases | | 4! | | | 2 | | | 6 | | 8! | | |
| Permitted Phases | 4 | | | 2 | | | 6 | | | | | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | | |
| Total Split (s) | 51.0 | 51.0 | | 41.0 | 41.0 | | 41.0 | 41.0 | | 51.0 | | |
| Total Split (%) | 55.4% | 55.4% | | 44.6% | 44.6% | | 44.6% | 44.6% | | 55.4% | | |
| Maximum Green (s) | 47.0 | 47.0 | | 37.0 | 37.0 | | 37.0 | 37.0 | | 47.0 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | 4.0 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | |
| Act Effect Green (s) | | 47.0 | | | 37.0 | | | 37.0 | | 47.0 | | |
| Actuated g/C Ratio | | 0.51 | | | 0.40 | | | 0.40 | | 0.51 | | |
| v/c Ratio | | 0.41 | | | 0.54 | | | 0.27 | | 0.47 | | |
| Control Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |

Lanes, Volumes, Timings
 26: Dorsey Ave & Greenbag Rd

3/9/2015

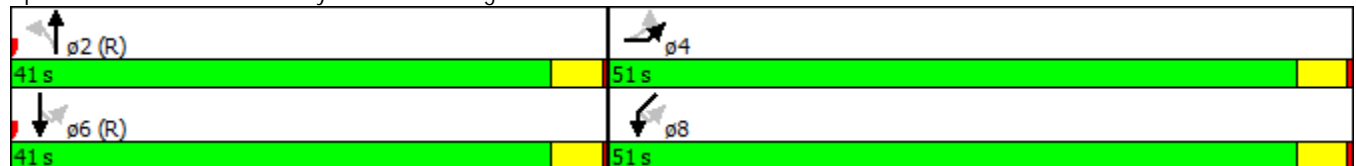


| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------|------|------|-----|-----|------|-----|-----|------|-----|------|-----|------|
| LOS | | B | | | C | | | B | | B | | |
| Approach Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Approach LOS | | B | | | C | | | B | | B | | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 92 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 40 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 17.7 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 65.4% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 26: Dorsey Ave & Greenbag Rd



Lanes, Volumes, Timings

27:

3/9/2015



| Lane Group | WBR | WBR2 | SEL2 | SEL | SWL | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 376 | 80 | 67 | 241 | 41 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | 0.939 | |
| Flt Protected | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (prot) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Flt Permitted | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (perm) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 305 | | | 411 | 538 | |
| Travel Time (s) | 6.9 | | | 9.3 | 12.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 409 | 87 | 73 | 262 | 45 | 37 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 496 | 0 | 73 | 262 | 82 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Right | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 24 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | 9 | 15 | 15 | 15 | 9 |
| Sign Control | Free | | Free | | Stop | |

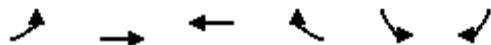
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.6% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

30:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 14 | 428 | 380 | 45 | 17 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | 0.936 | |
| Flt Protected | | 0.998 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Flt Permitted | | 0.998 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 363 | 975 | | 924 | |
| Travel Time (s) | | 8.3 | 22.2 | | 21.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 15 | 465 | 413 | 49 | 18 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 480 | 462 | 0 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

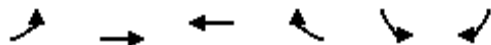
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 43.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

33:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 428 | 234 | 56 | 48 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.865 | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 494 | 363 | | 1008 | |
| Travel Time (s) | | 11.2 | 8.3 | | 22.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|--|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 47 | 9 | 365 | 247 | 65 | 306 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 10 | 11 | 11 |
| Grade (%) | 0% | | 5% | | | 0% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | 0.850 | | 0.850 | | |
| Fl _t Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 1695 | 1441 | 1711 | 1801 |
| Fl _t Permitted | 0.950 | | | | 0.426 | |
| Satd. Flow (perm) | 1770 | 1583 | 1695 | 1441 | 767 | 1801 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 10 | | 268 | | |
| Link Speed (mph) | 30 | | 35 | | | 30 |
| Link Distance (ft) | 509 | | 287 | | | 369 |
| Travel Time (s) | 11.6 | | 5.6 | | | 8.4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 11 | | | 11 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.13 | 1.13 | 1.04 | 1.04 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 1 | 1 | 2 | 1 | 1 | 2 |
| Detector Template | Left | Right | Thru | Right | Left | Thru |
| Leading Detector (ft) | 20 | 20 | 100 | 20 | 20 | 100 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 20 | 6 | 20 | 20 | 6 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | 94 | | | 94 |
| Detector 2 Size(ft) | | | 6 | | | 6 |
| Detector 2 Type | | | Cl+Ex | | | Cl+Ex |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | 0.0 | | | 0.0 |
| Turn Type | Prot | Perm | NA | Perm | Perm | NA |
| Protected Phases | 2 | | 4 | | | 8 |
| Permitted Phases | | 2 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 12.0 | 12.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 30.0% | 30.0% | 70.0% | 70.0% | 70.0% | 70.0% |
| Maximum Green (s) | 8.0 | 8.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Max | Max | None | None | None | None |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 16.3 | 16.3 | 14.9 | 14.9 | 14.9 | 14.9 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.38 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.07 | 0.02 | 0.62 | 0.38 | 0.24 | 0.49 |
| Control Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| LOS | A | A | B | A | A | B |
| Approach Delay | 9.2 | | 9.5 | | | 11.1 |
| Approach LOS | A | | A | | | B |

Intersection Summary

| | |
|-----------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 40 |
| Actuated Cycle Length: | 39.4 |
| Natural Cycle: | 40 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.62 |
| Intersection Signal Delay: | 10.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 36.1% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Splits and Phases: 37:



Lanes, Volumes, Timings

40:

3/9/2015



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 13 | 293 | 47 | 60 | 314 | 12 | 23 | 0 | 27 | 2 | 0 | 1 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.979 | | | 0.995 | | | | 0.850 | | 0.955 | |
| Flt Protected | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (prot) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Flt Permitted | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (perm) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 211 | | | 741 | | | 804 | | | 256 | |
| Travel Time (s) | | 4.8 | | | 16.8 | | | 18.3 | | | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 318 | 51 | 65 | 341 | 13 | 25 | 0 | 29 | 2 | 0 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 14 | 369 | 0 | 0 | 419 | 0 | 0 | 25 | 29 | 0 | 3 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized






















Intersection Capacity Utilization 33.7%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  | |  |  |
| Volume (vph) | 254 | 848 | 11 | 13 | 401 | 242 | 11 | 11 | 41 | 583 | 35 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.976 | | | 0.955 | |
| Satd. Flow (prot) | 1770 | 3532 | 0 | 1770 | 3539 | 1583 | 0 | 1818 | 1583 | 0 | 1779 | 1583 |
| Flt Permitted | 0.400 | | | 0.285 | | | | 0.522 | | | 0.721 | |
| Satd. Flow (perm) | 745 | 3532 | 0 | 531 | 3539 | 1583 | 0 | 972 | 1583 | 0 | 1343 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 275 | | | 45 | | | 61 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 289 | 964 | 12 | 15 | 456 | 275 | 12 | 12 | 45 | 662 | 40 | 86 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 289 | 976 | 0 | 15 | 456 | 275 | 0 | 24 | 45 | 0 | 702 | 86 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 16.0 | 75.0 | | 59.0 | 59.0 | 59.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 12.8% | 60.0% | | 47.2% | 47.2% | 47.2% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% | 40.0% |
| Maximum Green (s) | 12.0 | 71.0 | | 55.0 | 55.0 | 55.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 | 46.0 |
| 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 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 71.0 | 71.0 | | 55.0 | 55.0 | 55.0 | | 46.0 | 46.0 | | 46.0 | 46.0 |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.44 | 0.44 | 0.44 | | 0.37 | 0.37 | | 0.37 | 0.37 |
| v/c Ratio | 0.55 | 0.49 | | 0.06 | 0.29 | 0.32 | | 0.07 | 0.07 | | 1.42 | 0.14 |
| Control Delay | 18.6 | 17.1 | | 21.4 | 23.1 | 3.5 | | 26.5 | 7.6 | | 233.1 | 10.5 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 18.6 | 17.1 | | 21.4 | 23.1 | 3.5 | | 26.5 | 7.6 | | 233.1 | 10.5 |
| LOS | B | B | | C | C | A | | C | A | | F | B |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|-------|-----|
| Approach Delay | | 17.4 | | | 15.9 | | | 14.1 | | | 208.8 | |
| Approach LOS | | B | | | B | | | B | | | F | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 125 |
| Actuated Cycle Length: | 125 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 90 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 1.42 |
| Intersection Signal Delay: | 69.5 |
| Intersection LOS: | E |
| Intersection Capacity Utilization | 77.9% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd

| | | |
|------|------|------|
| | | |
| 16 s | 59 s | 50 s |
| | | |
| 75 s | | 50 s |

Lanes, Volumes, Timings
 18: Greenbag Rd & Deckers Creek Rd

3/9/2015



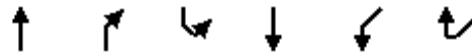
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 201 | 196 | 114 | 291 | 165 | 49 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.969 | |
| Flt Protected | 0.950 | | | 0.986 | | |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 1837 | 1805 | 0 |
| Flt Permitted | 0.950 | | | 0.986 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 1837 | 1805 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 533 | | | 1817 | 1750 | |
| Travel Time (s) | 12.1 | | | 41.3 | 39.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 218 | 213 | 124 | 316 | 179 | 53 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 218 | 213 | 0 | 440 | 232 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 54.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
22: Greenbag Rd

3/9/2015



| Lane Group | NBT | NBR | SBL | SBT | SWL | SWR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 321 | 33 | 17 | 376 | 65 | 5 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.987 | | | | 0.991 | |
| Flt Protected | | | | 0.998 | 0.955 | |
| Satd. Flow (prot) | 1839 | 0 | 0 | 1859 | 1763 | 0 |
| Flt Permitted | | | | 0.998 | 0.955 | |
| Satd. Flow (perm) | 1839 | 0 | 0 | 1859 | 1763 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 327 | | | 848 | 615 | |
| Travel Time (s) | 7.4 | | | 19.3 | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 349 | 36 | 18 | 409 | 71 | 5 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 385 | 0 | 0 | 427 | 76 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 44.2% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

24:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 9 | 7 | 338 | 10 | 10 | 366 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 9 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.940 | | 0.996 | | | |
| Flt Protected | 0.973 | | | | | 0.999 |
| Satd. Flow (prot) | 1704 | 0 | 1670 | 0 | 0 | 1861 |
| Flt Permitted | 0.973 | | | | | 0.999 |
| Satd. Flow (perm) | 1704 | 0 | 1670 | 0 | 0 | 1861 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 973 | | 365 | | | 250 |
| Travel Time (s) | 22.1 | | 8.3 | | | 5.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 10 | 8 | 367 | 11 | 11 | 398 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 18 | 0 | 378 | 0 | 0 | 409 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|------------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 37.3% ICU Level of Service A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings
26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 233 | 41 | 80 | 113 | 98 | 58 | 25 | 45 | 21 | 277 | 25 |
| Ideal Flow (vphpl) | 1900 | 1530 | 1900 | 1900 | 1530 | 1900 | 1900 | 1530 | 1900 | 1530 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 12 | 12 | 9 | 12 | 12 | 9 | 12 | 9 | 12 | 12 |
| Lane Util. 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 |
| Fr _t | | 0.982 | | | 0.954 | | | 0.952 | | 0.874 | | |
| Fl _t Protected | | 0.958 | | | 0.986 | | | 0.978 | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1270 | 0 | 0 | 1270 | 0 | 0 | 1257 | 0 | 1176 | 0 | 0 |
| Fl _t Permitted | | 0.958 | | | 0.879 | | | 0.781 | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1270 | 0 | 0 | 1132 | 0 | 0 | 1004 | 0 | 1176 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 33 | | | 36 | | 12 | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | |
| Link Distance (ft) | | 1210 | | | 1544 | | | 1051 | | 624 | | |
| Travel Time (s) | | 27.5 | | | 35.1 | | | 23.9 | | 14.2 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 253 | 45 | 87 | 123 | 107 | 63 | 27 | 49 | 23 | 301 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 0 | 0 | 317 | 0 | 0 | 139 | 0 | 351 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right | Right |
| Median Width(ft) | | 9 | | | 0 | | | 0 | | 9 | | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | 0 | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.49 | 1.00 | 1.00 | 1.49 | 1.00 | 1.00 | 1.49 | 1.00 | 1.49 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 | 9 |
| Turn Type | Perm | Prot | | Perm | NA | | Perm | NA | | Prot | | |
| Protected Phases | | 4! | | | 2 | | | 6 | | 8! | | |
| Permitted Phases | 4 | | | 2 | | | 6 | | | | | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | | |
| Total Split (s) | 51.0 | 51.0 | | 41.0 | 41.0 | | 41.0 | 41.0 | | 51.0 | | |
| Total Split (%) | 55.4% | 55.4% | | 44.6% | 44.6% | | 44.6% | 44.6% | | 55.4% | | |
| Maximum Green (s) | 47.0 | 47.0 | | 37.0 | 37.0 | | 37.0 | 37.0 | | 47.0 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | 4.0 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | |
| Act Effect Green (s) | | 47.0 | | | 37.0 | | | 37.0 | | 47.0 | | |
| Actuated g/C Ratio | | 0.51 | | | 0.40 | | | 0.40 | | 0.51 | | |
| v/c Ratio | | 0.51 | | | 0.67 | | | 0.33 | | 0.58 | | |
| Control Delay | | 17.8 | | | 28.3 | | | 16.4 | | 19.8 | | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Delay | | 17.8 | | | 28.3 | | | 16.4 | | 19.8 | | |

Lanes, Volumes, Timings
 26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------|------|------|-----|-----|------|-----|-----|------|-----|------|-----|------|
| LOS | | B | | | C | | | B | | B | | |
| Approach Delay | | 17.8 | | | 28.3 | | | 16.4 | | 19.8 | | |
| Approach LOS | | B | | | C | | | B | | B | | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 92 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 40 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.67 |
| Intersection Signal Delay: | 21.2 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 78.8% |
| ICU Level of Service | D |
| Analysis Period (min) | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 26: Dorsey Ave & Greenbag Rd

| | |
|--------|------|
| φ2 (R) | φ4 |
| 41 s | 51 s |
| φ6 (R) | φ8 |
| 41 s | 51 s |

Lanes, Volumes, Timings

27:

3/9/2015



| Lane Group | WBR | WBR2 | SEL2 | SEL | SWL | SWR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 459 | 108 | 39 | 328 | 63 | 45 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | 0.943 | |
| Flt Protected | | | | 0.950 | 0.972 | |
| Satd. Flow (prot) | 1611 | 0 | 0 | 1770 | 1707 | 0 |
| Flt Permitted | | | | 0.950 | 0.972 | |
| Satd. Flow (perm) | 1611 | 0 | 0 | 1770 | 1707 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 305 | | | 411 | 538 | |
| Travel Time (s) | 6.9 | | | 9.3 | 12.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 499 | 117 | 42 | 357 | 68 | 49 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 616 | 0 | 0 | 399 | 117 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Right | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 12 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | 9 | 15 | 15 | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

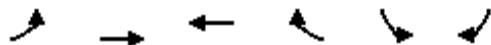
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 38.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

30:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 14 | 438 | 433 | 7 | 13 | 16 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.998 | | 0.926 | |
| Flt Protected | | 0.998 | | | 0.978 | |
| Satd. Flow (prot) | 0 | 1859 | 1859 | 0 | 1687 | 0 |
| Flt Permitted | | 0.998 | | | 0.978 | |
| Satd. Flow (perm) | 0 | 1859 | 1859 | 0 | 1687 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 363 | 975 | | 924 | |
| Travel Time (s) | | 8.3 | 22.2 | | 21.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 15 | 476 | 471 | 8 | 14 | 17 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 491 | 479 | 0 | 31 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

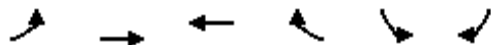
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 44.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

33:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 438 | 433 | 50 | 48 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | | 0.865 | | |
| Fl _t Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Fl _t Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 494 | 363 | | 1008 | |
| Travel Time (s) | | 11.2 | 8.3 | | 22.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 476 | 471 | 54 | 52 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 476 | 471 | 54 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|--|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 275 | 100 | 335 | 90 | 87 | 358 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 10 | 11 | 11 |
| Grade (%) | 0% | | 5% | | | 0% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 1695 | 1441 | 1711 | 1801 |
| Flt Permitted | 0.950 | | | | 0.459 | |
| Satd. Flow (perm) | 1770 | 1583 | 1695 | 1441 | 827 | 1801 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 112 | | 98 | | |
| Link Speed (mph) | 30 | | 35 | | | 30 |
| Link Distance (ft) | 509 | | 287 | | | 369 |
| Travel Time (s) | 11.6 | | 5.6 | | | 8.4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 309 | 112 | 364 | 98 | 95 | 389 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 309 | 112 | 364 | 98 | 95 | 389 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 11 | | | 11 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.13 | 1.13 | 1.04 | 1.04 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 1 | 1 | 2 | 1 | 1 | 2 |
| Detector Template | Left | Right | Thru | Right | Left | Thru |
| Leading Detector (ft) | 20 | 20 | 100 | 20 | 20 | 100 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 20 | 6 | 20 | 20 | 6 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | 94 | | | 94 |
| Detector 2 Size(ft) | | | 6 | | | 6 |
| Detector 2 Type | | | Cl+Ex | | | Cl+Ex |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | 0.0 | | | 0.0 |
| Turn Type | Prot | Perm | NA | Perm | Perm | NA |
| Protected Phases | 2 | | 4 | | | 8 |
| Permitted Phases | | 2 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | |

Lanes, Volumes, Timings

37:

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| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 13.0 | 13.0 | 27.0 | 27.0 | 27.0 | 27.0 |
| Total Split (%) | 32.5% | 32.5% | 67.5% | 67.5% | 67.5% | 67.5% |
| Maximum Green (s) | 9.0 | 9.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Max | Max | None | None | None | None |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 16.3 | 16.3 | 13.8 | 13.8 | 13.8 | 13.8 |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.36 | 0.36 | 0.36 | 0.36 |
| v/c Ratio | 0.41 | 0.15 | 0.59 | 0.17 | 0.32 | 0.60 |
| Control Delay | 11.4 | 3.5 | 13.9 | 2.8 | 11.3 | 13.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 11.4 | 3.5 | 13.9 | 2.8 | 11.3 | 13.7 |
| LOS | B | A | B | A | B | B |
| Approach Delay | 9.3 | | 11.5 | | | 13.2 |
| Approach LOS | A | | B | | | B |

Intersection Summary

Area Type: Other
 Cycle Length: 40
 Actuated Cycle Length: 38.2
 Natural Cycle: 40
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 11.4
 Intersection LOS: B
 Intersection Capacity Utilization 47.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 37:



Lanes, Volumes, Timings

40:

3/9/2015



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|----------------------------|-------|-------|-------|------|-------|-------|------|-------|-------|------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 2 | 406 | 18 | 31 | 420 | 2 | 50 | 1 | 137 | 15 | 0 | 8 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.993 | | | 0.999 | | | | 0.850 | | 0.951 | |
| Flt Protected | 0.950 | | | | 0.997 | | | 0.953 | | | 0.969 | |
| Satd. Flow (prot) | 1770 | 3514 | 0 | 0 | 3525 | 0 | 0 | 1775 | 1583 | 0 | 1717 | 0 |
| Flt Permitted | 0.950 | | | | 0.997 | | | 0.953 | | | 0.969 | |
| Satd. Flow (perm) | 1770 | 3514 | 0 | 0 | 3525 | 0 | 0 | 1775 | 1583 | 0 | 1717 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 211 | | | 741 | | | 804 | | | 256 | |
| Travel Time (s) | | 4.8 | | | 16.8 | | | 18.3 | | | 5.8 | |
| 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) | 2 | 441 | 20 | 34 | 457 | 2 | 54 | 1 | 149 | 16 | 0 | 9 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 2 | 461 | 0 | 0 | 493 | 0 | 0 | 55 | 149 | 0 | 25 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 42.4% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 254 | 848 | 11 | 13 | 401 | 242 | 11 | 11 | 11 | 583 | 35 | 76 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Grade (%) | | 4% | | | -3% | | | 0% | | | -5% | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.976 | | 0.950 | 0.958 | |
| Satd. Flow (prot) | 1676 | 3346 | 0 | 1736 | 3473 | 1554 | 0 | 1757 | 1531 | 1666 | 1680 | 1569 |
| Flt Permitted | 0.387 | | | 0.294 | | | | 0.830 | | 0.742 | 0.733 | |
| Satd. Flow (perm) | 683 | 3346 | 0 | 537 | 3473 | 1554 | 0 | 1495 | 1531 | 1301 | 1285 | 1569 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 275 | | | 60 | | | 86 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | | 25 |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | | 338 |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | | 9.2 |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 289 | 964 | 12 | 15 | 456 | 275 | 12 | 12 | 12 | 662 | 40 | 86 |
| Shared Lane Traffic (%) | | | | | | | | | | 47% | | |
| Lane Group Flow (vph) | 289 | 976 | 0 | 15 | 456 | 275 | 0 | 24 | 12 | 351 | 351 | 86 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 11 | | | 11 | | | 11 | | | | 11 |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | | 0 |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | | 16 |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.07 | 1.07 | 1.07 | 1.02 | 1.02 | 1.02 | 1.04 | 1.04 | 1.04 | 1.01 | 1.01 | 1.01 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 77.0 | | 56.0 | 56.0 | 56.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Total Split (%) | 16.5% | 60.6% | | 44.1% | 44.1% | 44.1% | 39.4% | 39.4% | 39.4% | 39.4% | 39.4% | 39.4% |
| Maximum Green (s) | 16.0 | 72.0 | | 51.0 | 51.0 | 51.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 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 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 72.0 | 72.0 | | 51.0 | 51.0 | 51.0 | | 45.0 | 45.0 | 45.0 | 45.0 | 45.0 |
| Actuated g/C Ratio | 0.57 | 0.57 | | 0.40 | 0.40 | 0.40 | | 0.35 | 0.35 | 0.35 | 0.35 | 0.35 |
| v/c Ratio | 0.56 | 0.51 | | 0.07 | 0.33 | 0.35 | | 0.05 | 0.02 | 0.76 | 0.77 | 0.14 |
| Control Delay | 19.1 | 18.0 | | 24.7 | 27.0 | 4.1 | | 27.4 | 0.1 | 48.7 | 49.5 | 6.2 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|------|------|-----|------|------|-----|-----|------|-----|------|------|-----|
| Total Delay | 19.1 | 18.0 | | 24.7 | 27.0 | 4.1 | | 27.4 | 0.1 | 48.7 | 49.5 | 6.2 |
| LOS | B | B | | C | C | A | | C | A | D | D | A |
| Approach Delay | | 18.2 | | | 18.5 | | | 18.3 | | | 44.4 | |
| Approach LOS | | B | | | B | | | B | | | D | |

Intersection Summary






















| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 127 |
| Actuated Cycle Length: | 127 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 65 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.77 |
| Intersection Signal Delay: | 25.6 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 63.4% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd



Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  | |  |  |
| Volume (vph) | 229 | 490 | 13 | 63 | 926 | 417 | 53 | 17 | 29 | 226 | 26 | 148 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.996 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.963 | | | 0.957 | |
| Satd. Flow (prot) | 1770 | 3525 | 0 | 1770 | 3539 | 1583 | 0 | 1794 | 1583 | 0 | 1783 | 1583 |
| Flt Permitted | 0.089 | | | 0.448 | | | | 0.612 | | | 0.489 | |
| Satd. Flow (perm) | 166 | 3525 | 0 | 835 | 3539 | 1583 | 0 | 1140 | 1583 | 0 | 911 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 311 | | | 65 | | | 161 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 249 | 533 | 14 | 68 | 1007 | 453 | 58 | 18 | 32 | 246 | 28 | 161 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 249 | 547 | 0 | 68 | 1007 | 453 | 0 | 76 | 32 | 0 | 274 | 161 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | 3 | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | | | 8 |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 |
| Total Split (s) | 20.0 | 65.0 | | 45.0 | 45.0 | 45.0 | 20.0 | 20.0 | 20.0 | 65.0 | 85.0 | 85.0 |
| Total Split (%) | 13.3% | 43.3% | | 30.0% | 30.0% | 30.0% | 13.3% | 13.3% | 13.3% | 43.3% | 56.7% | 56.7% |
| Maximum Green (s) | 16.0 | 61.0 | | 41.0 | 41.0 | 41.0 | 16.0 | 16.0 | 16.0 | 61.0 | 81.0 | 81.0 |
| 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 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | Lag | Lag | Lag | Lead | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | Yes | Yes | Yes | Yes | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 61.0 | 61.0 | | 41.0 | 41.0 | 41.0 | | 16.0 | 16.0 | | 61.0 | 81.0 |
| Actuated g/C Ratio | 0.41 | 0.41 | | 0.27 | 0.27 | 0.27 | | 0.11 | 0.11 | | 0.41 | 0.54 |
| v/c Ratio | 1.05 | 0.38 | | 0.30 | 1.04 | 0.69 | | 0.63 | 0.14 | | 0.38 | 0.17 |
| Control Delay | 111.2 | 32.1 | | 47.6 | 92.4 | 20.6 | | 87.1 | 2.4 | | 33.1 | 2.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 111.2 | 32.1 | | 47.6 | 92.4 | 20.6 | | 87.1 | 2.4 | | 33.1 | 2.7 |
| LOS | F | C | | D | F | C | | F | A | | C | A |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|-----|------|-----|-----|------|-----|-----|------|-----|-----|------|-----|
| Approach Delay | | 56.9 | | | 69.1 | | | 62.0 | | | 21.9 | |
| Approach LOS | | E | | | E | | | E | | | C | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 150 |
| Actuated Cycle Length: | 150 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 75 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 1.05 |
| Intersection Signal Delay: | 58.3 |
| Intersection LOS: | E |
| Intersection Capacity Utilization | 68.8% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd

| | | | |
|------|--------|------|------|
| φ1 | φ2 (R) | φ3 | φ4 |
| 20 s | 45 s | 65 s | 20 s |
| φ6 | | φ8 | |
| 65 s | | 65 s | |

Lanes, Volumes, Timings
 18: Greenbag Rd & Deckers Creek Rd

3/9/2015



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|----------------------------|------|-------|------|------|------|-------|
| Lane Configurations | ↑ | ↑ | | ↑ | ↑ | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 1863 | 0 | 1863 | 1863 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 1863 | 0 | 1863 | 1863 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 274 | | | 1171 | 1923 | |
| Travel Time (s) | 6.2 | | | 26.6 | 43.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 0.0% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
22: Greenbag Rd

3/9/2015

| | ↑ | ↗ | ↘ | ↓ | ↙ | ↖ |
|-----------------------------------|--------------|-------|------|------------------------|------|-------|
| Lane Group | NBT | NBR | SBL | SBT | SWL | SWR |
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 325 | | | 848 | 615 | |
| Travel Time (s) | 7.4 | | | 19.3 | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 13.3% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

Lanes, Volumes, Timings

24:

3/9/2015



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|----------------------------|------|-------|------|------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 356 | | | 871 | 352 | |
| Travel Time (s) | 8.1 | | | 19.8 | 8.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Free | | | Stop | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 13.3% |
| | ICU Level of Service A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings
26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|----------------------------|-------|-------|-------|------|-------|------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | | | | | |
| Flt Protected | | | | | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 1863 | 0 |
| Flt Permitted | | | | | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 0 | 0 | 1863 | 0 | 1863 | 0 |
| Right Turn on Red | Yes | | | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | | | | | | | | | |
| Link Speed (mph) | 30 | | | 30 | | | 30 | | 30 | |
| Link Distance (ft) | 1210 | | | 1544 | | | 1051 | | 623 | |
| Travel Time (s) | 27.5 | | | 35.1 | | | 23.9 | | 14.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right |
| Median Width(ft) | 12 | | | 0 | | | 0 | | 12 | |
| Link Offset(ft) | 0 | | | 0 | | | 0 | | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | | | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 |
| Turn Type | Prot | | | | | | | | Prot | |
| Protected Phases | 4! | | | 2 | | 6 | | 8! | | |
| Permitted Phases | 2 | | | 6 | | | | | | |
| Minimum Split (s) | 20.0 | | 20.0 | | 20.0 | | 20.0 | | 20.0 | |
| Total Split (s) | 20.0 | | 20.0 | | 20.0 | | 20.0 | | 20.0 | |
| Total Split (%) | 50.0% | | 50.0% | | 50.0% | | 50.0% | | 50.0% | |
| Maximum Green (s) | 16.0 | | 16.0 | | 16.0 | | 16.0 | | 16.0 | |
| Yellow Time (s) | 3.5 | | 3.5 | | 3.5 | | 3.5 | | 3.5 | |
| All-Red Time (s) | 0.5 | | 0.5 | | 0.5 | | 0.5 | | 0.5 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 4.0 | | 4.0 | | 4.0 | | 4.0 | |
| Lead/Lag | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | |
| Walk Time (s) | 5.0 | | 5.0 | | 5.0 | | 5.0 | | 5.0 | |
| Flash Dont Walk (s) | 11.0 | | 11.0 | | 11.0 | | 11.0 | | 11.0 | |
| Pedestrian Calls (#/hr) | 0 | | 0 | | 0 | | 0 | | 0 | |
| Act Effect Green (s) | | | | | | | | | | |
| Actuated g/C Ratio | | | | | | | | | | |
| v/c Ratio | | | | | | | | | | |
| Control Delay | | | | | | | | | | |
| Queue Delay | | | | | | | | | | |
| Total Delay | | | | | | | | | | |
| LOS | | | | | | | | | | |

Lanes, Volumes, Timings
 26: Dorsey Ave & Greenbag Rd



| Lane Group | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR |
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Approach Delay

Approach LOS

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 40

Control Type: Pretimed

Maximum v/c Ratio: 0.00

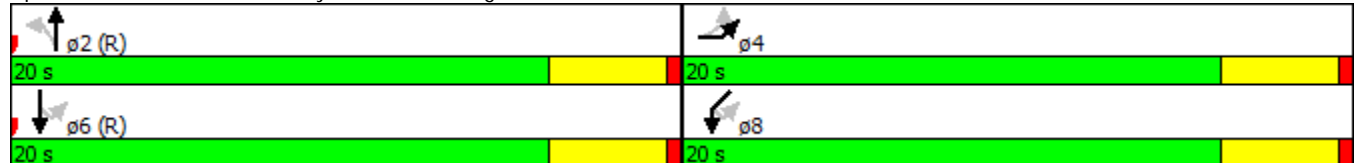
Intersection Signal Delay: 0.0 Intersection LOS: A

Intersection Capacity Utilization 0.0% ICU Level of Service A

Analysis Period (min) 15

! Phase conflict between lane groups.

Splits and Phases: 26: Dorsey Ave & Greenbag Rd



Lanes, Volumes, Timings

27:

3/9/2015



| Lane Group | WBR | SEL | SWL | SWR |
|----------------------------|-------|------|------|-------|
| Lane Configurations | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | |
| Flt Protected | | | | |
| Satd. Flow (prot) | 1863 | 1863 | 1863 | 0 |
| Flt Permitted | | | | |
| Satd. Flow (perm) | 1863 | 1863 | 1863 | 0 |
| Link Speed (mph) | 30 | 30 | 30 | |
| Link Distance (ft) | 305 | 411 | 538 | |
| Travel Time (s) | 6.9 | 9.3 | 12.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No |
| Lane Alignment | Right | Left | Left | Right |
| Median Width(ft) | 0 | 12 | 12 | |
| Link Offset(ft) | 0 | 0 | 0 | |
| Crosswalk Width(ft) | 16 | 16 | 16 | |
| Two way Left Turn Lane | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | 15 | 15 | 9 |
| Sign Control | Free | Free | Stop | |

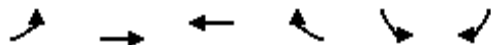
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 0.0% |
| | ICU Level of Service A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

30:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1863 | 1863 | 0 | 1863 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1863 | 1863 | 0 | 1863 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 180 | 975 | | 924 | |
| Travel Time (s) | | 4.1 | 22.2 | | 21.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

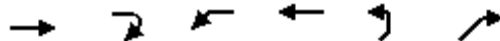
Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 0.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

33:

3/9/2015



| Lane Group | EBT | EBR | WBL | WBT | NEL | NER |
|----------------------------|------|-------|------|------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1863 | 1863 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 645 | | | 180 | 358 | |
| Travel Time (s) | 14.7 | | | 4.1 | 8.1 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | | 15 | 15 | | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 0.0% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 1863 | 1863 | 1863 | 1863 | 1863 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | | | | | |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 509 | | 287 | | | 369 |
| Travel Time (s) | 11.6 | | 6.5 | | | 8.4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 12 | | | 12 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Turn Type | Prot | Perm | | Perm | Perm | |
| Protected Phases | 2 | | 4 | | | 8 |
| Permitted Phases | | 2 | | 4 | 8 | |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (%) | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% | 50.0% |
| Maximum Green (s) | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effct Green (s) | | | | | | |
| Actuated g/C Ratio | | | | | | |
| v/c Ratio | | | | | | |
| Control Delay | | | | | | |
| Queue Delay | | | | | | |
| Total Delay | | | | | | |
| LOS | | | | | | |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|------------|-----|-----|-----|-----|-----|-----|
|------------|-----|-----|-----|-----|-----|-----|

Approach Delay

Approach LOS

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 40

Offset: 0 (0%), Referenced to phase 2:NWL and 6:, Start of Green

Natural Cycle: 40

Control Type: Pretimed

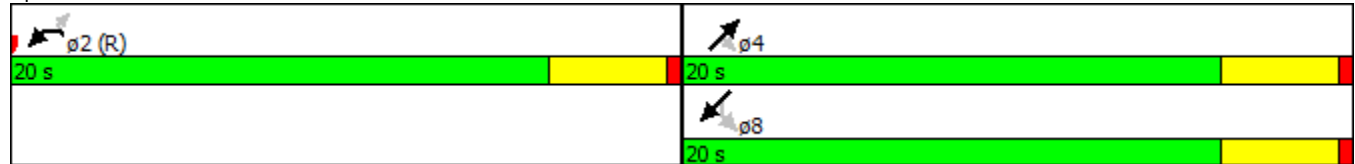
Maximum v/c Ratio: 0.00

Intersection Signal Delay: 0.0 Intersection LOS: A

Intersection Capacity Utilization 0.0% ICU Level of Service A

Analysis Period (min) 15



















Splits and Phases: 37:



Lanes, Volumes, Timings

40:

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | | |  |  | |  | |
| Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 1863 | 3539 | 0 | 0 | 3539 | 0 | 0 | 1863 | 1863 | 0 | 1863 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 1863 | 3539 | 0 | 0 | 3539 | 0 | 0 | 1863 | 1863 | 0 | 1863 | 0 |
| Link Speed (mph) | 30 | | | | 30 | | | | 30 | | | |
| Link Distance (ft) | 211 | | | | 741 | | | | 804 | | | |
| Travel Time (s) | 4.8 | | | | 16.8 | | | | 18.3 | | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | 12 | | | | 12 | | | | 0 | | | |
| Link Offset(ft) | 0 | | | | 0 | | | | 0 | | | |
| Crosswalk Width(ft) | 16 | | | | 16 | | | | 16 | | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | Free | | | | Free | | | | Stop | | | |

Intersection Summary

Area Type: Other























Control Type: Unsignalized

Intersection Capacity Utilization 0.0% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  |  |  |  |
| Volume (vph) | 229 | 490 | 13 | 63 | 924 | 417 | 53 | 17 | 29 | 148 | 26 | 35 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Grade (%) | | 4% | | | -3% | | | 0% | | | -5% | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.996 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.963 | | 0.950 | 0.966 | |
| Satd. Flow (prot) | 1676 | 3339 | 0 | 1736 | 3473 | 1554 | 0 | 1734 | 1531 | 1666 | 1694 | 1569 |
| Flt Permitted | 0.143 | | | 0.437 | | | | 0.732 | | 0.708 | 0.753 | |
| Satd. Flow (perm) | 252 | 3339 | 0 | 799 | 3473 | 1554 | 0 | 1318 | 1531 | 1241 | 1320 | 1569 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | | 474 | | | 109 | | | 109 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 260 | 557 | 15 | 72 | 1050 | 474 | 58 | 18 | 32 | 168 | 30 | 40 |
| Shared Lane Traffic (%) | | | | | | | | | | 42% | | |
| Lane Group Flow (vph) | 260 | 572 | 0 | 72 | 1050 | 474 | 0 | 76 | 32 | 97 | 101 | 40 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 11 | | | 11 | | | 11 | | | 11 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.07 | 1.07 | 1.07 | 1.02 | 1.02 | 1.02 | 1.04 | 1.04 | 1.04 | 1.01 | 1.01 | 1.01 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 49.0 | | 28.0 | 28.0 | 28.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (%) | 30.0% | 70.0% | | 40.0% | 40.0% | 40.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% | 30.0% |
| Maximum Green (s) | 16.0 | 44.0 | | 23.0 | 23.0 | 23.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 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 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 44.0 | 44.0 | | 23.0 | 23.0 | 23.0 | | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 |
| Actuated g/C Ratio | 0.63 | 0.63 | | 0.33 | 0.33 | 0.33 | | 0.23 | 0.23 | 0.23 | 0.23 | 0.23 |
| v/c Ratio | 0.54 | 0.27 | | 0.27 | 0.92 | 0.57 | | 0.25 | 0.07 | 0.34 | 0.34 | 0.09 |
| Control Delay | 13.7 | 6.2 | | 20.9 | 37.4 | 5.1 | | 24.8 | 0.3 | 26.7 | 26.3 | 0.4 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|------|-----|-----|------|------|-----|-----|------|-----|------|------|-----|
| Total Delay | 13.7 | 6.2 | | 20.9 | 37.4 | 5.1 | | 24.8 | 0.3 | 26.7 | 26.3 | 0.4 |
| LOS | B | A | | C | D | A | | C | A | C | C | A |
| Approach Delay | | 8.5 | | | 27.1 | | | 17.6 | | | 22.1 | |
| Approach LOS | | A | | | C | | | B | | | C | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 70 |
| Actuated Cycle Length: | 70 |
| Offset: | 0 (0%), Referenced to phase 2:NWTL, Start of Green |
| Natural Cycle: | 70 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.92 |
| Intersection Signal Delay: | 20.7 |
| Intersection LOS: | C |
| Intersection Capacity Utilization | 62.2% |
| ICU Level of Service | B |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd



Lanes, Volumes, Timings
 18: Greenbag Rd & Deckers Creek Rd

3/9/2015



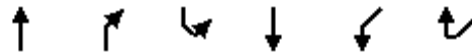
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 69 | 127 | 108 | 198 | 226 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Flt Permitted | 0.950 | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 533 | | | 1817 | 1750 | |
| Travel Time (s) | 12.1 | | | 41.3 | 39.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 138 | 117 | 215 | 246 | 59 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 138 | 0 | 332 | 305 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 45.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
22: Greenbag Rd

3/9/2015



| Lane Group | NBT | NBR | SBL | SBT | SWL | SWR |
|----------------------------|-------|-------|------|------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 340 | 29 | 4 | 371 | 49 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.980 | |
| Flt Protected | | | | | 0.959 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Flt Permitted | | | | | 0.959 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 327 | | | 848 | 615 | |
| Travel Time (s) | 7.4 | | | 19.3 | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 370 | 32 | 4 | 403 | 53 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 402 | 0 | 0 | 407 | 62 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 32.7% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

24:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 17 | 301 | 4 | 4 | 353 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 9 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.938 | | 0.998 | | | |
| Flt Protected | 0.974 | | | | | 0.999 |
| Satd. Flow (prot) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Flt Permitted | 0.974 | | | | | 0.999 |
| Satd. Flow (perm) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 980 | | 365 | | | 250 |
| Travel Time (s) | 22.3 | | 8.3 | | | 5.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 18 | 327 | 4 | 4 | 384 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 331 | 0 | 0 | 388 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 233 | 41 | 80 | 113 | 98 | 58 | 25 | 45 | 21 | 277 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 12 | 12 | 9 | 12 | 12 | 9 | 12 | 9 | 12 | 12 |
| Lane Util. 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 |
| Fr _t | | 0.982 | | | 0.954 | | | 0.952 | | 0.874 | | |
| Fl _t Protected | | 0.958 | | | 0.986 | | | 0.978 | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1577 | 0 | 0 | 1577 | 0 | 0 | 1561 | 0 | 1461 | 0 | 0 |
| Fl _t Permitted | | 0.958 | | | 0.879 | | | 0.781 | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1577 | 0 | 0 | 1406 | 0 | 0 | 1246 | 0 | 1461 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 33 | | | 36 | | 12 | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | |
| Link Distance (ft) | | 1210 | | | 1544 | | | 1051 | | 624 | | |
| Travel Time (s) | | 27.5 | | | 35.1 | | | 23.9 | | 14.2 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 253 | 45 | 87 | 123 | 107 | 63 | 27 | 49 | 23 | 301 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 0 | 0 | 317 | 0 | 0 | 139 | 0 | 351 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right | Right |
| Median Width(ft) | | 9 | | | 0 | | | 0 | | 9 | | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | 0 | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.14 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 | 9 |
| Turn Type | Perm | Prot | | Perm | NA | | Perm | NA | | Prot | | |
| Protected Phases | | 4! | | | 2 | | | 6 | | 8! | | |
| Permitted Phases | 4 | | | 2 | | | 6 | | | | | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | | |
| Total Split (s) | 51.0 | 51.0 | | 41.0 | 41.0 | | 41.0 | 41.0 | | 51.0 | | |
| Total Split (%) | 55.4% | 55.4% | | 44.6% | 44.6% | | 44.6% | 44.6% | | 55.4% | | |
| Maximum Green (s) | 47.0 | 47.0 | | 37.0 | 37.0 | | 37.0 | 37.0 | | 47.0 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | 4.0 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | |
| Act Effect Green (s) | | 47.0 | | | 37.0 | | | 37.0 | | 47.0 | | |
| Actuated g/C Ratio | | 0.51 | | | 0.40 | | | 0.40 | | 0.51 | | |
| v/c Ratio | | 0.41 | | | 0.54 | | | 0.27 | | 0.47 | | |
| Control Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |

Lanes, Volumes, Timings
 26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------|------|------|-----|-----|------|-----|-----|------|-----|------|-----|------|
| LOS | | B | | | C | | | B | | B | | |
| Approach Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Approach LOS | | B | | | C | | | B | | B | | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 92 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 40 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 17.7 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 65.4% |
| ICU Level of Service | C |
| Analysis Period (min) | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 26: Dorsey Ave & Greenbag Rd

| | |
|------|------|
| | |
| 41 s | 51 s |
| | |
| 41 s | 51 s |

Lanes, Volumes, Timings

27:

3/9/2015



| Lane Group | WBR | WBR2 | SEL2 | SEL | SWL | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 376 | 80 | 67 | 241 | 41 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | 0.939 | |
| Flt Protected | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (prot) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Flt Permitted | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (perm) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 305 | | | 411 | 538 | |
| Travel Time (s) | 6.9 | | | 9.3 | 12.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 409 | 87 | 73 | 262 | 45 | 37 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 496 | 0 | 73 | 262 | 82 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Right | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 24 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | 9 | 15 | 15 | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

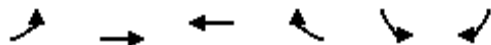
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.6% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

30:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 14 | 428 | 380 | 45 | 17 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | 0.936 | |
| Flt Protected | | 0.998 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Flt Permitted | | 0.998 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 363 | 975 | | 924 | |
| Travel Time (s) | | 8.3 | 22.2 | | 21.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 15 | 465 | 413 | 49 | 18 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 480 | 462 | 0 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

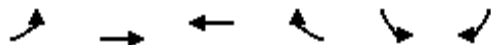
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 43.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

33:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 428 | 234 | 56 | 48 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Fr _t | | | | 0.865 | | |
| Fl _t Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Fl _t Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 494 | 363 | | 1008 | |
| Travel Time (s) | | 11.2 | 8.3 | | 22.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|--|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 47 | 9 | 365 | 247 | 65 | 306 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 10 | 11 | 11 |
| Grade (%) | 0% | | 5% | | | 0% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 1695 | 1441 | 1711 | 1801 |
| Flt Permitted | 0.950 | | | | 0.426 | |
| Satd. Flow (perm) | 1770 | 1583 | 1695 | 1441 | 767 | 1801 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 10 | | 268 | | |
| Link Speed (mph) | 30 | | 35 | | | 30 |
| Link Distance (ft) | 509 | | 287 | | | 369 |
| Travel Time (s) | 11.6 | | 5.6 | | | 8.4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 11 | | | 11 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.13 | 1.13 | 1.04 | 1.04 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 1 | 1 | 2 | 1 | 1 | 2 |
| Detector Template | Left | Right | Thru | Right | Left | Thru |
| Leading Detector (ft) | 20 | 20 | 100 | 20 | 20 | 100 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 20 | 6 | 20 | 20 | 6 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | 94 | | | 94 |
| Detector 2 Size(ft) | | | 6 | | | 6 |
| Detector 2 Type | | | Cl+Ex | | | Cl+Ex |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | 0.0 | | | 0.0 |
| Turn Type | Prot | Perm | NA | Perm | Perm | NA |
| Protected Phases | 2 | | 4 | | | 8 |
| Permitted Phases | | 2 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 12.0 | 12.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 30.0% | 30.0% | 70.0% | 70.0% | 70.0% | 70.0% |
| Maximum Green (s) | 8.0 | 8.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Max | Max | None | None | None | None |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 16.3 | 16.3 | 14.9 | 14.9 | 14.9 | 14.9 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.38 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.07 | 0.02 | 0.62 | 0.38 | 0.24 | 0.49 |
| Control Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| LOS | A | A | B | A | A | B |
| Approach Delay | 9.2 | | 9.5 | | | 11.1 |
| Approach LOS | A | | A | | | B |

Intersection Summary

| | |
|------------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 40 |
| Actuated Cycle Length: | 39.4 |
| Natural Cycle: | 40 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.62 |
| Intersection Signal Delay: | 10.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 36.1% |
| ICU Level of Service: | A |
| Analysis Period (min): | 15 |




















Splits and Phases: 37:



Lanes, Volumes, Timings

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3/9/2015






















| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | | |  |  | |  |  |
| Volume (vph) | 13 | 293 | 47 | 60 | 314 | 12 | 23 | 0 | 27 | 2 | 0 | 1 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.979 | | | 0.995 | | | | 0.850 | | 0.955 | |
| Flt Protected | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (prot) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Flt Permitted | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (perm) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 211 | | | 741 | | | 804 | | | 256 | |
| Travel Time (s) | | 4.8 | | | 16.8 | | | 18.3 | | | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 318 | 51 | 65 | 341 | 13 | 25 | 0 | 29 | 2 | 0 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 14 | 369 | 0 | 0 | 419 | 0 | 0 | 25 | 29 | 0 | 3 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 33.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

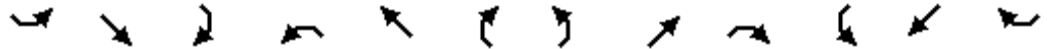
Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  | |  |  |
| Volume (vph) | 333 | 1112 | 14 | 17 | 526 | 317 | 14 | 14 | 54 | 765 | 46 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Grade (%) | | 4% | | | -3% | | | 0% | | | -5% | |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.976 | | | 0.955 | |
| Satd. Flow (prot) | 1676 | 3346 | 0 | 1736 | 3473 | 1554 | 0 | 1757 | 1531 | 0 | 1763 | 1569 |
| Flt Permitted | 0.286 | | | 0.176 | | | | 0.461 | | | 0.716 | |
| Satd. Flow (perm) | 505 | 3346 | 0 | 322 | 3473 | 1554 | 0 | 830 | 1531 | 0 | 1321 | 1569 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 360 | | | 61 | | | 64 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 378 | 1264 | 16 | 19 | 598 | 360 | 15 | 15 | 59 | 869 | 52 | 114 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 378 | 1280 | 0 | 19 | 598 | 360 | 0 | 30 | 59 | 0 | 921 | 114 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 11 | | | 11 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.07 | 1.07 | 1.07 | 1.02 | 1.02 | 1.02 | 1.04 | 1.04 | 1.04 | 1.01 | 1.01 | 1.01 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Perm | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | | | 8 |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | 8 | | 8 |
| Minimum Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 |
| Total Split (s) | 21.0 | 72.0 | | 51.0 | 51.0 | 51.0 | 53.0 | 53.0 | 53.0 | 53.0 | 53.0 | 53.0 |
| Total Split (%) | 16.8% | 57.6% | | 40.8% | 40.8% | 40.8% | 42.4% | 42.4% | 42.4% | 42.4% | 42.4% | 42.4% |
| Maximum Green (s) | 16.0 | 67.0 | | 46.0 | 46.0 | 46.0 | 48.0 | 48.0 | 48.0 | 48.0 | 48.0 | 48.0 |
| Yellow Time (s) | 4.0 | 4.0 | | 4.0 | 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 | 1.0 | 1.0 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | Lead | | | Lag | Lag | Lag | | | | | | |
| Lead-Lag Optimize? | Yes | | | Yes | Yes | Yes | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 67.0 | 67.0 | | 46.0 | 46.0 | 46.0 | | 48.0 | 48.0 | | 48.0 | 48.0 |
| Actuated g/C Ratio | 0.54 | 0.54 | | 0.37 | 0.37 | 0.37 | | 0.38 | 0.38 | | 0.38 | 0.38 |
| v/c Ratio | 0.90 | 0.71 | | 0.16 | 0.47 | 0.45 | | 0.09 | 0.09 | | 1.82 | 0.18 |
| Control Delay | 45.4 | 24.6 | | 31.0 | 31.6 | 4.6 | | 25.8 | 6.2 | | 401.7 | 12.7 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |

Lanes, Volumes, Timings
 1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|----------------|------|------|-----|------|------|-----|-----|------|-----|-----|-------|------|
| Total Delay | 45.4 | 24.6 | | 31.0 | 31.6 | 4.6 | | 25.8 | 6.2 | | 401.7 | 12.7 |
| LOS | D | C | | C | C | A | | C | A | | F | B |
| Approach Delay | | 29.3 | | | 21.7 | | | 12.8 | | | 358.8 | |
| Approach LOS | | C | | | C | | | B | | | F | |

Intersection Summary

| | |
|-----------------------------------|--|
| Area Type: | Other |
| Cycle Length: | 125 |
| Actuated Cycle Length: | 125 |
| Offset: | 0 (0%), Referenced to phase 1:SEL and 6:SETL, Start of Green |
| Natural Cycle: | 90 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 1.82 |
| Intersection Signal Delay: | 117.7 |
| Intersection LOS: | F |
| Intersection Capacity Utilization | 98.5% |
| ICU Level of Service | F |
| Analysis Period (min) | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd

| | | |
|--------|------|------|
| | | |
| ø1 (R) | ø2 | ø4 |
| 21 s | 51 s | 53 s |
| | | |
| ø6 (R) | ø8 | |
| 72 s | 53 s | |

Lanes, Volumes, Timings
 18: Greenbag Rd & Deckers Creek Rd

3/9/2015



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|----------------------------|-------|-------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 69 | 127 | 108 | 198 | 226 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.974 | |
| Flt Protected | 0.950 | | | 0.983 | | |
| Satd. Flow (prot) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Flt Permitted | 0.950 | | | 0.983 | | |
| Satd. Flow (perm) | 1770 | 1583 | 0 | 1831 | 1814 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 533 | | | 1817 | 1750 | |
| Travel Time (s) | 12.1 | | | 41.3 | 39.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 75 | 138 | 117 | 215 | 246 | 59 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 138 | 0 | 332 | 305 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 12 | | | 0 | 0 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | 15 | | | 9 |
| Sign Control | Stop | | | Free | Free | |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 45.4% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
22: Greenbag Rd

3/9/2015

| | ↑ | ↗ | ↘ | ↓ | ↙ | ↖ |
|-----------------------------------|--------------|-------|------|------------------------|-------|-------|
| Lane Group | NBT | NBR | SBL | SBT | SWL | SWR |
| Lane Configurations | ↗ | | | ↖ | ↘ | |
| Volume (vph) | 340 | 29 | 4 | 371 | 49 | 8 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.989 | | | | 0.980 | |
| Flt Protected | | | | | 0.959 | |
| Satd. Flow (prot) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Flt Permitted | | | | | 0.959 | |
| Satd. Flow (perm) | 1842 | 0 | 0 | 1863 | 1751 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 327 | | | 848 | 615 | |
| Travel Time (s) | 7.4 | | | 19.3 | 14.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 370 | 32 | 4 | 403 | 53 | 9 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 402 | 0 | 0 | 407 | 62 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 0 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | | 9 | 15 | | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |
| Intersection Summary | | | | | | |
| Area Type: | Other | | | | | |
| Control Type: | Unsignalized | | | | | |
| Intersection Capacity Utilization | 32.7% | | | ICU Level of Service A | | |
| Analysis Period (min) | 15 | | | | | |

Lanes, Volumes, Timings

24:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 19 | 17 | 301 | 4 | 4 | 353 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 9 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.938 | | 0.998 | | | |
| Flt Protected | 0.974 | | | | | 0.999 |
| Satd. Flow (prot) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Flt Permitted | 0.974 | | | | | 0.999 |
| Satd. Flow (perm) | 1702 | 0 | 1673 | 0 | 0 | 1861 |
| Link Speed (mph) | 30 | | 30 | | | 30 |
| Link Distance (ft) | 980 | | 365 | | | 250 |
| Travel Time (s) | 22.3 | | 8.3 | | | 5.7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 21 | 18 | 327 | 4 | 4 | 384 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 39 | 0 | 331 | 0 | 0 | 388 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 0 | | | 0 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Sign Control | Stop | | Free | | | Free |

Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings
26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 35 | 233 | 41 | 80 | 113 | 98 | 58 | 25 | 45 | 21 | 277 | 25 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 12 | 12 | 9 | 12 | 12 | 9 | 12 | 9 | 12 | 12 |
| Lane Util. 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 |
| Frt | | 0.982 | | | 0.954 | | | 0.952 | | 0.874 | | |
| Flt Protected | | 0.958 | | | 0.986 | | | 0.978 | | 0.997 | | |
| Satd. Flow (prot) | 0 | 1577 | 0 | 0 | 1577 | 0 | 0 | 1561 | 0 | 1461 | 0 | 0 |
| Flt Permitted | | 0.958 | | | 0.879 | | | 0.781 | | 0.997 | | |
| Satd. Flow (perm) | 0 | 1577 | 0 | 0 | 1406 | 0 | 0 | 1246 | 0 | 1461 | 0 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 12 | | | 33 | | | 36 | | 12 | | |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | 30 | | |
| Link Distance (ft) | | 1210 | | | 1544 | | | 1051 | | 624 | | |
| Travel Time (s) | | 27.5 | | | 35.1 | | | 23.9 | | 14.2 | | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 38 | 253 | 45 | 87 | 123 | 107 | 63 | 27 | 49 | 23 | 301 | 27 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 336 | 0 | 0 | 317 | 0 | 0 | 139 | 0 | 351 | 0 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Right | Right |
| Median Width(ft) | | 9 | | | 0 | | | 0 | | 9 | | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | 0 | | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | 16 | | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.00 | 1.14 | 1.00 | 1.14 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | 15 | 9 | 15 | | 9 | 15 | | 9 | 15 | 9 | 9 |
| Turn Type | Perm | Prot | | Perm | NA | | Perm | NA | | Prot | | |
| Protected Phases | | 4! | | | 2 | | | 6 | | 8! | | |
| Permitted Phases | 4 | | | 2 | | | 6 | | | | | |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | | 20.0 | | |
| Total Split (s) | 51.0 | 51.0 | | 41.0 | 41.0 | | 41.0 | 41.0 | | 51.0 | | |
| Total Split (%) | 55.4% | 55.4% | | 44.6% | 44.6% | | 44.6% | 44.6% | | 55.4% | | |
| Maximum Green (s) | 47.0 | 47.0 | | 37.0 | 37.0 | | 37.0 | 37.0 | | 47.0 | | |
| Yellow Time (s) | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.5 | | |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | 0.5 | | 0.5 | | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Lost Time (s) | | 4.0 | | | 4.0 | | | 4.0 | | 4.0 | | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | | |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | 11.0 | | 11.0 | | |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | | |
| Act Effect Green (s) | | 47.0 | | | 37.0 | | | 37.0 | | 47.0 | | |
| Actuated g/C Ratio | | 0.51 | | | 0.40 | | | 0.40 | | 0.51 | | |
| v/c Ratio | | 0.41 | | | 0.54 | | | 0.27 | | 0.47 | | |
| Control Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | 0.0 | | |
| Total Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |

Lanes, Volumes, Timings
 26: Dorsey Ave & Greenbag Rd

3/9/2015



| Lane Group | EBL2 | EBL | EBR | NBL | NBT | NBR | SBL | SBT | SBR | SWL | SWR | SWR2 |
|----------------|------|------|-----|-----|------|-----|-----|------|-----|------|-----|------|
| LOS | | B | | | C | | | B | | B | | |
| Approach Delay | | 15.4 | | | 22.9 | | | 15.1 | | 16.5 | | |
| Approach LOS | | B | | | C | | | B | | B | | |

Intersection Summary

| | |
|---------------------------------------|---|
| Area Type: | Other |
| Cycle Length: | 92 |
| Actuated Cycle Length: | 92 |
| Offset: | 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green |
| Natural Cycle: | 40 |
| Control Type: | Pretimed |
| Maximum v/c Ratio: | 0.54 |
| Intersection Signal Delay: | 17.7 |
| Intersection LOS: | B |
| Intersection Capacity Utilization: | 65.4% |
| ICU Level of Service: | C |
| Analysis Period (min): | 15 |
| ! Phase conflict between lane groups. | |

Splits and Phases: 26: Dorsey Ave & Greenbag Rd

| | |
|--------|------|
| φ2 (R) | φ4 |
| 41 s | 51 s |
| φ6 (R) | φ8 |
| 41 s | 51 s |

Lanes, Volumes, Timings

27:

3/9/2015



| Lane Group | WBR | WBR2 | SEL2 | SEL | SWL | SWR |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 376 | 80 | 67 | 241 | 41 | 34 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.865 | | | | 0.939 | |
| Flt Protected | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (prot) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Flt Permitted | | | 0.950 | 0.950 | 0.973 | |
| Satd. Flow (perm) | 1611 | 0 | 1770 | 1770 | 1702 | 0 |
| Link Speed (mph) | 30 | | | 30 | 30 | |
| Link Distance (ft) | 305 | | | 411 | 538 | |
| Travel Time (s) | 6.9 | | | 9.3 | 12.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 409 | 87 | 73 | 262 | 45 | 37 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 496 | 0 | 73 | 262 | 82 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Right | Right | Left | Left | Left | Right |
| Median Width(ft) | 0 | | | 24 | 12 | |
| Link Offset(ft) | 0 | | | 0 | 0 | |
| Crosswalk Width(ft) | 16 | | | 16 | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 9 | 9 | 15 | 15 | 15 | 9 |
| Sign Control | Free | | | Free | Stop | |

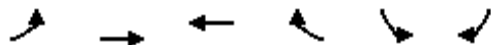
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 31.6% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

30:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 14 | 428 | 380 | 45 | 17 | 15 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.986 | | 0.936 | |
| Flt Protected | | 0.998 | | | 0.974 | |
| Satd. Flow (prot) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Flt Permitted | | 0.998 | | | 0.974 | |
| Satd. Flow (perm) | 0 | 1859 | 1837 | 0 | 1698 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 363 | 975 | | 924 | |
| Travel Time (s) | | 8.3 | 22.2 | | 21.0 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 15 | 465 | 413 | 49 | 18 | 16 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 480 | 462 | 0 | 34 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

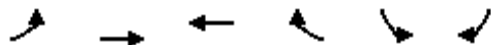
Intersection Summary

| | |
|-----------------------------------|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 43.8% |
| Analysis Period (min) | 15 |
| | ICU Level of Service A |

Lanes, Volumes, Timings

33:

3/9/2015



| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|----------------------------|------|------|------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 428 | 234 | 56 | 48 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | 0.865 | | |
| Flt Protected | | | | | 0.950 | |
| Satd. Flow (prot) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Flt Permitted | | | | | 0.950 | |
| Satd. Flow (perm) | 0 | 1863 | 0 | 1611 | 1770 | 0 |
| Link Speed (mph) | | 30 | 30 | | 30 | |
| Link Distance (ft) | | 494 | 363 | | 1008 | |
| Travel Time (s) | | 11.2 | 8.3 | | 22.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 465 | 254 | 61 | 52 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Left | Right | Left | Right |
| Median Width(ft) | | 0 | 0 | | 12 | |
| Link Offset(ft) | | 0 | 0 | | 0 | |
| Crosswalk Width(ft) | | 16 | 16 | | 16 | |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | | 9 | 15 | 9 |
| Sign Control | | Free | Free | | Stop | |

Intersection Summary

| | |
|--|------------------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization Err% | ICU Level of Service H |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|----------------------------|-------|-------|-------|-------|-------|-------|
| Lane Configurations | | | | | | |
| Volume (vph) | 47 | 9 | 365 | 247 | 65 | 306 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 10 | 10 | 11 | 11 |
| Grade (%) | 0% | | 5% | | | 0% |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | 0.850 | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 1695 | 1441 | 1711 | 1801 |
| Flt Permitted | 0.950 | | | | 0.426 | |
| Satd. Flow (perm) | 1770 | 1583 | 1695 | 1441 | 767 | 1801 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 10 | | 268 | | |
| Link Speed (mph) | 30 | | 35 | | | 30 |
| Link Distance (ft) | 509 | | 287 | | | 369 |
| Travel Time (s) | 11.6 | | 5.6 | | | 8.4 |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 53 | 10 | 397 | 268 | 71 | 333 |
| Enter Blocked Intersection | No | No | No | No | No | No |
| Lane Alignment | Left | Right | Left | Right | Left | Left |
| Median Width(ft) | 12 | | 11 | | | 11 |
| Link Offset(ft) | 0 | | 0 | | | 0 |
| Crosswalk Width(ft) | 16 | | 16 | | | 16 |
| Two way Left Turn Lane | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.13 | 1.13 | 1.04 | 1.04 |
| Turning Speed (mph) | 15 | 9 | | 9 | 15 | |
| Number of Detectors | 1 | 1 | 2 | 1 | 1 | 2 |
| Detector Template | Left | Right | Thru | Right | Left | Thru |
| Leading Detector (ft) | 20 | 20 | 100 | 20 | 20 | 100 |
| Trailing Detector (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 20 | 6 | 20 | 20 | 6 |
| Detector 1 Type | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | | 94 | | | 94 |
| Detector 2 Size(ft) | | | 6 | | | 6 |
| Detector 2 Type | | | Cl+Ex | | | Cl+Ex |
| Detector 2 Channel | | | | | | |
| Detector 2 Extend (s) | | | 0.0 | | | 0.0 |
| Turn Type | Prot | Perm | NA | Perm | Perm | NA |
| Protected Phases | 2 | | 4 | | | 8 |
| Permitted Phases | | 2 | | 4 | 8 | |
| Detector Phase | 2 | 2 | 4 | 4 | 8 | 8 |
| Switch Phase | | | | | | |

Lanes, Volumes, Timings

37:

3/9/2015



| Lane Group | NWL | NWR | NET | NER | SWL | SWT |
|-------------------------|-------|-------|-------|-------|-------|-------|
| Minimum Initial (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 |
| Total Split (s) | 12.0 | 12.0 | 28.0 | 28.0 | 28.0 | 28.0 |
| Total Split (%) | 30.0% | 30.0% | 70.0% | 70.0% | 70.0% | 70.0% |
| Maximum Green (s) | 8.0 | 8.0 | 24.0 | 24.0 | 24.0 | 24.0 |
| Yellow Time (s) | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| All-Red Time (s) | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | | | | | | |
| Lead-Lag Optimize? | | | | | | |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Recall Mode | Max | Max | None | None | None | None |
| Walk Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | 0 | 0 | 0 | 0 |
| Act Effect Green (s) | 16.3 | 16.3 | 14.9 | 14.9 | 14.9 | 14.9 |
| Actuated g/C Ratio | 0.41 | 0.41 | 0.38 | 0.38 | 0.38 | 0.38 |
| v/c Ratio | 0.07 | 0.02 | 0.62 | 0.38 | 0.24 | 0.49 |
| Control Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 9.8 | 6.4 | 14.0 | 2.9 | 9.8 | 11.4 |
| LOS | A | A | B | A | A | B |
| Approach Delay | 9.2 | | 9.5 | | | 11.1 |
| Approach LOS | A | | A | | | B |

Intersection Summary

| | |
|-----------------------------------|------------------|
| Area Type: | Other |
| Cycle Length: | 40 |
| Actuated Cycle Length: | 39.4 |
| Natural Cycle: | 40 |
| Control Type: | Semi Act-Uncoord |
| Maximum v/c Ratio: | 0.62 |
| Intersection Signal Delay: | 10.1 |
| Intersection LOS: | B |
| Intersection Capacity Utilization | 36.1% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |



















Splits and Phases: 37:



Lanes, Volumes, Timings

40:

3/9/2015























| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | | |  | | |  |  | |  | |
| Volume (vph) | 13 | 293 | 47 | 60 | 314 | 12 | 23 | 0 | 27 | 2 | 0 | 1 |
| Ideal Flow (vphp) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.979 | | | 0.995 | | | | 0.850 | | 0.955 | |
| Flt Protected | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (prot) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Flt Permitted | 0.950 | | | | 0.992 | | | 0.950 | | | 0.968 | |
| Satd. Flow (perm) | 1770 | 3465 | 0 | 0 | 3493 | 0 | 0 | 1770 | 1583 | 0 | 1722 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 30 | | | 30 | |
| Link Distance (ft) | | 211 | | | 741 | | | 804 | | | 256 | |
| Travel Time (s) | | 4.8 | | | 16.8 | | | 18.3 | | | 5.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 14 | 318 | 51 | 65 | 341 | 13 | 25 | 0 | 29 | 2 | 0 | 1 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 14 | 369 | 0 | 0 | 419 | 0 | 0 | 25 | 29 | 0 | 3 | 0 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 0 | | | 0 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |

Intersection Summary

| | |
|-----------------------------------|--------------|
| Area Type: | Other |
| Control Type: | Unsignalized |
| Intersection Capacity Utilization | 33.7% |
| ICU Level of Service | A |
| Analysis Period (min) | 15 |

Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015

| |  |  |  |  |  |  |  |  |  |  |  |  |
|----------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
| Lane Configurations |  |  | |  |  |  | |  |  |  |  |  |
| Volume (vph) | 333 | 1112 | 14 | 17 | 526 | 317 | 14 | 14 | 54 | 765 | 34 | 194 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Util. Factor | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | 0.998 | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | | 0.976 | | 0.950 | 0.956 | |
| Satd. Flow (prot) | 1770 | 3532 | 0 | 1770 | 3539 | 1583 | 0 | 1818 | 1583 | 1681 | 1692 | 1583 |
| Flt Permitted | 0.190 | | | 0.235 | | | | 0.742 | | 0.950 | 0.550 | |
| Satd. Flow (perm) | 354 | 3532 | 0 | 438 | 3539 | 1583 | 0 | 1382 | 1583 | 1681 | 973 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 2 | | | | 345 | | | 109 | | | 211 |
| Link Speed (mph) | | 45 | | | 45 | | | 30 | | | 25 | |
| Link Distance (ft) | | 363 | | | 348 | | | 249 | | | 338 | |
| Travel Time (s) | | 5.5 | | | 5.3 | | | 5.7 | | | 9.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 362 | 1209 | 15 | 18 | 572 | 345 | 15 | 15 | 59 | 832 | 37 | 211 |
| Shared Lane Traffic (%) | | | | | | | | | | 48% | | |
| Lane Group Flow (vph) | 362 | 1224 | 0 | 18 | 572 | 345 | 0 | 30 | 59 | 433 | 436 | 211 |
| Enter Blocked Intersection | No | No | No | No | No | No | No | No | No | No | No | No |
| Lane Alignment | Left | Left | Right | Left | Left | Right | Left | Left | Right | Left | Left | Right |
| Median Width(ft) | | 12 | | | 12 | | | 12 | | | 12 | |
| Link Offset(ft) | | 0 | | | 0 | | | 0 | | | 0 | |
| Crosswalk Width(ft) | | 16 | | | 16 | | | 16 | | | 16 | |
| Two way Left Turn Lane | | | | | | | | | | | | |
| Headway Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Speed (mph) | 15 | | 9 | 15 | | 9 | 15 | | 9 | 15 | | 9 |
| Number of Detectors | 1 | 2 | | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 |
| Detector Template | Left | Thru | | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Leading Detector (ft) | 20 | 100 | | 20 | 100 | 20 | 20 | 100 | 20 | 20 | 100 | 20 |
| Trailing Detector (ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Position(ft) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Detector 1 Size(ft) | 20 | 6 | | 20 | 6 | 20 | 20 | 6 | 20 | 20 | 6 | 20 |
| Detector 1 Type | Cl+Ex | Cl+Ex | | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex | Cl+Ex |
| Detector 1 Channel | | | | | | | | | | | | |
| Detector 1 Extend (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Queue (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 1 Delay (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector 2 Position(ft) | | 94 | | | 94 | | | 94 | | | 94 | |
| Detector 2 Size(ft) | | 6 | | | 6 | | | 6 | | | 6 | |
| Detector 2 Type | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | | | Cl+Ex | |
| Detector 2 Channel | | | | | | | | | | | | |
| Detector 2 Extend (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Turn Type | pm+pt | NA | | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | Perm |
| Protected Phases | 1 | 6 | | | 2 | | | 4 | | 3 | 8 | |
| Permitted Phases | 6 | | | 2 | | 2 | 4 | | 4 | | | 8 |
| Detector Phase | 1 | 6 | | 2 | 2 | 2 | 4 | 4 | 4 | 3 | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Split (s) | 20.0 | 20.0 | | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 20.0 | 8.0 | 20.0 | 20.0 |

Lanes, Volumes, Timings
1: US 19 & Greenbag Rd

3/9/2015



| Lane Group | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|-------------------------|-------|-------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Total Split (s) | 20.0 | 41.0 | | 21.0 | 21.0 | 21.0 | 20.0 | 20.0 | 20.0 | 29.0 | 49.0 | 49.0 |
| Total Split (%) | 22.2% | 45.6% | | 23.3% | 23.3% | 23.3% | 22.2% | 22.2% | 22.2% | 32.2% | 54.4% | 54.4% |
| Maximum Green (s) | 16.0 | 37.0 | | 17.0 | 17.0 | 17.0 | 16.0 | 16.0 | 16.0 | 25.0 | 45.0 | 45.0 |
| 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 |
| All-Red Time (s) | 0.5 | 0.5 | | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lead/Lag | Lead | | | Lag | | | Lag | | | Lead | | |
| 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 | 3.0 | 3.0 | 3.0 |
| Recall Mode | None | None | | Max | Max | Max | None | None | None | None | None | None |
| Walk Time (s) | 5.0 | 5.0 | | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 |
| Flash Dont Walk (s) | 11.0 | 11.0 | | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | 11.0 | | 11.0 | 11.0 |
| Pedestrian Calls (#/hr) | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 |
| Act Effect Green (s) | 36.9 | 36.9 | | 17.0 | 17.0 | 17.0 | | 13.9 | 13.9 | 29.0 | 29.0 | 45.0 |
| Actuated g/C Ratio | 0.41 | 0.41 | | 0.19 | 0.19 | 0.19 | | 0.15 | 0.15 | 0.32 | 0.32 | 0.50 |
| v/c Ratio | 0.91 | 0.84 | | 0.22 | 0.86 | 0.60 | | 0.14 | 0.18 | 0.80 | 0.80 | 0.24 |
| Control Delay | 51.7 | 30.6 | | 38.5 | 49.4 | 8.6 | | 33.0 | 2.4 | 43.5 | 43.3 | 2.5 |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 51.7 | 30.6 | | 38.5 | 49.4 | 8.6 | | 33.0 | 2.4 | 43.5 | 43.3 | 2.5 |
| LOS | D | C | | D | D | A | | C | A | D | D | A |
| Approach Delay | | 35.4 | | | 34.1 | | | 12.7 | | | 35.4 | |
| Approach LOS | | D | | | C | | | B | | | D | |

Intersection Summary

| | |
|------------------------------------|------------------------|
| Area Type: | Other |
| Cycle Length: | 90 |
| Actuated Cycle Length: | 89.9 |
| Natural Cycle: | 90 |
| Control Type: | Actuated-Uncoordinated |
| Maximum v/c Ratio: | 0.91 |
| Intersection Signal Delay: | 34.5 |
| Intersection LOS: | C |
| Intersection Capacity Utilization: | 73.3% |
| ICU Level of Service: | D |
| Analysis Period (min): | 15 |

Splits and Phases: 1: US 19 & Greenbag Rd

| | | | |
|------|------|------|------|
| φ1 | φ2 | φ3 | φ4 |
| 20 s | 21 s | 29 s | 20 s |
| φ6 | φ8 | | |
| 41 s | 49 s | | |