

Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 1.14

Intersection Signal Delay: 43.9

Intersection LOS: D

Intersection Capacity Utilization 88.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Sheridan St & N Park Rd

 ø1	 ø2	 ø3	 ø4
10 s	20 s	19 s	51 s
 ø5	 ø6	 ø7	 ø8
10 s	20 s	13 s	57 s

Lanes, Volumes, Timings
10: N. Park Rd/N Park Rd & Johnson Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	293	124	137	279	111	163	416	136	102	339	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	163		163	189		189
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.430			0.568			0.533			0.468		
Satd. Flow (perm)	801	1863	1583	1058	1863	1583	993	3539	1583	872	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240			218			327			327
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1696			1506			1124			2668	
Travel Time (s)		38.5			34.2			25.5			60.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	318	135	149	303	121	177	452	148	111	368	100
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Total Split (%)	16.0%	36.0%	36.0%	16.0%	36.0%	36.0%	16.0%	32.0%	32.0%	16.0%	32.0%	32.0%
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	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	13.3	12.3	12.3	14.5	12.3	12.3	15.4	11.4	11.4	15.4	11.4	11.4
Actuated g/C Ratio	0.29	0.27	0.27	0.32	0.27	0.27	0.34	0.25	0.25	0.34	0.25	0.25
v/c Ratio	0.32	0.64	0.23	0.37	0.61	0.21	0.44	0.51	0.23	0.30	0.42	0.16
Control Delay	16.9	23.6	1.3	18.9	22.3	1.3	14.7	19.0	0.8	12.2	18.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	23.6	1.3	18.9	22.3	1.3	14.7	19.0	0.8	12.2	18.0	0.5
LOS	B	C	A	B	C	A	B	B	A	B	B	A
Approach Delay		17.0			17.0			14.6			13.9	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 45.9

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 10: N. Park Rd/N Park Rd & Johnson Street

2018 Background AM Peak
 3/3/2014

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.5

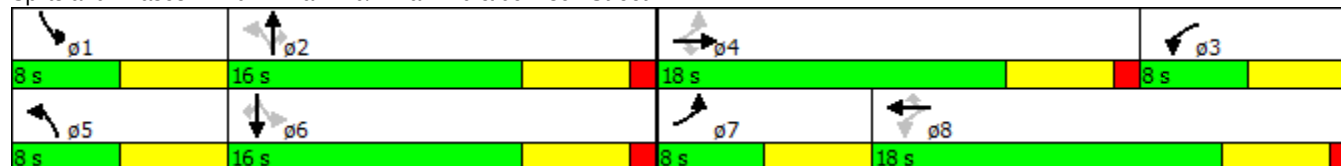
Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: N. Park Rd/N Park Rd & Johnson Street



Lanes, Volumes, Timings
11: Sheridan St & 29th Avenue

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	266	2189	206	80	1609	485	42	25	78	142	10	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	337		347	180		160	0		0	0		0
Storage Lanes	1		1	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	1770	3136	0	3433	1863	1583
Flt Permitted	0.950			0.091			0.000			0.950		
Satd. Flow (perm)	1770	7544	1583	170	5085	1583	0	3136	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			224			342			20			133
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3113			404			1104			639	
Travel Time (s)		70.8			9.2			25.1			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	2379	224	87	1749	527	46	112	0	154	11	84
Turn Type	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6			2		3	8		7	4	
Permitted Phases			6	2		2	8					4
Detector Phase	1	6	6	2	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	10.0	10.0	10.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	16.0	16.0	16.0	20.0	20.0		8.0	20.0	20.0
Total Split (s)	18.0	50.0	50.0	32.0	32.0	32.0	20.0	28.0		12.0	20.0	20.0
Total Split (%)	20.0%	55.6%	55.6%	35.6%	35.6%	35.6%	22.2%	31.1%		13.3%	22.2%	22.2%
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	2.0	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-2.0	0.0	-1.5	-1.5	0.0	-2.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	2.0	4.0	4.5	4.5	6.0	2.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	14.0	66.1	64.1	45.6	45.6	44.1	11.0	8.0		7.8	8.8	8.8
Actuated g/C Ratio	0.16	0.73	0.71	0.51	0.51	0.49	0.12	0.09		0.09	0.10	0.10
v/c Ratio	1.05	0.43	0.19	1.01	0.68	0.55	0.21	0.38		0.52	0.06	0.31
Control Delay	107.4	5.4	1.2	123.7	13.4	6.5	37.2	34.8		46.0	39.7	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.8	0.4	0.0	0.0		0.0	0.0	0.0
Total Delay	107.4	5.4	1.2	123.7	14.2	6.9	37.2	34.8		46.0	39.7	5.2
LOS	F	A	A	F	B	A	D	C		D	D	A
Approach Delay		15.3			16.6			35.5			31.9	
Approach LOS		B			B			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 84 (93%), Referenced to phase 2:WBTL, Start of Green

Natural Cycle: 110

Lanes, Volumes, Timings 11: Sheridan St & 29th Avenue

2018 Background AM Peak
3/3/2014

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 17.1

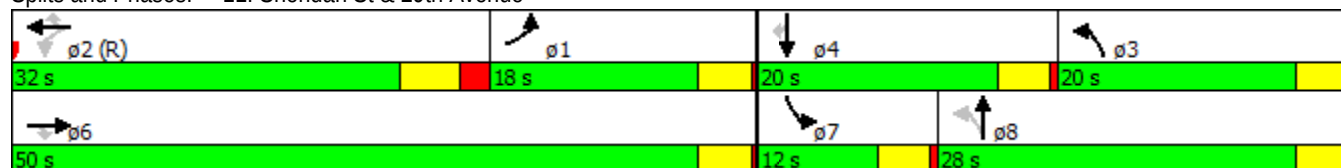
Intersection LOS: B

Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 11: Sheridan St & 29th Avenue



Lanes, Volumes, Timings
14: Sheridan St & I-95 W

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↘	↑↑↑					↘↘↘		↗↗
Volume (vph)	0	1429	718	483	1181	0	0	0	0	533	0	659
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			662									142
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		404			252			911			801	
Travel Time (s)		9.2			5.7			20.7			18.2	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1553	780	525	1284	0	0	0	0	579	0	716
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		8
Permitted Phases			6									
Detector Phase		6	6	5	2					3		8
Switch Phase												
Minimum Initial (s)		6.0	6.0	10.0	10.0					6.0		6.0
Minimum Split (s)		12.0	12.0	16.0	16.0					12.0		12.0
Total Split (s)		43.0	43.0	20.0	63.0					27.0		27.0
Total Split (%)		47.8%	47.8%	22.2%	70.0%					30.0%		30.0%
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0					-2.0		-2.0
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	C-Max					None		None
Act Effect Green (s)		39.0	39.0	16.5	59.5					22.5		22.5
Actuated g/C Ratio		0.43	0.43	0.18	0.66					0.25		0.25
v/c Ratio		0.48	0.74	0.83	0.38					0.46		0.89
Control Delay		19.0	15.5	35.8	12.4					29.9		41.2
Queue Delay		0.0	2.1	4.9	1.8					0.0		1.4
Total Delay		19.0	17.6	40.7	14.3					30.0		42.6
LOS		B	B	D	B					C		D
Approach Delay		18.6			21.9							
Approach LOS		B			C							

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 152.6%

ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 14: Sheridan St & I-95 W



Lanes, Volumes, Timings
17: Sheridan St & I-95 E

2018 Background AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		  					
Volume (vph)	804	1131	0	0	1118	868	548	0	445	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						549			103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		252			328			940			778	
Travel Time (s)		5.7			7.5			21.4			17.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	874	1229	0	0	1215	943	596	0	484	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		3					
Permitted Phases						6			8			
Detector Phase	5	2			6	6	3		8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			6.0	6.0	4.0		10.0			
Minimum Split (s)	10.0	10.0			12.0	12.0	8.0		16.0			
Total Split (s)	25.0	65.0			40.0	40.0	25.0		25.0			
Total Split (%)	27.8%	72.2%			44.4%	44.4%	27.8%		27.8%			
Yellow Time (s)	4.0	4.0			4.0	4.0	3.5		4.0			
All-Red Time (s)	2.0	2.0			1.5	1.5	0.5		2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0	-2.0		-2.0			
Total Lost Time (s)	4.0	4.0			3.5	3.5	2.0		4.0			
Lead/Lag	Lag				Lead	Lead						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	C-Max			Max	Max	None		Max			
Act Effect Green (s)	21.0	61.0			36.5	36.5	23.0		21.0			
Actuated g/C Ratio	0.23	0.68			0.41	0.41	0.26		0.23			
v/c Ratio	1.09	0.36			0.40	0.97	0.47		1.08			
Control Delay	83.2	4.5			7.8	30.2	29.8		94.0			
Queue Delay	3.9	0.7			0.1	0.0	0.0		0.0			
Total Delay	87.0	5.2			8.0	30.2	29.8		94.0			
LOS	F	A			A	C	C		F			
Approach Delay		39.2			17.7							
Approach LOS		D			B							

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.09

Intersection Signal Delay: 34.4

Intersection LOS: C

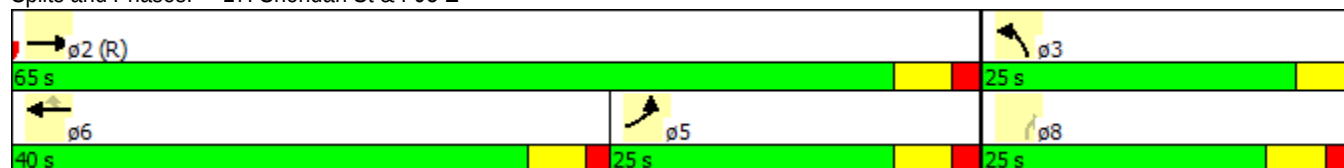
Lanes, Volumes, Timings
17: Sheridan St & I-95 E

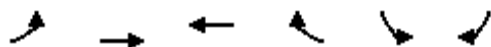
2018 Background AM Peak
3/3/2014

Intersection Capacity Utilization 152.6%
Analysis Period (min) 15

ICU Level of Service H

Splits and Phases: 17: Sheridan St & I-95 E





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	112	1201	1879	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	5085	0	1863	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5085	0	1863	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		328	1352		331	
Travel Time (s)		7.5	30.7		7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	122	1305	2042	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
21: 56 Street & Sheridan St

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	84	1735	94	73	829	92	119	164	170	142	164	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	361		361	0		0
Storage Lanes	1		0	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5045	0	1770	5009	0	3433	3270	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.628			0.556		
Satd. Flow (perm)	1770	5045	0	1770	5009	0	2269	3270	0	2009	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			32			185				336
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2636			3315			3795			1079	
Travel Time (s)		59.9			75.3			86.3			24.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	1988	0	79	1001	0	129	363	0	154	178	79
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	17.0		11.0	17.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	14.0	31.0		11.0	28.0		10.0	13.0		10.0	13.0	13.0
Total Split (%)	21.5%	47.7%		16.9%	43.1%		15.4%	20.0%		15.4%	20.0%	20.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	1.0		2.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0		6.0	5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		None	None		None	None	None
Act Effect Green (s)	7.4	26.6		5.1	24.5		10.2	7.2		10.2	7.2	7.2
Actuated g/C Ratio	0.12	0.44		0.08	0.40		0.17	0.12		0.17	0.12	0.12
v/c Ratio	0.43	0.90		0.53	0.49		0.28	0.66		0.36	0.81	0.16
Control Delay	33.2	25.3		44.4	15.9		20.5	20.8		21.5	60.1	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.2	25.3		44.4	15.9		20.5	20.8		21.5	60.1	0.7
LOS	C	C		D	B		C	C		C	E	A
Approach Delay		25.6			18.0			20.8			34.2	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 60.8

Natural Cycle: 70

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 21: 56 Street & Sheridan St

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 23.9

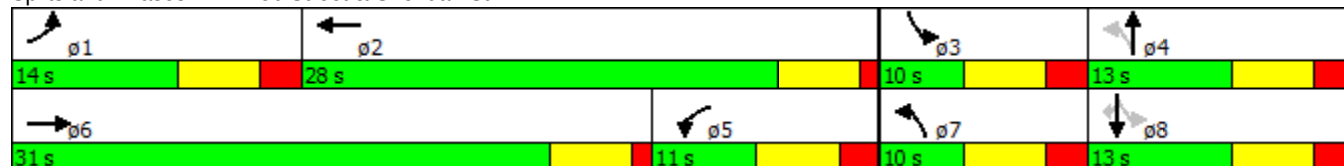
Intersection LOS: C

Intersection Capacity Utilization 73.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 21: 56 Street & Sheridan St



									
Lane Group	WBL	WBR	NBL	NBR	SEL	SER	SWL2	SWL	SWR
Lane Configurations									
Volume (vph)	4	17	6	4	84	0	5	0	632
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3309	0	0	3278	0	1613	0
Flt Permitted	0.950		0.969		0.950				
Satd. Flow (perm)	0	1611	3309	0	0	3278	0	1613	0
Link Speed (mph)	30		30		30			30	
Link Distance (ft)	794		2108		1376			1073	
Travel Time (s)	18.0		47.9		31.3			24.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)									
Lane Group Flow (vph)	4	18	11	0	91	0	0	692	0
Sign Control	Stop		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
23: 26 Avenue/26th Ave & Sheridan St

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	334	1280	60	49	1279	193	319	242	76	152	83	139
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	228		0	150		0	295		295
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5050	0	1770	5085	1583	1770	1796	0	1770	1863	1583
Flt Permitted	0.950			0.189			0.512			0.354		
Satd. Flow (perm)	1770	5050	0	352	5085	1583	954	1796	0	659	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				255		16				327
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1352			3119			3825			696	
Travel Time (s)		30.7			70.9			86.9			15.8	
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.92	0.92	0.92	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	367	1473	0	53	1390	210	347	346	0	163	89	149
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	6.0		5.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	12.0		11.0	12.0	12.0	10.0	12.0		10.0	12.0	12.0
Total Split (s)	26.0	45.0		11.0	30.0	30.0	18.0	24.0		10.0	16.0	16.0
Total Split (%)	28.9%	50.0%		12.2%	33.3%	33.3%	20.0%	26.7%		11.1%	17.8%	17.8%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	C-Max		None	C-Max	C-Max
Act Effect Green (s)	21.5	42.7		26.5	26.0	24.0	30.5	20.5		18.5	12.5	12.5
Actuated g/C Ratio	0.24	0.47		0.29	0.29	0.27	0.34	0.23		0.21	0.14	0.14
v/c Ratio	0.87	0.61		0.25	0.95	0.34	0.77	0.82		0.78	0.34	0.30
Control Delay	49.2	18.0		32.3	45.7	3.6	38.5	49.4		52.1	39.7	1.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	49.2	18.0		32.3	45.7	3.6	38.5	49.4		52.1	39.7	1.5
LOS	D	B		C	D	A	D	D		D	D	A
Approach Delay		24.2			39.9			44.0			30.5	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 78 (87%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green
Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 33.4

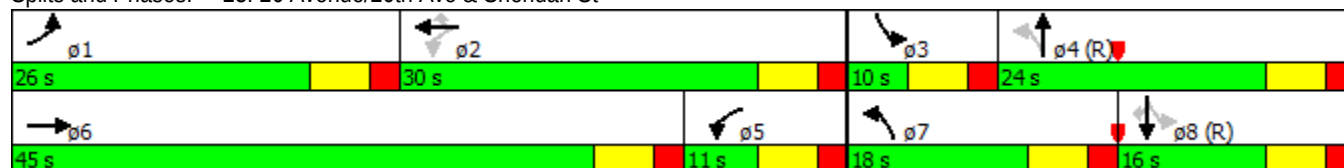
Intersection LOS: C

Intersection Capacity Utilization 82.3%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 23: 26 Avenue/26th Ave & Sheridan St



Lanes, Volumes, Timings
26: Dixie Hwy SB & Sheridan St

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	226	898	317	78	185	133	0	0	0	57	117	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	0		0	0		0	224		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3539	1583	1770	3316	0	0	0	0	0	3339	0
Flt Permitted	0.473			0.950							0.989	
Satd. Flow (perm)	881	3539	1583	1770	3316	0	0	0	0	0	3339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			345		145						61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3119			220			1044			924	
Travel Time (s)		70.9			5.0			23.7			21.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	976	345	85	346	0	0	0	0	0	273	0
Turn Type	D.P+P	NA	Perm	Prot	NA					Split	NA	
Protected Phases	1	6		5	2					7	7	
Permitted Phases	2	2	6		5							
Detector Phase	1	6	6	5	2					7	7	
Switch Phase												
Minimum Initial (s)	4.0	12.0	12.0	5.0	12.0					5.0	5.0	
Minimum Split (s)	9.0	33.0	33.0	10.0	17.0					9.0	9.0	
Total Split (s)	18.0	41.0	41.0	14.0	23.0					12.0	12.0	
Total Split (%)	20.0%	45.6%	45.6%	15.6%	25.6%					13.3%	13.3%	
Yellow Time (s)	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					0.0	0.0	
Lost Time Adjust (s)	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						4.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	C-Max					Max	Max	
Act Effect Green (s)	31.0	36.0	36.0	8.2	29.9						8.0	
Actuated g/C Ratio	0.34	0.40	0.40	0.09	0.33						0.09	
v/c Ratio	0.58	0.69	0.41	0.53	0.29						0.78	
Control Delay	11.4	8.0	1.2	40.9	9.3						47.3	
Queue Delay	0.0	0.0	0.0	0.0	1.3						0.0	
Total Delay	11.4	8.0	1.2	40.9	10.7						47.3	
LOS	B	A	A	D	B						D	
Approach Delay		7.0			16.6						47.3	
Approach LOS		A			B						D	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 2 (2%), Referenced to phase 2:EBWB, Start of Green												
Natural Cycle: 65												

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	11.0
Total Split (s)	23.0
Total Split (%)	26%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 26: Dixie Hwy SB & Sheridan St

2018 Background AM Peak
 3/3/2014

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 13.7

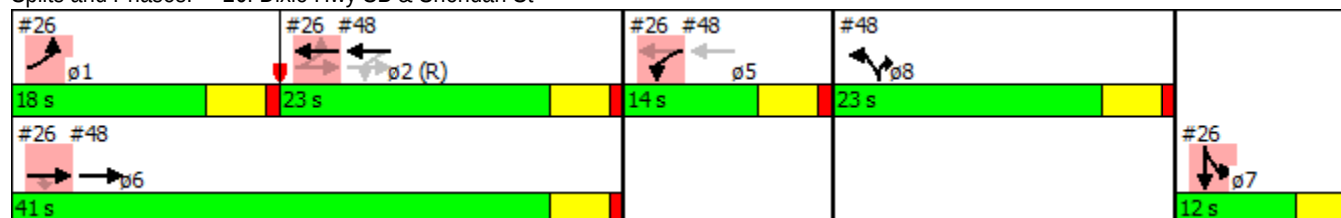
Intersection LOS: B

Intersection Capacity Utilization 48.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 26: Dixie Hwy SB & Sheridan St



Lanes, Volumes, Timings
27: 46th Ave & Taft Street/Taft St

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	298	42	26	201	34	29	282	16	65	268	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	96		0	85		0	210		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1827	0	1770	1822	0	1770	3511	0	0	3479	0
Flt Permitted	0.601			0.401			0.525				0.828	
Satd. Flow (perm)	1120	1827	0	747	1822	0	978	3511	0	0	2907	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			29			12			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3378			1978			2662			3810	
Travel Time (s)		76.8			45.0			60.5			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	370	0	28	255	0	32	324	0	0	382	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		10.0	18.0		12.0	12.0		11.0	11.0	
Total Split (s)	20.0	20.0		10.0	30.0		15.0	15.0		15.0	15.0	
Total Split (%)	44.4%	44.4%		22.2%	66.7%		33.3%	33.3%		33.3%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		-2.0	0.0		0.0	-1.0			-1.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		5.0	4.0			4.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	None		Max	Max		Max	Max	
Act Effect Green (s)	14.1	14.1		17.8	15.8		10.1	11.1			11.1	
Actuated g/C Ratio	0.38	0.38		0.48	0.43		0.27	0.30			0.30	
v/c Ratio	0.18	0.52		0.05	0.32		0.12	0.31			0.43	
Control Delay	10.3	12.9		4.9	7.2		13.2	11.4			12.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	10.3	12.9		4.9	7.2		13.2	11.4			12.8	
LOS	B	B		A	A		B	B			B	
Approach Delay		12.5			7.0			11.5			12.8	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 37

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 11.3

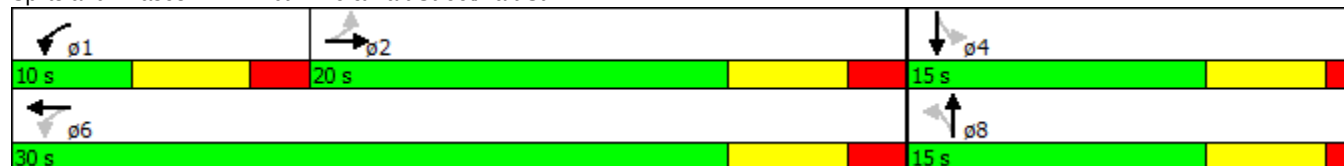
Intersection LOS: B

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 27: 46th Ave & Taft Street/Taft St

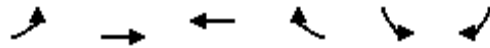


						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	578			788	755	
Travel Time (s)	13.1			17.9	17.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
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
29: Taft St & 28th Ave

2018 Background AM Peak

3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	36	305	331	16	14	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	91			145	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1852	0	1770	1583
Flt Permitted	0.364				0.950	
Satd. Flow (perm)	678	1863	1852	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			141
Link Speed (mph)		30	30		30	
Link Distance (ft)		1537	578		2152	
Travel Time (s)		34.9	13.1		48.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	332	377	0	15	141
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	6.0
Minimum Split (s)	8.0	15.0	15.0		11.0	11.0
Total Split (s)	8.0	26.0	18.0		14.0	14.0
Total Split (%)	20.0%	65.0%	45.0%		35.0%	35.0%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	0.0
Total Lost Time (s)	2.0	3.0	3.0		3.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes					
Recall Mode	None	None	None		Max	Max
Act Effect Green (s)	15.6	16.2	13.5		11.3	9.2
Actuated g/C Ratio	0.46	0.48	0.40		0.34	0.27
v/c Ratio	0.08	0.37	0.50		0.03	0.26
Control Delay	3.9	6.4	11.2		10.2	4.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.9	6.4	11.2		10.2	4.9
LOS	A	A	B		B	A
Approach Delay		6.2	11.2		5.5	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 33.6

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 29: Taft St & 28th Ave

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 8.1

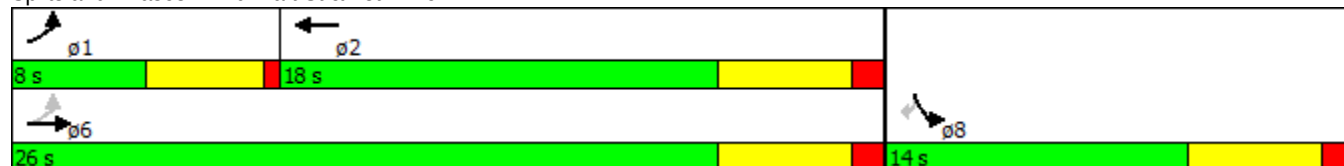
Intersection LOS: A

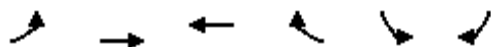
Intersection Capacity Utilization 36.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: Taft St & 28th Ave





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	7	280	434	4	21	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			50	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2557	1537		1232	
Travel Time (s)		58.1	34.9		28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	304	472	4	23	25
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.8% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
31: N Park Rd & Taft St

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	196	56	97	158	137	43	419	138	134	361	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		168	250		151	192		110	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3376	0
Flt Permitted	0.599			0.499			0.369			0.449		
Satd. Flow (perm)	1116	1863	1583	930	1863	1583	687	3539	1583	836	3376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			273			273		115	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1357			2557			2668			2108	
Travel Time (s)		30.8			58.1			60.6			47.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	213	61	105	172	149	47	455	150	146	566	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
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)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (s)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (%)	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	33.3%	16.7%	33.3%	
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	17.1	14.2	14.2	17.1	14.0	14.0	23.4	21.2	21.2	24.1	23.1	
Actuated g/C Ratio	0.34	0.28	0.28	0.34	0.28	0.28	0.46	0.42	0.42	0.48	0.46	
v/c Ratio	0.22	0.41	0.10	0.24	0.33	0.23	0.10	0.31	0.18	0.27	0.35	
Control Delay	12.0	21.1	0.3	12.2	20.3	0.9	11.2	17.2	0.5	13.6	13.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	12.0	21.1	0.3	12.2	20.3	0.9	11.2	17.2	0.5	13.6	13.4	
LOS	B	C	A	B	C	A	B	B	A	B	B	
Approach Delay		15.2			11.5			12.9			13.5	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 50.6

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 13.2

Intersection LOS: B

Intersection Capacity Utilization 48.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 31: N Park Rd & Taft St

 $\phi 2$	 $\phi 1$	 $\phi 3$	 $\phi 4$
20 s	10 s	10 s	20 s
 $\phi 6$	 $\phi 5$	 $\phi 7$	 $\phi 8$
20 s	10 s	10 s	20 s

Lanes, Volumes, Timings
35: N 35th Ave & Taft St

2018 Background AM Peak

3/3/2014

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰		↱	↰	↱	↱
Volume (vph)	256	227	185	161	62	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	85		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Satd. Flow (prot)	1744	0	1770	1863	1770	1583
Flt Permitted			0.432		0.950	
Satd. Flow (perm)	1744	0	805	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	188					89
Link Speed (mph)	30			30	30	
Link Distance (ft)	1556			1357	713	
Travel Time (s)	35.4			30.8	16.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	525	0	201	175	67	89
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	20.0		20.0	20.0	12.0	12.0
Total Split (s)	26.0		26.0	26.0	14.0	14.0
Total Split (%)	65.0%		65.0%	65.0%	35.0%	35.0%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	None	None
Act Effect Green (s)	29.9		29.9	29.9	9.5	9.5
Actuated g/C Ratio	0.76		0.76	0.76	0.24	0.24
v/c Ratio	0.39		0.33	0.12	0.16	0.20
Control Delay	3.5		6.0	3.5	12.4	4.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	3.5		6.0	3.5	12.4	4.9
LOS	A		A	A	B	A
Approach Delay	3.5			4.8	8.1	
Approach LOS	A			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length: 40						
Actuated Cycle Length: 39.6						
Natural Cycle: 40						
Control Type: Semi Act-Uncoord						

Lanes, Volumes, Timings 35: N 35th Ave & Taft St

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 4.6

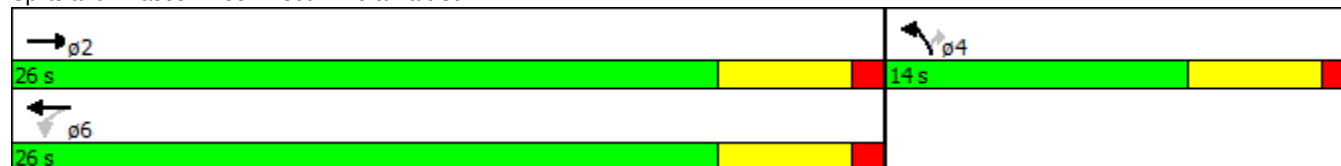
Intersection LOS: A

Intersection Capacity Utilization 55.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 35: N 35th Ave & Taft St



Lanes, Volumes, Timings
37: 26 Avenue & Taft St/Taft Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	184	50	10	218	41	70	212	8	10	115	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1803	0	1770	1818	0	1770	1852	0	1770	1786	0
Flt Permitted	0.587			0.602			0.649			0.610		
Satd. Flow (perm)	1093	1803	0	1121	1818	0	1209	1852	0	1136	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			26			5			47	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		788			3118			702			3825	
Travel Time (s)		17.9			70.9			16.0			86.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	254	0	11	282	0	76	239	0	11	172	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	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	
Total Split (s)	20.0	20.0		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%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	9.9	9.9		10.0	10.0		17.1	17.1		17.1	17.1	
Actuated g/C Ratio	0.29	0.29		0.29	0.29		0.50	0.50		0.50	0.50	
v/c Ratio	0.19	0.46		0.03	0.51		0.13	0.26		0.02	0.19	
Control Delay	11.1	11.9		9.2	13.2		9.1	9.3		8.4	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	11.9		9.2	13.2		9.1	9.3		8.4	7.2	
LOS	B	B		A	B		A	A		A	A	
Approach Delay		11.7			13.0			9.3			7.3	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 34.1

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 37: 26 Avenue & Taft St/Taft Street

2018 Background AM Peak
 3/3/2014

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 10.6

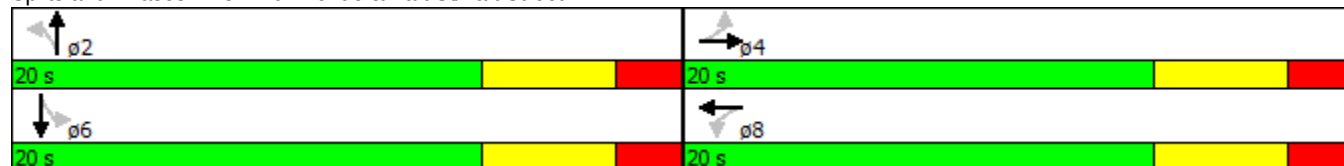
Intersection LOS: B

Intersection Capacity Utilization 52.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 37: 26 Avenue & Taft St/Taft Street



Lanes, Volumes, Timings
43: SR-7/441 & Taft Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	238	311	250	63	220	34	108	1123	51	41	939	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		50	399		50	100		50	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
Flt Permitted	0.323			0.385			0.131			0.135		
Satd. Flow (perm)	602	1863	1583	717	1863	1583	244	3539	1583	251	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			196			196			196			24
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1995			2594			985			3813	
Travel Time (s)		45.3			59.0			22.4			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	338	272	68	239	37	117	1221	55	45	1167	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.0	16.0	16.0	10.0	16.0	
Total Split (s)	13.0	21.0	21.0	10.0	18.0	18.0	10.0	34.0	34.0	10.0	34.0	
Total Split (%)	17.3%	28.0%	28.0%	13.3%	24.0%	24.0%	13.3%	45.3%	45.3%	13.3%	45.3%	
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	23.0	17.2	17.2	16.4	11.9	11.9	33.2	30.6	30.6	32.2	28.7	
Actuated g/C Ratio	0.32	0.24	0.24	0.23	0.16	0.16	0.46	0.42	0.42	0.44	0.40	
v/c Ratio	0.83	0.76	0.52	0.30	0.79	0.09	0.57	0.82	0.07	0.22	0.84	
Control Delay	45.3	41.9	12.6	21.2	49.7	0.4	22.5	25.7	0.2	12.0	27.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.3	41.9	12.6	21.2	49.7	0.4	22.5	25.7	0.2	12.0	27.4	
LOS	D	D	B	C	D	A	C	C	A	B	C	
Approach Delay		33.7			38.8			24.4			26.8	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 72.4

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 43: SR-7/441 & Taft Street

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 28.6

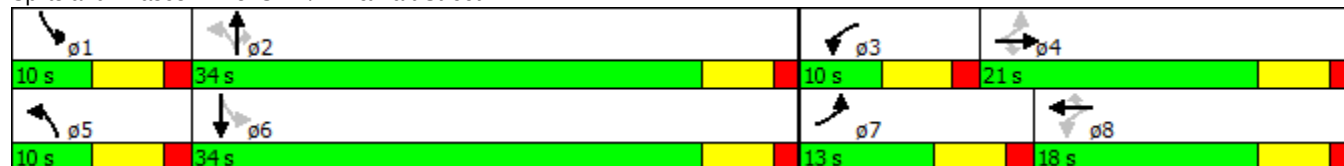
Intersection LOS: C

Intersection Capacity Utilization 79.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 43: SR-7/441 & Taft Street



Lanes, Volumes, Timings
45: 56 Avenue/56 Street & Taft Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	313	27	27	214	25	29	294	37	23	201	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1840	0	1770	1833	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.599			0.477			0.622			0.567		
Satd. Flow (perm)	1116	1840	0	889	1833	0	1159	1863	1583	1056	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			17				55			55
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2594			3378			1248			3795	
Travel Time (s)		59.0			76.8			28.4			86.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	369	0	29	260	0	32	320	40	25	218	36
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0	6.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	20.0	20.0		20.0	20.0		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%	50.0%	50.0%	50.0%	50.0%
Yellow Time (s)	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
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 Optimize?												
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effect Green (s)	12.3	12.3		12.3	12.3		15.0	15.0	15.0	15.0	15.0	15.0
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.40	0.40	0.40	0.40	0.40	0.40
v/c Ratio	0.13	0.60		0.10	0.42		0.07	0.43	0.06	0.06	0.29	0.05
Control Delay	9.4	14.7		9.3	11.3		8.4	10.9	2.8	8.4	9.6	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.4	14.7		9.3	11.3		8.4	10.9	2.8	8.4	9.6	2.6
LOS	A	B		A	B		A	B	A	A	A	A
Approach Delay		14.1			11.1			9.9			8.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 37.4

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
45: 56 Avenue/56 Street & Taft Street

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 11.2

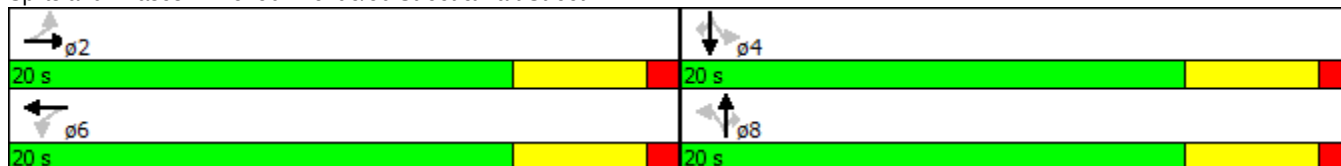
Intersection LOS: B

Intersection Capacity Utilization 61.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 45: 56 Avenue/56 Street & Taft Street



Lanes, Volumes, Timings
48: Dixie Hwy NB & Sheridan Street

2018 Background AM Peak

3/3/2014

							ø1	ø5	ø7
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑↑	↑↑	↑			
Volume (vph)	925	0	5	1042	469	263			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	3539	0	0	5085	3433	1583			
Flt Permitted				0.940	0.950				
Satd. Flow (perm)	3539	0	0	4780	3433	1583			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)						286			
Link Speed (mph)	30			30	30				
Link Distance (ft)	220			165	3812				
Travel Time (s)	5.0			3.8	86.6				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	1005	0	0	1138	510	286			
Turn Type	NA		Perm	NA	Prot	Prot			
Protected Phases	6			2	8	8	1	5	7
Permitted Phases	2		2	5					
Detector Phase	6		2	2	8	8			
Switch Phase									
Minimum Initial (s)	12.0		12.0	12.0	6.0	6.0	4.0	5.0	5.0
Minimum Split (s)	33.0		17.0	17.0	11.0	11.0	9.0	10.0	9.0
Total Split (s)	41.0		23.0	23.0	23.0	23.0	18.0	14.0	12.0
Total Split (%)	45.6%		25.6%	25.6%	25.6%	25.6%	20%	16%	13%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			
Total Lost Time (s)	5.0			5.0	5.0	5.0			
Lead/Lag			Lag	Lag			Lead		
Lead-Lag Optimize?									
Recall Mode	None		C-Max	C-Max	Max	Max	None	None	Max
Act Effect Green (s)	36.0			25.9	21.0	21.0			
Actuated g/C Ratio	0.40			0.29	0.23	0.23			
v/c Ratio	0.71			0.79	0.64	0.49			
Control Delay	3.7			18.8	36.6	7.1			
Queue Delay	0.1			0.0	0.0	0.0			
Total Delay	3.8			18.8	36.6	7.1			
LOS	A			B	D	A			
Approach Delay	3.8			18.8	26.0				
Approach LOS	A			B	C				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 2 (2%), Referenced to phase 2:EBWB, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 15.6

Intersection LOS: B

Lanes, Volumes, Timings
 48: Dixie Hwy NB & Sheridan Street

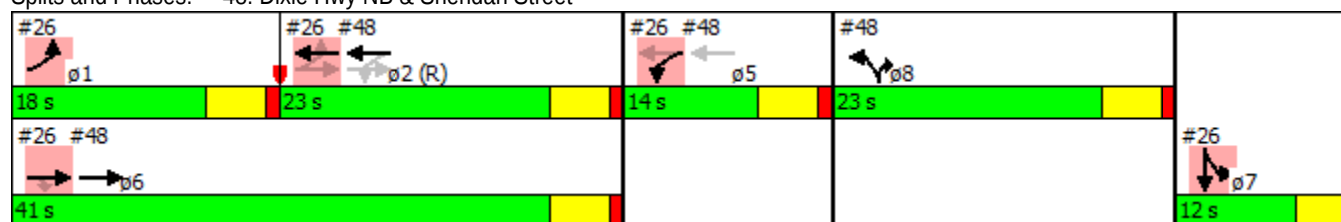
2018 Background AM Peak
 3/3/2014

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 48: Dixie Hwy NB & Sheridan Street



Lanes, Volumes, Timings
49: US-1 & Sheridan Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	350	479	114	119	524	200	248	959	69	168	532	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	280		280	224		0	238		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	3437	0	1770	3539	1583	1770	3504	0	1770	3454	0
Flt Permitted	0.211			0.401			0.226			0.141		
Satd. Flow (perm)	393	3437	0	747	3539	1583	421	3504	0	263	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				230		9			26	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1809			756			3815			786	
Travel Time (s)		41.1			17.2			86.7			17.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	380	645	0	129	570	217	270	1117	0	183	689	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	20.0	30.0		11.0	21.0	21.0	15.0	39.0		10.0	34.0	
Total Split (%)	22.2%	33.3%		12.2%	23.3%	23.3%	16.7%	43.3%		11.1%	37.8%	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	
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)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	37.0	24.1		23.9	15.0	15.0	44.9	33.0		36.3	28.3	
Actuated g/C Ratio	0.41	0.27		0.27	0.17	0.17	0.50	0.37		0.40	0.31	
v/c Ratio	0.94	0.68		0.47	0.97	0.48	0.73	0.87		0.89	0.62	
Control Delay	45.6	12.4		24.2	68.7	7.9	26.6	34.9		59.0	28.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	45.6	12.4		24.2	68.7	7.9	26.6	34.9		59.0	28.4	
LOS	D	B		C	E	A	C	C		E	C	
Approach Delay		24.7			48.0			33.3			34.8	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 86 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 34.7

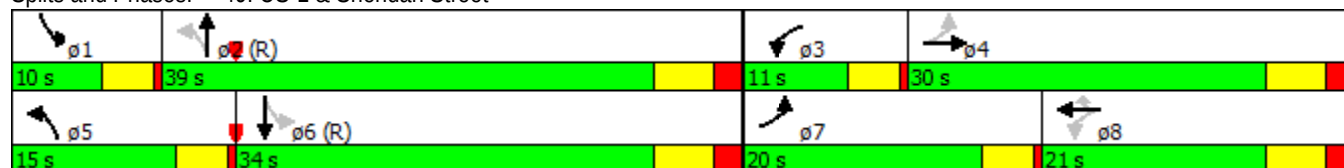
Intersection LOS: C

Intersection Capacity Utilization 88.6%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 49: US-1 & Sheridan Street



Lanes, Volumes, Timings
53: US-1 Federal Highway/US-1 & Taft Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	21	61	23	21	26	61	846	15	28	779	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3529	0	1770	1853	0
Flt Permitted							0.261			0.304		
Satd. Flow (perm)	1863	1863	1583	1863	1863	1583	486	3529	0	566	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			66			48		8			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2012			658			742			3815	
Travel Time (s)		45.7			15.0			16.9			86.7	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	23	66	25	23	28	66	936	0	30	875	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	17.0	17.0		17.0	17.0	
Total Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	34.0	34.0		34.0	34.0	
Total Split (%)	24.4%	24.4%	24.4%	24.4%	24.4%	24.4%	75.6%	75.6%		75.6%	75.6%	
Yellow Time (s)	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	
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 Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max		Max	Max	
Act Effect Green (s)	6.0	6.0	6.0	6.0	6.0	6.0	36.7	36.7		36.7	36.7	
Actuated g/C Ratio	0.13	0.13	0.13	0.13	0.13	0.13	0.79	0.79		0.79	0.79	
v/c Ratio	0.13	0.10	0.25	0.10	0.10	0.11	0.17	0.34		0.07	0.60	
Control Delay	18.8	18.2	8.8	18.3	18.2	5.5	4.5	3.2		3.5	6.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.8	18.2	8.8	18.3	18.2	5.5	4.5	3.2		3.5	6.7	
LOS	B	B	A	B	B	A	A	A		A	A	
Approach Delay		13.2			13.6			3.3			6.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 46.6

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 5.7

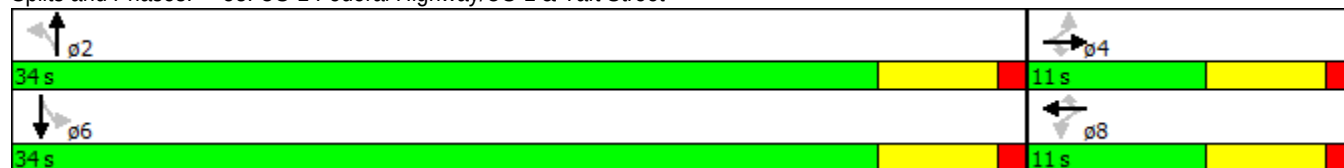
Intersection LOS: A

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 53: US-1 Federal Highway/US-1 & Taft Street



	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Volume (vph)	2009	12	3	1365	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	5080	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5080	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	1463			1402	1234	
Travel Time (s)	33.3			31.9	28.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2197	0	0	1487	0	43
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.1%			ICU Level of Service A		
Analysis Period (min)	15					

Lanes, Volumes, Timings
56: Taft Street & Dixie Hwy SB

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑					↖	↑↑↑	
Volume (vph)	0	127	118	103	207	0	0	0	0	47	485	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3284	0	1770	1863	0	0	0	0	1770	5065	0
Flt Permitted				0.328						0.950		
Satd. Flow (perm)	0	3284	0	611	1863	0	0	0	0	1770	5065	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		128									4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3118			218			1569			2770	
Travel Time (s)		70.9			5.0			35.7			63.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	112	225	0	0	0	0	51	542	0
Turn Type		NA		custom	NA					custom	NA	
Protected Phases		5		2	2						6	
Permitted Phases				3	3					1	1	
Detector Phase		5		2	2					1	6	
Switch Phase												
Minimum Initial (s)		4.0		7.0	7.0					4.0	4.0	
Minimum Split (s)		20.0		12.0	12.0					8.0	20.0	
Total Split (s)		20.0		15.0	15.0					9.0	20.0	
Total Split (%)		19.8%		14.9%	14.9%					8.9%	19.8%	
Yellow Time (s)		3.5		4.0	4.0					3.5	3.5	
All-Red Time (s)		0.5		1.0	1.0					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		5.0	5.0					4.0	4.0	
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		None		Max	Max					None	None	
Act Effect Green (s)		10.7		22.3	24.7					5.1	14.5	
Actuated g/C Ratio		0.16		0.33	0.36					0.08	0.21	
v/c Ratio		0.43		0.30	0.33					0.39	0.50	
Control Delay		16.3		9.9	9.0					42.4	17.5	
Queue Delay		0.0		0.0	0.1					0.0	0.0	
Total Delay		16.3		9.9	9.1					42.4	17.5	
LOS		B		A	A					D	B	
Approach Delay		16.3			9.4						19.7	
Approach LOS		B			A						B	

Intersection Summary

Area Type: Other

Cycle Length: 101

Actuated Cycle Length: 68

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 16.0

Intersection LOS: B

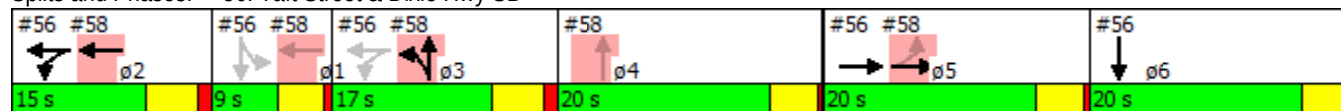
Intersection Capacity Utilization 46.8%

ICU Level of Service A

Lane Group	ø3	ø4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	4.0
Minimum Split (s)	12.0	20.0
Total Split (s)	17.0	20.0
Total Split (%)	17%	20%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	None
Act Effect Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Analysis Period (min) 15

Splits and Phases: 56: Taft Street & Dixie Hwy SB



Lanes, Volumes, Timings
58: Dixie Hwy NB & Taft Street

2018 Background AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	121	0	0	161	16	148	615	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1863	0	0	3493	0	0	4949	0	0	0	0
Flt Permitted	0.631							0.992				
Satd. Flow (perm)	1175	1863	0	0	3493	0	0	4949	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					9			28				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2012			1400			3812	
Travel Time (s)		5.0			45.7			31.8			86.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	132	0	0	192	0	0	950	0	0	0	0
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		5			2		3	3				
Permitted Phases	5				1			4				
Detector Phase	5	5			2		3	3				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		7.0	7.0				
Minimum Split (s)	20.0	20.0			12.0		12.0	12.0				
Total Split (s)	20.0	20.0			15.0		17.0	17.0				
Total Split (%)	19.8%	19.8%			14.9%		16.8%	16.8%				
Yellow Time (s)	3.5	3.5			4.0		4.0	4.0				
All-Red Time (s)	0.5	0.5			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.0	4.0			5.0			5.0				
Lead/Lag	Lead	Lead			Lead		Lead	Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Recall Mode	None	None			Max		Max	Max				
Act Effct Green (s)	10.7	10.7			15.1			12.2				
Actuated g/C Ratio	0.16	0.16			0.22			0.18				
v/c Ratio	0.32	0.45			0.25			1.04				
Control Delay	19.5	20.2			22.0			72.6				
Queue Delay	0.0	0.1			0.0			0.0				
Total Delay	19.5	20.3			22.0			72.6				
LOS	B	C			C			E				
Approach Delay		20.0			22.0			72.6				
Approach LOS		C			C			E				

Intersection Summary

Area Type: Other

Cycle Length: 101

Actuated Cycle Length: 68

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 57.8

Intersection LOS: E

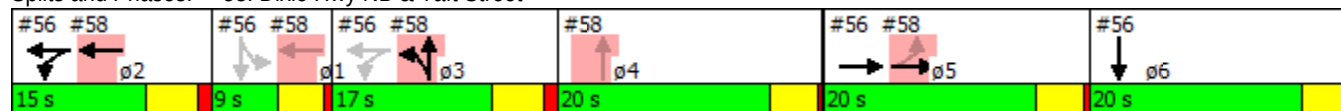
Intersection Capacity Utilization 46.8%

ICU Level of Service A

Lane Group	ø1	ø4	ø6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	9.0	20.0	20.0
Total Split (%)	9%	20%	20%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Analysis Period (min) 15

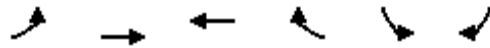
Splits and Phases: 58: Dixie Hwy NB & Taft Street



Lanes, Volumes, Timings
65: Johnson Street & 37th Avenue

2018 Background AM Peak

3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	214	465	302	118	31	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			190	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1863	1583	1651	0
Flt Permitted	0.562				0.988	
Satd. Flow (perm)	1047	1863	1863	1583	1651	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				128	109	
Link Speed (mph)		30	30		30	
Link Distance (ft)		927	1696		545	
Travel Time (s)		21.1	38.5		12.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	233	505	328	128	143	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Detector Phase	4	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
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%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	Max	
Act Effect Green (s)	13.2	13.2	13.2	13.2	14.0	
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.36	
v/c Ratio	0.66	0.81	0.52	0.21	0.22	
Control Delay	23.3	25.0	14.0	3.5	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.3	25.0	14.0	3.5	4.7	
LOS	C	C	B	A	A	
Approach Delay		24.4	11.0		4.7	
Approach LOS		C	B		A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 39.3

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 65: Johnson Street & 37th Avenue

2018 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 17.8

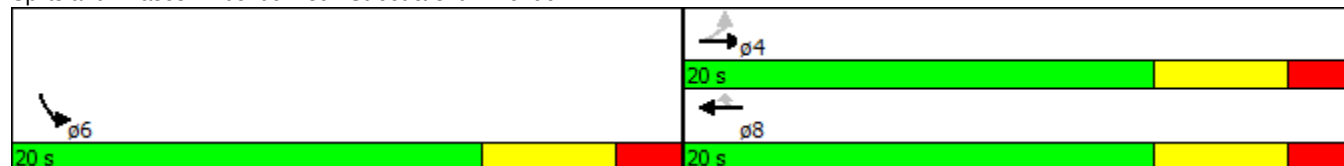
Intersection LOS: B

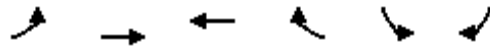
Intersection Capacity Utilization 50.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 65: Johnson Street & 37th Avenue





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	16	597	399	19	55	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	1863	1852	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1852	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2218	927		830	
Travel Time (s)		50.4	21.1		18.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	649	455	0	60	27
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.4% ICU Level of Service A
Analysis Period (min) 15

Lanes, Volumes, Timings
71: 46 Avenue/46th Ave & Johnson Street

2018 Background AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	374	37	74	289	55	22	229	89	114	236	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1839	0	1770	1818	0	1770	3391	0	1770	3539	1583
Flt Permitted	0.409			0.361			0.593			0.398		
Satd. Flow (perm)	762	1839	0	672	1818	0	1105	3391	0	741	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			79				218
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			2218			711			2662	
Travel Time (s)		21.1			50.4			16.2			60.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	447	0	80	374	0	24	346	0	124	257	26
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	9.0	17.0		9.0	17.0		10.0	11.0		9.0	11.0	11.0
Total Split (s)	9.0	29.0		9.0	29.0		10.0	13.0		9.0	12.0	12.0
Total Split (%)	15.0%	48.3%		15.0%	48.3%		16.7%	21.7%		15.0%	20.0%	20.0%
Yellow Time (s)	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
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		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	Max	Max		None	Max		None	None		Max	None	None
Act Effect Green (s)	29.0	25.8		28.0	24.0		12.8	7.8		15.6	14.8	14.8
Actuated g/C Ratio	0.48	0.43		0.47	0.40		0.21	0.13		0.26	0.25	0.25
v/c Ratio	0.08	0.56		0.21	0.50		0.08	0.68		0.48	0.29	0.05
Control Delay	6.9	16.7		8.0	15.7		16.5	26.7		25.9	20.8	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	6.9	16.7		8.0	15.7		16.5	26.7		25.9	20.8	0.2
LOS	A	B		A	B		B	C		C	C	A
Approach Delay		16.0			14.3			26.0			21.0	
Approach LOS		B			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 59.8

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 18.9

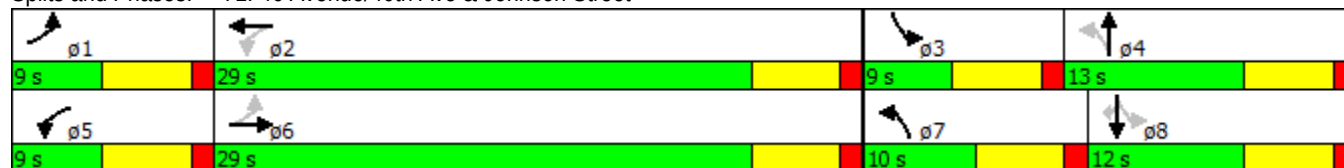
Intersection LOS: B

Intersection Capacity Utilization 58.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 71: 46 Avenue/46th Ave & Johnson Street



Lanes, Volumes, Timings
1: 46th Ave & Sheridan St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	1335	128	140	1962	121	265	325	110	234	307	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	330		0	165		0	234		234
Storage Lanes	1		0	1		0	2		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.97	0.95	1.00
Frt		0.987			0.991			0.962				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5019	0	1770	5040	0	3433	3405	0	3433	3539	1583
Flt Permitted	0.129			0.118			0.388			0.308		
Satd. Flow (perm)	240	5019	0	220	5040	0	1402	3405	0	1113	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			17			54				218
Link Speed (mph)		30			30			30				30
Link Distance (ft)		3315			1996			3810				774
Travel Time (s)		75.3			45.4			86.6				17.6
Lane Group Flow (vph)	144	1540	0	149	2216	0	315	518	0	282	370	231
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	10.0	18.0		10.0	18.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	10.0	35.0		13.0	38.0		10.0	17.0		10.0	17.0	17.0
Total Split (%)	13.3%	46.7%		17.3%	50.7%		13.3%	22.7%		13.3%	22.7%	22.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		Max	C-Max		None	C-Max	C-Max
Act Effect Green (s)	37.0	31.0		43.0	34.0		19.0	13.0		19.0	13.0	13.0
Actuated g/C Ratio	0.49	0.41		0.57	0.45		0.25	0.17		0.25	0.17	0.17
v/c Ratio	0.60	0.74		0.48	0.97		0.61	0.82		0.60	0.60	0.51
Control Delay	30.1	20.8		24.2	33.3		26.1	38.9		26.1	33.3	9.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	30.1	20.8		24.2	33.3		26.1	38.9		26.1	33.3	9.6
LOS	C	C		C	C		C	D		C	C	A
Approach Delay		21.6			32.7			34.1			24.8	
Approach LOS		C			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 0 (0%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Lanes, Volumes, Timings 1: 46th Ave & Sheridan St

2018 Background PM Peak
3/3/2014

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 28.5

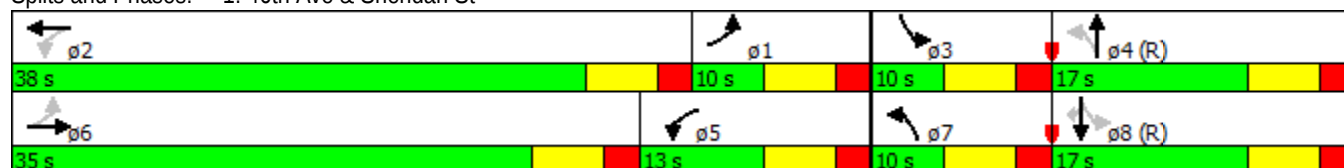
Intersection LOS: C

Intersection Capacity Utilization 80.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: 46th Ave & Sheridan St



Lanes, Volumes, Timings
2: 40th Avenue/40th Ave & Sheridan St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	1535	49	116	2150	75	72	24	82	43	13	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	250		0	100		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.995			0.884			0.870	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5060	0	1770	5060	0	1770	1647	0	1770	1621	0
Flt Permitted	0.076			0.087			0.689			0.683		
Satd. Flow (perm)	142	5060	0	162	5060	0	1283	1647	0	1272	1621	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			10			89			91	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1996			1463			3955			752	
Travel Time (s)		45.4			33.3			89.9			17.1	
Lane Group Flow (vph)	163	1721	0	126	2587	0	78	115	0	63	105	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	18.0		10.0	18.0		12.0	12.0		12.0	12.0	
Total Split (s)	14.0	55.0		15.0	56.0		20.0	20.0		20.0	20.0	
Total Split (%)	15.6%	61.1%		16.7%	62.2%		22.2%	22.2%		22.2%	22.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		0.0	-2.0		0.0	0.0		-2.0	0.0	
Total Lost Time (s)	4.0	4.0		6.0	4.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)	61.9	52.4		58.1	52.5		14.0	14.0		16.0	14.0	
Actuated g/C Ratio	0.69	0.58		0.65	0.58		0.16	0.16		0.18	0.16	
v/c Ratio	0.61	0.58		0.52	0.88		0.39	0.35		0.28	0.32	
Control Delay	24.8	13.0		17.8	20.5		40.8	14.7		35.9	12.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	24.8	13.0		17.8	20.5		40.8	14.7		35.9	12.8	
LOS	C	B		B	C		D	B		D	B	
Approach Delay		14.0			20.4			25.3			21.4	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 2 (2%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Lanes, Volumes, Timings
 2: 40th Avenue/40th Ave & Sheridan St

2018 Background PM Peak
 3/3/2014

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 18.2

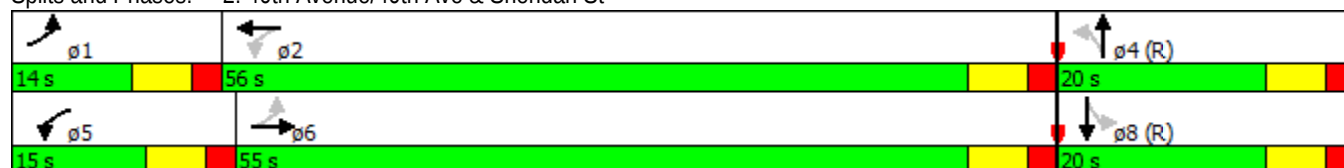
Intersection LOS: B

Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: 40th Avenue/40th Ave & Sheridan St



Lanes, Volumes, Timings
6: 40th Avenue & Taft St

2018 Background PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	239	21	13	475	45	17	37	28	20	55	32
Ideal Flow (vphpl)	1900	1900	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	1.00	1.00
Frt		0.989			0.989			0.954			0.960	
Flt Protected		0.998			0.999			0.990			0.991	
Satd. Flow (prot)	0	1839	0	0	1840	0	0	1759	0	0	1772	0
Flt Permitted		0.998			0.999			0.990			0.991	
Satd. Flow (perm)	0	1839	0	0	1840	0	0	1759	0	0	1772	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1978			1556			736			3955	
Travel Time (s)		45.0			35.4			16.7			89.9	
Lane Group Flow (vph)	0	294	0	0	579	0	0	88	0	0	117	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 47.2% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
7: SR-7/441 & Sheridan Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	
Volume (vph)	218	857	195	235	1568	279	327	999	213	268	920	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		190	562		182	330		266	425		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.95
Frt			0.850			0.850			0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3468	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			173			139			165		11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			2636			3813			1599	
Travel Time (s)		25.5			59.9			86.7			36.3	
Lane Group Flow (vph)	237	932	212	255	1704	303	355	1086	232	291	1150	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0	17.0	17.0	11.0	17.0	
Total Split (s)	25.0	45.0	45.0	32.0	52.0	52.0	21.0	54.0	54.0	19.0	52.0	
Total Split (%)	16.7%	30.0%	30.0%	21.3%	34.7%	34.7%	14.0%	36.0%	36.0%	12.7%	34.7%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)	19.0	40.6	40.6	24.4	46.0	46.0	15.0	47.0	47.0	13.0	45.0	
Actuated g/C Ratio	0.13	0.27	0.27	0.16	0.31	0.31	0.10	0.31	0.31	0.09	0.30	
v/c Ratio	1.06	0.68	0.38	0.89	1.09	0.52	1.03	0.98	0.38	0.98	1.10	
Control Delay	136.8	52.1	12.3	92.0	100.7	26.0	121.9	73.3	13.9	114.5	106.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	136.8	52.1	12.3	92.0	100.7	26.0	121.9	73.3	13.9	114.5	106.1	
LOS	F	D	B	F	F	C	F	E	B	F	F	
Approach Delay		60.5			89.7			75.4			107.8	
Approach LOS		E			F			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

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

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 84.0

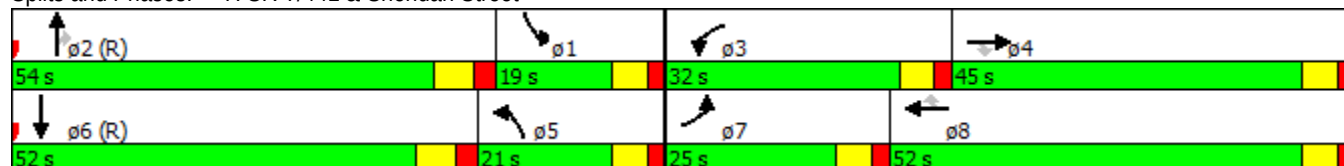
Intersection LOS: F

Intersection Capacity Utilization 102.4%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 7: SR-7/441 & Sheridan Street



Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	99	1386	159	213	1920	193	176	310	394	221	293	193
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	500		0	212		212	160		160
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.986				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5009	0	1770	5014	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.260			0.211		
Satd. Flow (perm)	1770	5009	0	1770	5014	0	484	1863	1583	393	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			25				318			236
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1402			3113			630			875	
Travel Time (s)		31.9			70.8			14.3			19.9	
Lane Group Flow (vph)	112	1748	0	232	2486	0	191	337	428	260	318	227
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2		2	6		6
Detector Phase	7	4		3	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	4.0	4.0	4.0	6.0	6.0
Minimum Split (s)	11.0	18.0		11.0	18.0		10.0	20.0	20.0	10.0	12.0	12.0
Total Split (s)	11.0	38.0		18.0	45.0		11.0	22.0	22.0	12.0	23.0	23.0
Total Split (%)	12.2%	42.2%		20.0%	50.0%		12.2%	24.4%	24.4%	13.3%	25.6%	25.6%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		0.0	-2.0		0.0	0.0	0.0	-2.0	0.0	-2.0
Total Lost Time (s)	3.5	3.5		5.5	3.5		6.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	None	None	None	None	None
Act Effect Green (s)	7.5	34.5		12.5	41.5		21.0	16.0	16.0	27.0	17.0	19.0
Actuated g/C Ratio	0.08	0.38		0.14	0.46		0.23	0.18	0.18	0.30	0.19	0.21
v/c Ratio	0.76	0.90		0.95	1.07		1.04	1.02	0.79	1.08	0.91	0.44
Control Delay	72.9	33.8		86.1	65.3		108.3	93.0	21.8	110.4	66.8	6.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	33.8		86.1	65.3		108.3	93.0	21.8	110.4	66.8	6.7
LOS	E	C		F	E		F	F	C	F	E	A
Approach Delay		36.2			67.1			64.2			64.0	
Approach LOS		D			E			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 100

Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Background PM Peak
3/3/2014

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 57.2

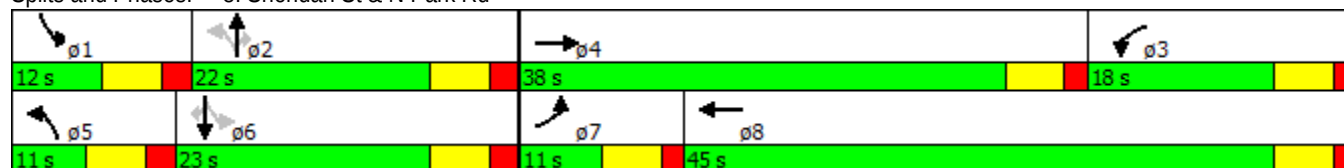
Intersection LOS: E

Intersection Capacity Utilization 90.4%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 8: Sheridan St & N Park Rd



Lanes, Volumes, Timings
10: N. Park Rd/N Park Rd & Johnson Street

2018 Background PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	353	172	146	349	167	149	542	249	142	479	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	163		163	189		189
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.214			0.419			0.253			0.430		
Satd. Flow (perm)	399	1863	1583	780	1863	1583	471	3539	1583	801	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			182			271			182
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1696			1506			1124			2668	
Travel Time (s)		38.5			34.2			25.5			60.6	
Lane Group Flow (vph)	110	384	187	159	379	182	162	589	271	154	521	98
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	10.0	33.0	33.0	15.0	38.0	38.0	15.0	29.0	29.0	13.0	27.0	27.0
Total Split (%)	11.1%	36.7%	36.7%	16.7%	42.2%	42.2%	16.7%	32.2%	32.2%	14.4%	30.0%	30.0%
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	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	24.5	23.5	23.5	27.2	26.2	26.2	33.8	32.8	32.8	32.4	31.4	31.4
Actuated g/C Ratio	0.27	0.26	0.26	0.30	0.29	0.29	0.38	0.36	0.36	0.36	0.35	0.35
v/c Ratio	0.55	0.79	0.34	0.51	0.70	0.31	0.50	0.46	0.36	0.40	0.42	0.15
Control Delay	26.5	33.6	2.7	33.8	35.6	4.8	27.2	24.7	4.8	17.0	14.7	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	33.6	2.7	33.8	35.6	4.8	27.2	24.7	4.8	17.0	14.7	0.6
LOS	C	C	A	C	D	A	C	C	A	B	B	A
Approach Delay		23.9			27.4			19.8			13.3	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 64 (71%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings
 10: N. Park Rd/N Park Rd & Johnson Street

2018 Background PM Peak
 3/3/2014

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 20.8

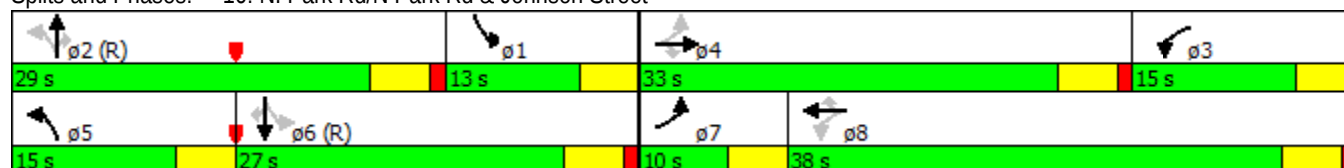
Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 10: N. Park Rd/N Park Rd & Johnson Street



Lanes, Volumes, Timings
11: Sheridan St & 29th Avenue

2018 Background PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		   			  			 		 		
Volume (vph)	114	1605	74	98	2173	149	83	18	90	563	112	702
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	337		347	180		160	0		0	0		0
Storage Lanes	1		1	1		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	1.00	0.91	1.00	1.00	0.95	0.95	0.97	1.00	1.00
Frt			0.850			0.850		0.875				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	1770	3097	0	3433	1863	1583
Flt Permitted	0.950			0.102			0.609			0.950		
Satd. Flow (perm)	1770	7544	1583	190	5085	1583	1134	3097	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			109			13			314
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3113			404			1104			639	
Travel Time (s)		70.8			9.2			25.1			14.5	
Lane Group Flow (vph)	124	1745	80	107	2362	162	90	118	0	612	122	763
Turn Type	Prot	NA	Perm	Perm	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6			2		3	8		7	4	
Permitted Phases			6	2		2	8					4
Detector Phase	1	6	6	2	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	10.0	10.0	10.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	16.0	16.0	16.0	20.0	20.0		20.0	20.0	20.0
Total Split (s)	8.0	47.0	47.0	39.0	39.0	39.0	20.0	20.0		23.0	23.0	23.0
Total Split (%)	8.9%	52.2%	52.2%	43.3%	43.3%	43.3%	22.2%	22.2%		25.6%	25.6%	25.6%
Yellow Time (s)	3.5	3.5	3.5	4.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	2.0	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-2.0	0.0	-1.5	-1.5	0.0	-2.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	2.0	4.0	4.5	4.5	6.0	2.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag			Lead	Lead	Lead	Lag	Lead		Lag	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	C-Max	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	4.0	50.7	48.7	40.2	40.2	38.7	23.3	8.4		20.9	20.4	20.4
Actuated g/C Ratio	0.04	0.56	0.54	0.45	0.45	0.43	0.26	0.09		0.23	0.23	0.23
v/c Ratio	1.59	0.41	0.09	1.27	1.04	0.22	0.23	0.39		0.77	0.29	1.27
Control Delay	349.1	12.1	3.4	198.2	42.8	3.2	19.0	37.4		39.1	32.0	155.1
Queue Delay	0.0	0.0	0.0	0.0	10.4	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	349.1	12.1	3.4	198.2	53.2	3.2	19.0	37.4		39.1	32.0	155.1
LOS	F	B	A	F	D	A	B	D		D	C	F
Approach Delay		33.2			56.0			29.5			97.7	
Approach LOS		C			E			C			F	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 42 (47%), Referenced to phase 2:WBTL, Start of Green

Lanes, Volumes, Timings 11: Sheridan St & 29th Avenue

2018 Background PM Peak
3/3/2014

Natural Cycle: 130

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.59

Intersection Signal Delay: 58.0

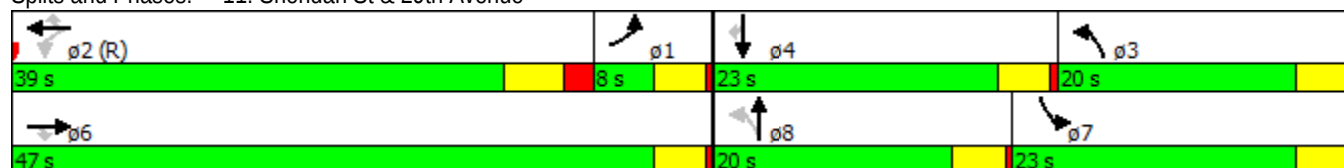
Intersection LOS: E

Intersection Capacity Utilization 100.5%

ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 11: Sheridan St & 29th Avenue



Lanes, Volumes, Timings
14: Sheridan St & I-95 W

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↘↗	↑↑↑					↘↗		↘↗↗
Volume (vph)	0	1544	608	506	1514	0	0	0	0	664	0	861
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.76
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	0	3610
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	0	3610
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			652									109
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		404			252			911			801	
Travel Time (s)		9.2			5.7			20.7			18.2	
Lane Group Flow (vph)	0	1678	661	550	1646	0	0	0	0	722	0	936
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					3		8
Permitted Phases			6									
Detector Phase		6	6	5	2					3		8
Switch Phase												
Minimum Initial (s)		6.0	6.0	10.0	10.0					6.0		6.0
Minimum Split (s)		12.0	12.0	16.0	16.0					12.0		12.0
Total Split (s)		37.0	37.0	23.0	60.0					30.0		30.0
Total Split (%)		41.1%	41.1%	25.6%	66.7%					33.3%		33.3%
Yellow Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
All-Red Time (s)		2.0	2.0	2.0	2.0					2.0		2.0
Lost Time Adjust (s)		-2.0	-2.0	-2.0	-2.0					-2.0		-2.0
Total Lost Time (s)		4.0	4.0	4.0	4.0					4.0		4.0
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?												
Recall Mode		Max	Max	Max	C-Max					None		None
Act Effect Green (s)		33.0	33.0	19.6	56.6					25.4		25.4
Actuated g/C Ratio		0.37	0.37	0.22	0.63					0.28		0.28
v/c Ratio		0.61	0.67	0.74	0.52					0.74		0.85
Control Delay		21.1	8.1	34.5	9.5					34.7		35.6
Queue Delay		0.2	0.6	3.4	0.8					0.2		0.2
Total Delay		21.3	8.7	37.9	10.3					34.9		35.8
LOS		C	A	D	B					C		D
Approach Delay		17.8			17.2							
Approach LOS		B			B							

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 36 (40%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85

Intersection Signal Delay: 22.3

Intersection LOS: C

Intersection Capacity Utilization 61.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 14: Sheridan St & I-95 W



Lanes, Volumes, Timings
17: Sheridan St & I-95 E

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	  			   		  					
Volume (vph)	663	1516	0	4	1387	789	621	0	675	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.97	0.91	1.00	0.81	0.81	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	4990	0	1583	0	0	0
Flt Permitted	0.950				0.922		0.950					
Satd. Flow (perm)	3433	5085	0	0	6956	1583	4990	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						760			103			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		252			328			940			778	
Travel Time (s)		5.7			7.5			21.4			17.7	
Lane Group Flow (vph)	721	1648	0	0	1512	858	675	0	734	0	0	0
Turn Type	Prot	NA		Perm	NA	Perm	Perm		Perm			
Protected Phases	5	2			6							
Permitted Phases				6		6	8		8			
Detector Phase	5	2		6	6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	4.0		6.0	6.0	6.0	10.0		10.0			
Minimum Split (s)	10.0	10.0		12.0	12.0	12.0	16.0		16.0			
Total Split (s)	20.0	52.0		32.0	32.0	32.0	38.0		38.0			
Total Split (%)	22.2%	57.8%		35.6%	35.6%	35.6%	42.2%		42.2%			
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0		4.0			
All-Red Time (s)	2.0	2.0		1.5	1.5	1.5	2.0		2.0			
Lost Time Adjust (s)	-2.0	-2.0			-2.0	-2.0	-2.0		-2.0			
Total Lost Time (s)	4.0	4.0			3.5	3.5	4.0		4.0			
Lead/Lag	Lag			Lead	Lead	Lead						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Recall Mode	None	C-Max		Max	Max	Max	Max		Max			
Act Effect Green (s)	16.0	48.0			28.5	28.5	34.0		34.0			
Actuated g/C Ratio	0.18	0.53			0.32	0.32	0.38		0.38			
v/c Ratio	1.18	0.61			0.69	0.84	0.36		1.11			
Control Delay	120.8	10.5			14.1	11.7	20.8		94.1			
Queue Delay	0.5	1.3			0.1	0.0	0.0		0.0			
Total Delay	121.3	11.8			14.2	11.7	20.8		94.1			
LOS	F	B			B	B	C		F			
Approach Delay		45.2			13.3							
Approach LOS		D			B							

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 38 (42%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.18

Intersection Signal Delay: 36.0

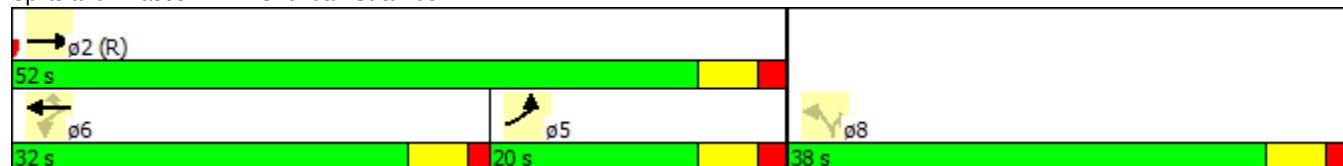
Intersection LOS: D

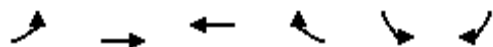
Intersection Capacity Utilization 84.8%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 17: Sheridan St & I-95 E





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	123	1730	1871	6	4	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999		0.914	
Flt Protected	0.950				0.982	
Satd. Flow (prot)	1770	5085	5080	0	1672	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	5085	5080	0	1672	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		328	1352		331	
Travel Time (s)		7.5	30.7		7.5	
Lane Group Flow (vph)	134	1880	2041	0	11	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 56.4% ICU Level of Service B

Analysis Period (min) 15

Lanes, Volumes, Timings
21: 56 Street & Sheridan St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 				
Volume (vph)	138	1093	89	180	1659	160	164	290	106	180	388	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	361		361	0		0
Storage Lanes	1		0	1		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	0.97	0.95	0.95	0.97	1.00	1.00
Frt		0.989			0.987			0.960				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5029	0	1770	5019	0	3433	3398	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.233			0.319		
Satd. Flow (perm)	1770	5029	0	1770	5019	0	842	3398	0	1153	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			20			51				242
Link Speed (mph)		30			30			30				30
Link Distance (ft)		2636			3315			3795			1079	
Travel Time (s)		59.9			75.3			86.3			24.5	
Lane Group Flow (vph)	150	1285	0	196	1977	0	178	430	0	196	422	150
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	17.0		11.0	17.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	14.0	34.0		19.0	39.0		11.0	23.0		14.0	26.0	26.0
Total Split (%)	15.6%	37.8%		21.1%	43.3%		12.2%	25.6%		15.6%	28.9%	28.9%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	1.0		2.0	1.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0		6.0	5.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Act Effect Green (s)	8.0	29.6		12.4	34.0		22.2	17.2		27.8	20.0	20.0
Actuated g/C Ratio	0.09	0.33		0.14	0.38		0.25	0.19		0.31	0.22	0.22
v/c Ratio	0.96	0.77		0.80	1.04		0.51	0.62		0.35	1.02	0.28
Control Delay	104.7	30.9		62.5	59.1		26.5	33.9		22.5	85.9	1.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	104.7	30.9		62.5	59.1		26.5	33.9		22.5	85.9	1.5
LOS	F	C		E	E		C	C		C	F	A
Approach Delay		38.6			59.4			31.7			53.3	
Approach LOS		D			E			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 12 (13%), Referenced to phase 2:WBT and 6:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 49.1

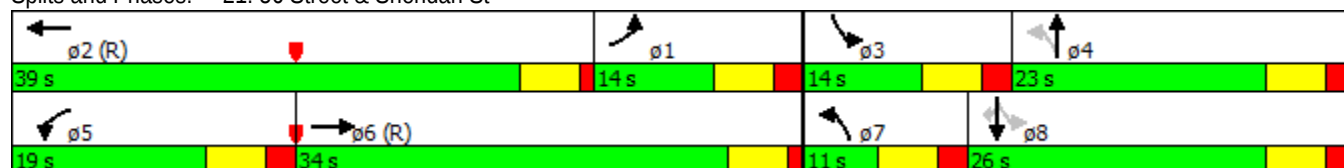
Intersection LOS: D

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 21: 56 Street & Sheridan St



									
Lane Group	WBL	WBR	NBL	NBR	SEL	SER	SWL2	SWL	SWR
Lane Configurations			  			 			
Volume (vph)	4	26	9	8	139	0	5	0	690
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.97	0.95	1.00	0.88	1.00	1.00	1.00
Frt		0.865	0.929					0.866	
Flt Protected	0.950		0.974		0.950				
Satd. Flow (prot)	0	1611	3270	0	0	3278	0	1613	0
Flt Permitted	0.950		0.974		0.950				
Satd. Flow (perm)	0	1611	3270	0	0	3278	0	1613	0
Link Speed (mph)	30		30		30			30	
Link Distance (ft)	794		2108		1376			1073	
Travel Time (s)	18.0		47.9		31.3			24.4	
Lane Group Flow (vph)	4	28	19	0	151	0	0	755	0
Sign Control	Stop		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
23: 26 Avenue/26th Ave & Sheridan St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	354	1395	194	66	1351	173	217	173	67	275	191	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		0	228		0	150		0	295		295
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.982				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4994	0	1770	5085	1583	1770	1785	0	1770	1863	1583
Flt Permitted	0.950			0.200			0.580			0.213		
Satd. Flow (perm)	1770	4994	0	373	5085	1583	1080	1785	0	397	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36				188		19				412
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1352			3119			3825			696	
Travel Time (s)		30.7			70.9			86.9			15.8	
Lane Group Flow (vph)	389	1746	0	72	1468	188	236	261	0	296	205	412
Turn Type	Prot	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	6.0		5.0	6.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.0	12.0		11.0	12.0	12.0	10.0	12.0		10.0	12.0	12.0
Total Split (s)	25.0	44.0		11.0	30.0	30.0	11.0	20.0		15.0	24.0	24.0
Total Split (%)	27.8%	48.9%		12.2%	33.3%	33.3%	12.2%	22.2%		16.7%	26.7%	26.7%
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0	6.0	4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max	Max	None	C-Max		None	C-Max	C-Max
Act Effect Green (s)	21.0	42.2		26.0	26.0	24.0	23.0	16.0		31.0	20.0	20.0
Actuated g/C Ratio	0.23	0.47		0.29	0.29	0.27	0.26	0.18		0.34	0.22	0.22
v/c Ratio	0.94	0.74		0.33	1.00	0.34	0.72	0.79		0.97	0.50	0.61
Control Delay	59.6	18.8		10.6	33.1	2.7	39.1	51.1		73.1	35.4	7.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	59.6	18.8		10.6	33.1	2.7	39.1	51.1		73.1	35.4	7.6
LOS	E	B		B	C	A	D	D		E	D	A
Approach Delay		26.3			28.9			45.4			35.1	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 66 (73%), Referenced to phase 4:NBTL and 8:SBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 30.4

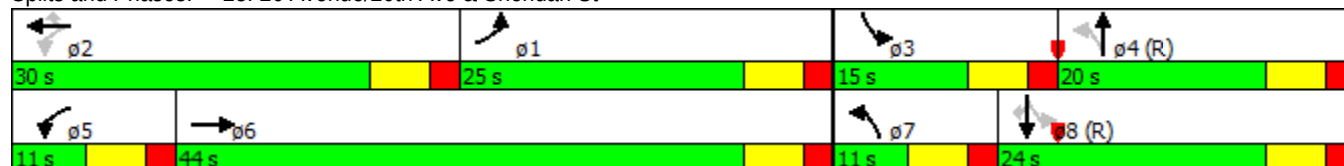
Intersection LOS: C

Intersection Capacity Utilization 87.5%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 23: 26 Avenue/26th Ave & Sheridan St



Lanes, Volumes, Timings
26: Dixie Hwy SB & Sheridan St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	101	939	310	82	1395	46	0	0	0	22	142	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	0		0	0		0	224		0
Storage Lanes	1		1	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95
Frt			0.850		0.995						0.939	
Flt Protected	0.950			0.950							0.996	
Satd. Flow (prot)	1770	3539	1583	1770	3522	0	0	0	0	0	3310	0
Flt Permitted	0.124			0.950							0.996	
Satd. Flow (perm)	231	3539	1583	1770	3522	0	0	0	0	0	3310	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			337		5						121	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3119			220			1044			924	
Travel Time (s)		70.9			5.0			23.7			21.0	
Lane Group Flow (vph)	110	1021	337	89	1566	0	0	0	0	0	299	0
Turn Type	D.P+P	NA	Perm	Prot	NA					Split	NA	
Protected Phases	1	6		5	2					7	7	
Permitted Phases	2	2	6		5							
Detector Phase	1	6	6	5	2					7	7	
Switch Phase												
Minimum Initial (s)	4.0	12.0	12.0	5.0	12.0					5.0	5.0	
Minimum Split (s)	9.0	33.0	33.0	10.0	17.0					9.0	9.0	
Total Split (s)	11.0	48.0	48.0	12.0	37.0					10.0	10.0	
Total Split (%)	12.2%	53.3%	53.3%	13.3%	41.1%					11.1%	11.1%	
Yellow Time (s)	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					0.0	0.0	
Lost Time Adjust (s)	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						4.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	C-Max					Max	Max	
Act Effect Green (s)	39.0	43.0	43.0	6.9	43.8						6.0	
Actuated g/C Ratio	0.43	0.48	0.48	0.08	0.49						0.07	
v/c Ratio	0.54	0.60	0.36	0.66	0.91						0.90	
Control Delay	23.5	10.8	0.9	55.9	24.3						55.4	
Queue Delay	0.0	0.0	0.0	0.0	17.8						0.0	
Total Delay	23.5	10.8	0.9	55.9	42.1						55.4	
LOS	C	B	A	E	D						E	
Approach Delay		9.5			42.9						55.4	
Approach LOS		A			D						E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green

Lane Group	ø8
Lane Configurations	
Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	11.0
Total Split (s)	20.0
Total Split (%)	22%
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Recall Mode	Max
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
26: Dixie Hwy SB & Sheridan St

2018 Background PM Peak
3/3/2014

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91

Intersection Signal Delay: 29.7

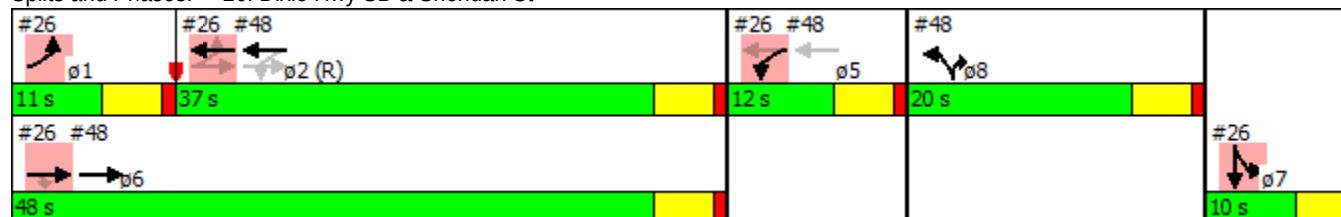
Intersection LOS: C

Intersection Capacity Utilization 65.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 26: Dixie Hwy SB & Sheridan St



Lanes, Volumes, Timings
27: 46th Ave & Taft Street/Taft St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	211	35	40	380	62	49	330	38	23	395	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	96		0	85		0	210		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95
Frt		0.979			0.979			0.985			0.985	
Flt Protected	0.950			0.950			0.950				0.998	
Satd. Flow (prot)	1770	1824	0	1770	1824	0	1770	3486	0	0	3479	0
Flt Permitted	0.489			0.461			0.440				0.917	
Satd. Flow (perm)	911	1824	0	859	1824	0	820	3486	0	0	3197	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			29			29			28	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3378			1978			2662			3810	
Travel Time (s)		76.8			45.0			60.5			86.6	
Lane Group Flow (vph)	43	267	0	43	480	0	53	400	0	0	504	0
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		1	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	10.0	10.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	16.0	16.0		10.0	18.0		12.0	12.0		11.0	11.0	
Total Split (s)	16.0	16.0		10.0	26.0		14.0	14.0		14.0	14.0	
Total Split (%)	40.0%	40.0%		25.0%	65.0%		35.0%	35.0%		35.0%	35.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		-2.0	0.0		0.0	-1.0			-1.0	
Total Lost Time (s)	6.0	6.0		4.0	6.0		5.0	4.0			4.0	
Lead/Lag	Lag	Lag		Lead								
Lead-Lag Optimize?	Yes	Yes		Yes								
Recall Mode	Max	Max		None	None		Max	Max		Max	Max	
Act Effect Green (s)	11.8	11.8		17.4	15.4		9.1	10.1			10.1	
Actuated g/C Ratio	0.33	0.33		0.49	0.43		0.26	0.28			0.28	
v/c Ratio	0.14	0.43		0.07	0.60		0.25	0.40			0.54	
Control Delay	12.3	12.9		4.7	10.5		15.9	11.8			13.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	12.3	12.9		4.7	10.5		15.9	11.8			13.6	
LOS	B	B		A	B		B	B			B	
Approach Delay		12.8			10.1			12.3			13.6	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 35.6

Natural Cycle: 40

Lanes, Volumes, Timings
 27: 46th Ave & Taft Street/Taft St

2018 Background PM Peak
 3/3/2014

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 12.1

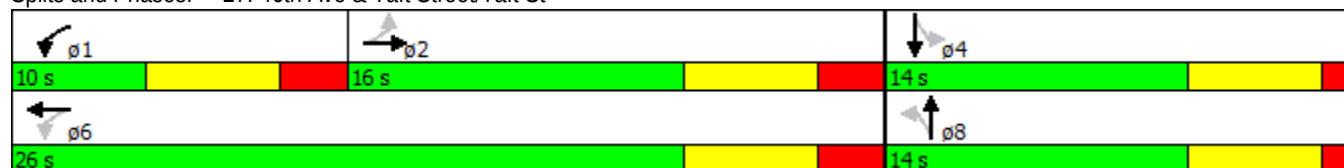
Intersection LOS: B

Intersection Capacity Utilization 68.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 27: 46th Ave & Taft Street/Taft St

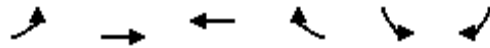


						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	1863	0
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	1863	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	578			788	755	
Travel Time (s)	13.1			17.9	17.2	
Lane Group Flow (vph)	0	0	0	0	0	0
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
29: Taft St & 28th Ave

2018 Background PM Peak

3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	101	398	428	25	31	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	91			145	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.993			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1850	0	1770	1583
Flt Permitted	0.254				0.950	
Satd. Flow (perm)	473	1863	1850	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			8			102
Link Speed (mph)		30	30		30	
Link Distance (ft)		1537	578		2152	
Travel Time (s)		34.9	13.1		48.9	
Lane Group Flow (vph)	110	433	492	0	34	102
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Detector Phase	1	6	2		8	8
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	6.0
Minimum Split (s)	8.0	15.0	15.0		11.0	11.0
Total Split (s)	8.0	31.0	23.0		14.0	14.0
Total Split (%)	17.8%	68.9%	51.1%		31.1%	31.1%
Yellow Time (s)	3.5	4.0	4.0		4.0	4.0
All-Red Time (s)	0.5	1.0	1.0		1.0	1.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0		-2.0	0.0
Total Lost Time (s)	2.0	3.0	3.0		3.0	5.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes					
Recall Mode	None	None	None		C-Max	C-Max
Act Effect Green (s)	25.0	24.0	17.6		15.0	13.0
Actuated g/C Ratio	0.56	0.53	0.39		0.33	0.29
v/c Ratio	0.25	0.44	0.68		0.06	0.19
Control Delay	3.5	5.2	16.0		13.3	5.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.5	5.2	16.0		13.3	5.6
LOS	A	A	B		B	A
Approach Delay		4.8	16.0		7.5	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 4 (9%), Referenced to phase 4: and 8:SBL, Start of Green

Lanes, Volumes, Timings
29: Taft St & 28th Ave

2018 Background PM Peak
3/3/2014

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 9.8

Intersection LOS: A

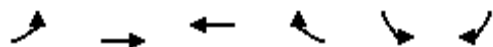
Intersection Capacity Utilization 44.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 29: Taft St & 28th Ave





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	24	505	510	16	10	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			50	0	0
Storage Lanes	1			1	1	1
Taper Length (ft)	25				25	
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	1863	1863	1583	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1863	1583	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2557	1537		1232	
Travel Time (s)		58.1	34.9		28.0	
Lane Group Flow (vph)	26	549	554	17	11	17
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.8% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
31: N Park Rd & Taft St

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	193	43	152	249	229	70	549	155	146	510	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	168		168	250		151	192		110	160		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3476	0
Flt Permitted	0.301			0.557			0.303			0.322		
Satd. Flow (perm)	561	1863	1583	1038	1863	1583	564	3539	1583	600	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			247			182		18	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1357			2557			2668			2108	
Travel Time (s)		30.8			58.1			60.6			47.9	
Lane Group Flow (vph)	207	210	47	165	271	249	76	597	168	159	631	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
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)	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	20.0	10.0	20.0	
Total Split (s)	17.0	31.0	31.0	14.0	28.0	28.0	10.0	31.0	31.0	14.0	35.0	
Total Split (%)	18.9%	34.4%	34.4%	15.6%	31.1%	31.1%	11.1%	34.4%	34.4%	15.6%	38.9%	
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)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)	35.1	22.5	22.5	29.8	19.9	19.9	38.0	32.0	32.0	45.5	37.5	
Actuated g/C Ratio	0.39	0.25	0.25	0.33	0.22	0.22	0.42	0.36	0.36	0.51	0.42	
v/c Ratio	0.53	0.45	0.09	0.39	0.66	0.46	0.24	0.47	0.25	0.37	0.43	
Control Delay	21.5	29.1	0.4	15.6	32.4	8.3	9.1	14.4	1.8	20.7	20.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	21.5	29.1	0.4	15.6	32.4	8.3	9.1	14.4	1.8	20.7	20.9	
LOS	C	C	A	B	C	A	A	B	A	C	C	
Approach Delay		22.8			19.6			11.4			20.8	
Approach LOS		C			B			B			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 31: N Park Rd & Taft St

2018 Background PM Peak
3/3/2014

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 18.0

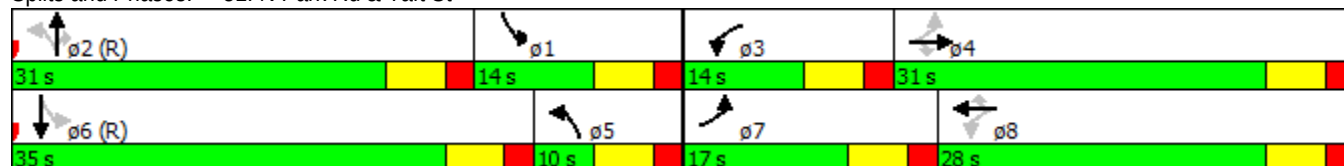
Intersection LOS: B

Intersection Capacity Utilization 60.2%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 31: N Park Rd & Taft St



Lanes, Volumes, Timings
35: N 35th Ave & Taft St

2018 Background PM Peak

3/3/2014

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	219	59	70	297	239	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	85		0	0
Storage Lanes		0	1		1	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.971					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	1809	0	1770	1863	1770	1583
Flt Permitted			0.526		0.950	
Satd. Flow (perm)	1809	0	980	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	40					241
Link Speed (mph)	30			30	30	
Link Distance (ft)	1556			1357	713	
Travel Time (s)	35.4			30.8	16.2	
Lane Group Flow (vph)	302	0	76	323	260	241
Turn Type	NA		Perm	NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases			6			4
Detector Phase	2		6	6	4	4
Switch Phase						
Minimum Initial (s)	15.0		15.0	15.0	7.0	7.0
Minimum Split (s)	20.0		20.0	20.0	12.0	12.0
Total Split (s)	24.0		24.0	24.0	21.0	21.0
Total Split (%)	53.3%		53.3%	53.3%	46.7%	46.7%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-2.0		-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	3.0		3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Max		None	None	C-Max	C-Max
Act Effect Green (s)	21.0		21.0	21.0	18.0	18.0
Actuated g/C Ratio	0.47		0.47	0.47	0.40	0.40
v/c Ratio	0.35		0.17	0.37	0.37	0.31
Control Delay	8.0		4.4	5.2	11.4	2.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	8.0		4.4	5.2	11.4	2.9
LOS	A		A	A	B	A
Approach Delay	8.0			5.0	7.3	
Approach LOS	A			A	A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 45

Offset: 32 (71%), Referenced to phase 4:NBL and 8:, Start of Green

Lanes, Volumes, Timings 35: N 35th Ave & Taft St

2018 Background PM Peak
3/3/2014

Natural Cycle: 40

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 6.7

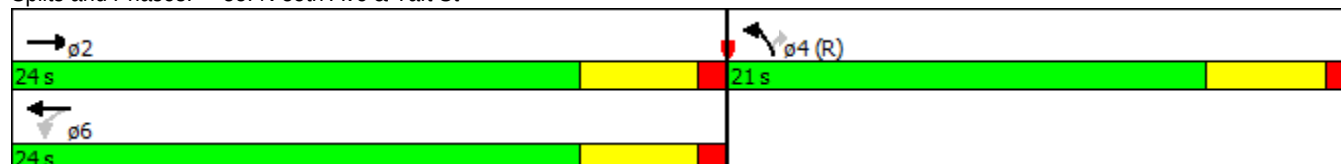
Intersection LOS: A

Intersection Capacity Utilization 50.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 35: N 35th Ave & Taft St



Lanes, Volumes, Timings
37: 26 Avenue & Taft St/Taft Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	238	79	23	296	35	84	216	17	28	226	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	110		0	110		0	0		0	0		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
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		0.963			0.984			0.989			0.968	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1794	0	1770	1833	0	1770	1842	0	1770	1803	0
Flt Permitted	0.498			0.522			0.570			0.602		
Satd. Flow (perm)	928	1794	0	972	1833	0	1062	1842	0	1121	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			16			11			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		788			3118			702			3825	
Travel Time (s)		17.9			70.9			16.0			86.9	
Lane Group Flow (vph)	86	345	0	25	360	0	91	253	0	30	314	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	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	
Total Split (s)	20.0	20.0		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%		50.0%	50.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Act Effect Green (s)	11.8	11.8		11.8	11.8		16.2	16.2		16.2	16.2	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.40	0.40		0.40	0.40	
v/c Ratio	0.32	0.62		0.09	0.65		0.21	0.34		0.07	0.42	
Control Delay	13.5	15.2		9.8	17.4		10.6	10.4		9.1	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	15.2		9.8	17.4		10.6	10.4		9.1	10.4	
LOS	B	B		A	B		B	B		A	B	
Approach Delay		14.8			16.9			10.4			10.3	
Approach LOS		B			B			B			B	

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: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 13.3

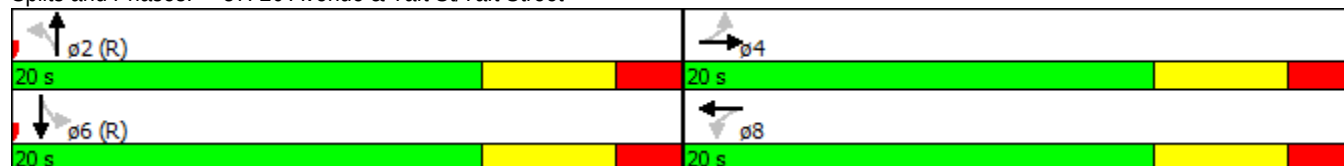
Intersection LOS: B

Intersection Capacity Utilization 62.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 37: 26 Avenue & Taft St/Taft Street



Lanes, Volumes, Timings
43: SR-7/441 & Taft Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	136	237	210	93	337	37	257	1221	67	28	1061	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	399		0	0		0	0		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.975	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3451	0
Flt Permitted	0.195			0.423			0.095			0.109		
Satd. Flow (perm)	363	1863	1583	788	1863	1583	177	3539	1583	203	3451	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230			230			164		31	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1995			2594			985			3813	
Travel Time (s)		45.3			59.0			22.4			86.7	
Lane Group Flow (vph)	148	258	228	101	366	40	279	1327	73	30	1388	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0	6.0	4.0	10.0	10.0	4.0	10.0	
Minimum Split (s)	10.0	12.0	12.0	10.0	12.0	12.0	10.0	16.0	16.0	10.0	16.0	
Total Split (s)	10.0	24.0	24.0	10.0	24.0	24.0	16.0	46.0	46.0	10.0	40.0	
Total Split (%)	11.1%	26.7%	26.7%	11.1%	26.7%	26.7%	17.8%	51.1%	51.1%	11.1%	44.4%	
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)	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	24.1	20.5	20.5	23.0	18.5	18.5	50.5	44.5	44.5	39.0	34.5	
Actuated g/C Ratio	0.27	0.23	0.23	0.26	0.21	0.21	0.56	0.49	0.49	0.43	0.38	
v/c Ratio	0.89	0.61	0.42	0.40	0.96	0.08	0.98	0.76	0.08	0.18	1.03	
Control Delay	74.6	39.4	7.0	28.7	74.0	0.3	72.6	23.0	0.2	12.3	62.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	74.6	39.4	7.0	28.7	74.0	0.3	72.6	23.0	0.2	12.3	62.0	
LOS	E	D	A	C	E	A	E	C	A	B	E	
Approach Delay		35.9			59.2			30.3			61.0	
Approach LOS		D			E			C			E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Lanes, Volumes, Timings 43: SR-7/441 & Taft Street

2018 Background PM Peak
3/3/2014

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 44.8

Intersection LOS: D

Intersection Capacity Utilization 94.1%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 43: SR-7/441 & Taft Street



Lanes, Volumes, Timings
45: 56 Avenue/56 Street & Taft Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	237	42	36	367	64	30	376	34	30	467	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	0		0	0		0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
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		0.977			0.978				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1820	0	1770	1822	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.335			0.562			0.357			0.466		
Satd. Flow (perm)	624	1820	0	1047	1822	0	665	1863	1583	868	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			24				55			60
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2594			3378			1248			3795	
Travel Time (s)		59.0			76.8			28.4			86.3	
Lane Group Flow (vph)	46	304	0	39	469	0	33	409	37	33	508	60
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Detector Phase	2	2		6	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	6.0	6.0	4.0	4.0	4.0
Minimum Split (s)	15.0	15.0		15.0	15.0		11.0	11.0	11.0	11.0	11.0	11.0
Total Split (s)	19.0	19.0		19.0	19.0		21.0	21.0	21.0	21.0	21.0	21.0
Total Split (%)	47.5%	47.5%		47.5%	47.5%		52.5%	52.5%	52.5%	52.5%	52.5%	52.5%
Yellow Time (s)	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
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 Optimize?												
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effect Green (s)	12.9	12.9		12.9	12.9		16.0	16.0	16.0	16.0	16.0	16.0
Actuated g/C Ratio	0.33	0.33		0.33	0.33		0.41	0.41	0.41	0.41	0.41	0.41
v/c Ratio	0.22	0.49		0.11	0.76		0.12	0.53	0.05	0.09	0.66	0.09
Control Delay	12.5	12.6		9.9	21.3		9.0	12.2	2.4	8.4	15.4	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.5	12.6		9.9	21.3		9.0	12.2	2.4	8.4	15.4	3.3
LOS	B	B		A	C		A	B	A	A	B	A
Approach Delay		12.6			20.5			11.2			13.8	
Approach LOS		B			C			B			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 40												
Actuated Cycle Length: 38.9												
Natural Cycle: 45												

Lanes, Volumes, Timings 45: 56 Avenue/56 Street & Taft Street

2018 Background PM Peak
3/3/2014

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 14.7

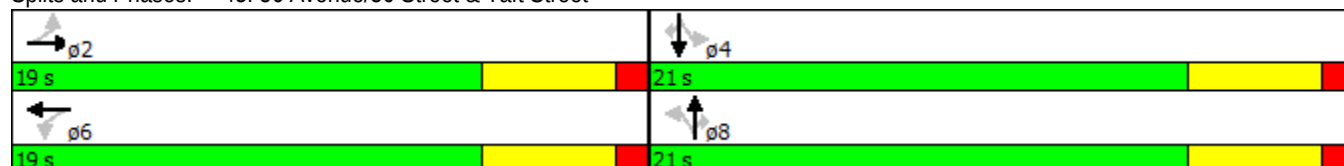
Intersection LOS: B

Intersection Capacity Utilization 68.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 45: 56 Avenue/56 Street & Taft Street



Lanes, Volumes, Timings
48: Dixie Hwy NB & Sheridan Street

2018 Background PM Peak

3/3/2014

							ø1	ø5	ø7
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑↑	↑↑	↑			
Volume (vph)	987	0	4	1029	472	129			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Util. Factor	0.95	1.00	0.91	0.91	0.97	1.00			
Frt						0.850			
Flt Protected					0.950				
Satd. Flow (prot)	3539	0	0	5085	3433	1583			
Flt Permitted				0.940	0.950				
Satd. Flow (perm)	3539	0	0	4780	3433	1583			
Right Turn on Red		Yes				Yes			
Satd. Flow (RTOR)						140			
Link Speed (mph)	30			30	30				
Link Distance (ft)	220			165	3812				
Travel Time (s)	5.0			3.8	86.6				
Lane Group Flow (vph)	1073	0	0	1122	513	140			
Turn Type	NA		Perm	NA	Prot	Prot			
Protected Phases	6			2	8	8	1	5	7
Permitted Phases	2		2	5					
Detector Phase	6		2	2	8	8			
Switch Phase									
Minimum Initial (s)	12.0		12.0	12.0	6.0	6.0	4.0	5.0	5.0
Minimum Split (s)	33.0		17.0	17.0	11.0	11.0	9.0	10.0	9.0
Total Split (s)	48.0		37.0	37.0	20.0	20.0	11.0	12.0	10.0
Total Split (%)	53.3%		41.1%	41.1%	22.2%	22.2%	12%	13%	11%
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0			
Total Lost Time (s)	5.0			5.0	5.0	5.0			
Lead/Lag			Lag	Lag			Lead		
Lead-Lag Optimize?									
Recall Mode	None		C-Max	C-Max	Max	Max	None	None	Max
Act Effect Green (s)	43.0			39.8	17.4	17.4			
Actuated g/C Ratio	0.48			0.44	0.19	0.19			
v/c Ratio	0.63			0.50	0.77	0.33			
Control Delay	2.4			9.7	45.1	8.5			
Queue Delay	0.0			0.1	7.8	0.0			
Total Delay	2.4			9.8	53.0	8.5			
LOS	A			A	D	A			
Approach Delay	2.4			9.8	43.4				
Approach LOS	A			A	D				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBWB, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91

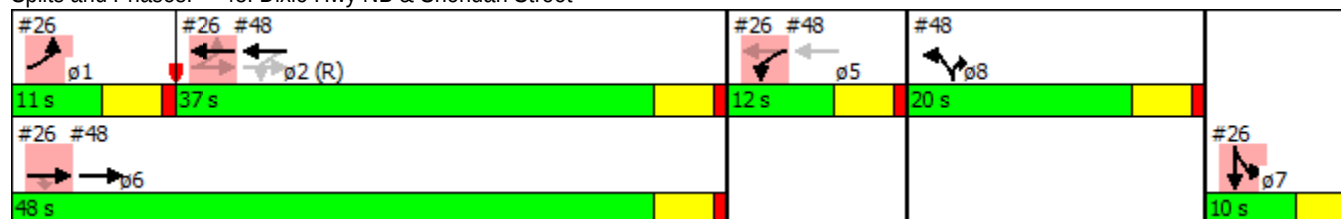
Lanes, Volumes, Timings
 48: Dixie Hwy NB & Sheridan Street

2018 Background PM Peak
 3/3/2014

Intersection Signal Delay: 14.7
 Intersection Capacity Utilization 49.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 48: Dixie Hwy NB & Sheridan Street



Lanes, Volumes, Timings
49: US-1 & Sheridan Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	244	580	180	155	558	169	252	652	107	240	980	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	195		0	280		280	224		0	238		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.964				0.850		0.979			0.985	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3412	0	1770	3539	1583	1770	3465	0	1770	3486	0
Flt Permitted	0.222			0.250			0.123			0.203		
Satd. Flow (perm)	414	3412	0	466	3539	1583	229	3465	0	378	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		43				184		22			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1809			756			3815			786	
Travel Time (s)		41.1			17.2			86.7			17.9	
Lane Group Flow (vph)	265	826	0	168	607	184	274	825	0	261	1187	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
Minimum Split (s)	8.0	20.0		8.0	20.0	20.0	8.0	20.0		8.0	20.0	
Total Split (s)	14.0	27.0		9.0	22.0	22.0	14.0	37.0		17.0	40.0	
Total Split (%)	15.6%	30.0%		10.0%	24.4%	24.4%	15.6%	41.1%		18.9%	44.4%	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0		3.5	4.0	
All-Red Time (s)	0.5	2.0		0.5	2.0	2.0	0.5	2.0		0.5	2.0	
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)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	
Act Effect Green (s)	32.0	21.0		23.0	16.0	16.0	44.5	32.5		47.5	34.0	
Actuated g/C Ratio	0.36	0.23		0.26	0.18	0.18	0.49	0.36		0.53	0.38	
v/c Ratio	0.89	1.00		0.88	0.97	0.43	0.96	0.65		0.69	0.90	
Control Delay	58.5	49.1		73.6	66.4	8.5	69.1	26.7		21.3	36.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	58.5	49.1		73.6	66.4	8.5	69.1	26.7		21.3	36.4	
LOS	E	D		E	E	A	E	C		C	D	
Approach Delay		51.4			56.6			37.3			33.7	
Approach LOS		D			E			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Lanes, Volumes, Timings 49: US-1 & Sheridan Street

2018 Background PM Peak
3/3/2014

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00

Intersection Signal Delay: 43.5

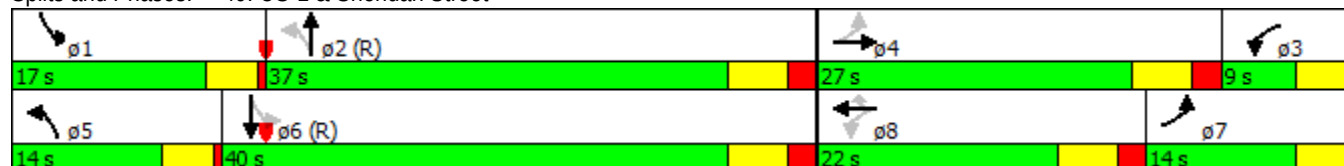
Intersection LOS: D

Intersection Capacity Utilization 91.7%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 49: US-1 & Sheridan Street



Lanes, Volumes, Timings
53: US-1 Federal Highway/US-1 & Taft Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	63	46	69	22	30	25	71	1003	25	32	1148	40
Ideal Flow (vphpl)	1900	1900	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	0.95	0.95	1.00	1.00	1.00
Frt			0.850			0.850		0.996			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3525	0	1770	1853	0
Flt Permitted	0.816			0.816			0.084			0.244		
Satd. Flow (perm)	1520	1863	1583	1520	1863	1583	156	3525	0	455	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			75			34		11			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2012			658			742			3815	
Travel Time (s)		45.7			15.0			16.9			86.7	
Lane Group Flow (vph)	68	50	75	24	33	27	77	1117	0	35	1291	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0	6.0	6.0	12.0	12.0		12.0	12.0	
Minimum Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	17.0	17.0		17.0	17.0	
Total Split (s)	11.0	11.0	11.0	11.0	11.0	11.0	54.0	54.0		54.0	54.0	
Total Split (%)	16.9%	16.9%	16.9%	16.9%	16.9%	16.9%	83.1%	83.1%		83.1%	83.1%	
Yellow Time (s)	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	
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 Optimize?												
Recall Mode	None	None	None	None	None	None	Max	Max		Max	Max	
Act Effect Green (s)	6.0	6.0	6.0	6.0	6.0	6.0	52.8	52.8		52.8	52.8	
Actuated g/C Ratio	0.09	0.09	0.09	0.09	0.09	0.09	0.80	0.80		0.80	0.80	
v/c Ratio	0.49	0.30	0.35	0.17	0.20	0.16	0.62	0.39		0.10	0.87	
Control Delay	41.3	32.5	13.1	30.4	30.3	11.6	32.8	3.0		2.8	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.3	32.5	13.1	30.4	30.3	11.6	32.8	3.0		2.8	15.2	
LOS	D	C	B	C	C	B	C	A		A	B	
Approach Delay		28.1			24.3			4.9			14.8	
Approach LOS		C			C			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 65.8

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 11.8

Intersection LOS: B

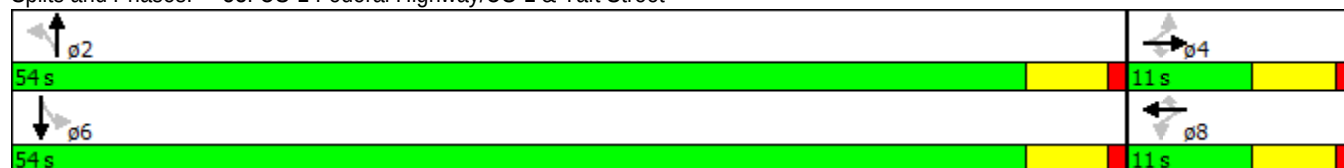
Lanes, Volumes, Timings
 53: US-1 Federal Highway/US-1 & Taft Street

2018 Background PM Peak
 3/3/2014

Intersection Capacity Utilization 85.3%
 Analysis Period (min) 15

ICU Level of Service E

Splits and Phases: 53: US-1 Federal Highway/US-1 & Taft Street



	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↗
Volume (vph)	1712	14	2	2568	0	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.91	0.91	0.91	0.91	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	5080	0	0	5085	0	1611
Flt Permitted						
Satd. Flow (perm)	5080	0	0	5085	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	1463			1402	1234	
Travel Time (s)	33.3			31.9	28.0	
Lane Group Flow (vph)	1876	0	0	2793	0	42
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 54.3% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
56: Taft Street & Dixie Hwy SB

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑					↖	↑↑↑	
Volume (vph)	0	163	74	105	279	0	0	0	0	81	449	27
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	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91
Frt		0.953									0.992	
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	3373	0	1770	1863	0	0	0	0	1770	5045	0
Flt Permitted				0.331						0.950		
Satd. Flow (perm)	0	3373	0	617	1863	0	0	0	0	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62									8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3118			218			1569			2770	
Travel Time (s)		70.9			5.0			35.7			63.0	
Lane Group Flow (vph)	0	257	0	114	303	0	0	0	0	88	517	0
Turn Type		NA		custom	NA					custom	NA	
Protected Phases		5		2	2						6	
Permitted Phases				3	3					1	1	
Detector Phase		5		2	2					1	6	
Switch Phase												
Minimum Initial (s)		4.0		7.0	7.0					4.0	4.0	
Minimum Split (s)		20.0		12.0	12.0					8.0	20.0	
Total Split (s)		20.0		14.0	14.0					9.0	20.0	
Total Split (%)		20.0%		14.0%	14.0%					9.0%	20.0%	
Yellow Time (s)		3.5		4.0	4.0					3.5	3.5	
All-Red Time (s)		0.5		1.0	1.0					0.5	0.5	
Lost Time Adjust (s)		0.0		0.0	0.0					0.0	0.0	
Total Lost Time (s)		4.0		5.0	5.0					4.0	4.0	
Lead/Lag		Lead		Lead	Lead					Lag	Lag	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		None		Max	Max					None	None	
Act Effect Green (s)		12.6		21.1	21.1					5.0	15.5	
Actuated g/C Ratio		0.18		0.30	0.30					0.07	0.22	
v/c Ratio		0.40		0.35	0.55					0.71	0.47	
Control Delay		21.5		12.8	12.5					66.8	15.2	
Queue Delay		0.0		0.0	0.2					0.0	0.0	
Total Delay		21.5		12.8	12.7					66.8	15.2	
LOS		C		B	B					E	B	
Approach Delay		21.5			12.7						22.7	
Approach LOS		C			B						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 71.4

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 19.2

Intersection LOS: B

Lane Group	ø3	ø4
Lane Configurations		
Volume (vph)		
Ideal Flow (vphpl)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Lane Group Flow (vph)		
Turn Type		
Protected Phases	3	4
Permitted Phases		
Detector Phase		
Switch Phase		
Minimum Initial (s)	7.0	4.0
Minimum Split (s)	12.0	20.0
Total Split (s)	17.0	20.0
Total Split (%)	17%	20%
Yellow Time (s)	4.0	3.5
All-Red Time (s)	1.0	0.5
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Recall Mode	Max	None
Act Effect Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
 56: Taft Street & Dixie Hwy SB

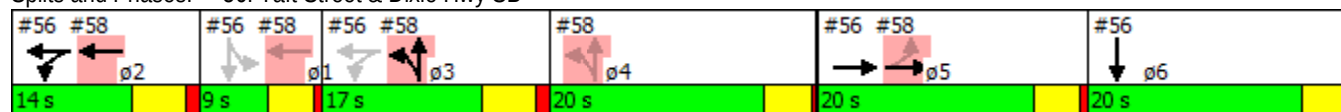
2018 Background PM Peak
 3/3/2014

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 56: Taft Street & Dixie Hwy SB



Lanes, Volumes, Timings
58: Dixie Hwy NB & Taft Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	177	0	0	210	13	174	403	117	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95	0.91	0.91	0.91	1.00	1.00	1.00
Frt					0.991			0.975				
Flt Protected	0.950							0.988				
Satd. Flow (prot)	1770	1863	0	0	3507	0	0	4899	0	0	0	0
Flt Permitted	0.601							0.988				
Satd. Flow (perm)	1120	1863	0	0	3507	0	0	4899	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					5			45				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		218			2012			1400			3812	
Travel Time (s)		5.0			45.7			31.8			86.6	
Lane Group Flow (vph)	49	192	0	0	242	0	0	754	0	0	0	0
Turn Type	Perm	NA			NA		custom	NA				
Protected Phases		5			2		3	3				
Permitted Phases	5				1		4	4				
Detector Phase	5	5			2		3	3				
Switch Phase												
Minimum Initial (s)	4.0	4.0			7.0		7.0	7.0				
Minimum Split (s)	20.0	20.0			12.0		12.0	12.0				
Total Split (s)	20.0	20.0			14.0		17.0	17.0				
Total Split (%)	20.0%	20.0%			14.0%		17.0%	17.0%				
Yellow Time (s)	3.5	3.5			4.0		4.0	4.0				
All-Red Time (s)	0.5	0.5			1.0		1.0	1.0				
Lost Time Adjust (s)	0.0	0.0			0.0			0.0				
Total Lost Time (s)	4.0	4.0			5.0			5.0				
Lead/Lag	Lead	Lead			Lead		Lead	Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Recall Mode	None	None			Max		Max	Max				
Act Effect Green (s)	12.6	12.6			18.1			12.1				
Actuated g/C Ratio	0.18	0.18			0.25			0.17				
v/c Ratio	0.25	0.58			0.27			0.87				
Control Delay	14.9	20.2			23.1			41.2				
Queue Delay	0.0	0.3			0.0			0.0				
Total Delay	14.9	20.6			23.1			41.2				
LOS	B	C			C			D				
Approach Delay		19.4			23.1			41.2				
Approach LOS		B			C			D				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 71.4

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 33.4

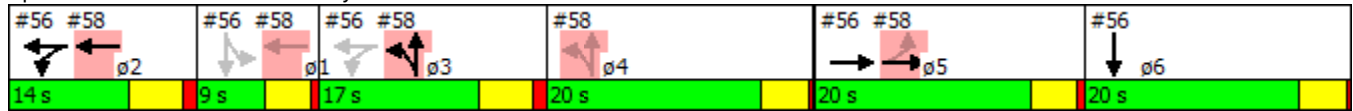
Intersection LOS: C

Lane Group	ø1	ø4	ø6
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	4	6
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0
Total Split (s)	9.0	20.0	20.0
Total Split (%)	9%	20%	20%
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes
Recall Mode	None	None	None
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Intersection Capacity Utilization 43.0%
 Analysis Period (min) 15

ICU Level of Service A

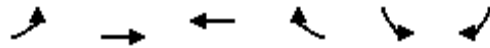
Splits and Phases: 58: Dixie Hwy NB & Taft Street



Lanes, Volumes, Timings
65: Johnson Street & 37th Avenue

2018 Background PM Peak

3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	76	394	617	82	70	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200			190	0	0
Storage Lanes	1			1	1	0
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850	0.902	
Flt Protected	0.950				0.987	
Satd. Flow (prot)	1770	1863	1863	1583	1658	0
Flt Permitted	0.188				0.987	
Satd. Flow (perm)	350	1863	1863	1583	1658	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				89	150	
Link Speed (mph)		30	30		30	
Link Distance (ft)		927	1696		545	
Travel Time (s)		21.1	38.5		12.4	
Lane Group Flow (vph)	83	428	671	89	278	0
Turn Type	Perm	NA	NA	Perm	Prot	
Protected Phases		4	8		6	
Permitted Phases	4			8		
Detector Phase	4	4	8	8	6	
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	20.0	
Total Split (s)	58.0	58.0	58.0	58.0	32.0	
Total Split (%)	64.4%	64.4%	64.4%	64.4%	35.6%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	None	None	C-Max	
Act Effect Green (s)	41.8	41.8	41.8	41.8	36.2	
Actuated g/C Ratio	0.46	0.46	0.46	0.46	0.40	
v/c Ratio	0.51	0.49	0.78	0.11	0.37	
Control Delay	26.9	17.8	16.6	0.4	11.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.9	17.8	16.6	0.4	11.8	
LOS	C	B	B	A	B	
Approach Delay		19.3	14.7		11.8	
Approach LOS		B	B		B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 14 (16%), Referenced to phase 2: and 6:SBL, Start of Green

Lanes, Volumes, Timings 65: Johnson Street & 37th Avenue

2018 Background PM Peak
3/3/2014

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 15.7

Intersection LOS: B

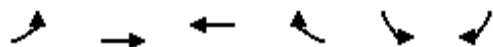
Intersection Capacity Utilization 67.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 65: Johnson Street & 37th Avenue





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	21	429	727	61	41	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150			0	0	0
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.990			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1863	1844	0	1770	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1863	1844	0	1770	1583
Link Speed (mph)		30	30		30	
Link Distance (ft)		2218	927		830	
Travel Time (s)		50.4	21.1		18.9	
Lane Group Flow (vph)	23	466	856	0	45	43
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.0% ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
71: 46 Avenue/46th Ave & Johnson Street

2018 Background PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	307	40	116	514	59	58	305	51	69	315	30
Ideal Flow (vphpl)	1900	1900	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	0.95	0.95	1.00	0.95	1.00
Frt		0.983			0.985			0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1831	0	1770	1835	0	1770	3465	0	1770	3539	1583
Flt Permitted	0.172			0.396			0.546			0.407		
Satd. Flow (perm)	320	1831	0	738	1835	0	1017	3465	0	758	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			11			26				218
Link Speed (mph)		30			30			30				30
Link Distance (ft)		929			2218			711			2662	
Travel Time (s)		21.1			50.4			16.2			60.5	
Lane Group Flow (vph)	40	377	0	126	623	0	63	387	0	75	342	33
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	9.0	17.0		9.0	17.0		10.0	11.0		9.0	11.0	11.0
Total Split (s)	9.0	26.0		11.0	28.0		10.0	14.0		9.0	13.0	13.0
Total Split (%)	15.0%	43.3%		18.3%	46.7%		16.7%	23.3%		15.0%	21.7%	21.7%
Yellow Time (s)	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
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		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	Max	Max		None	Max		None	None		Max	None	None
Act Effect Green (s)	26.4	23.2		28.9	23.0		13.9	8.9		14.3	11.9	11.9
Actuated g/C Ratio	0.44	0.39		0.48	0.38		0.23	0.15		0.24	0.20	0.20
v/c Ratio	0.17	0.53		0.28	0.88		0.21	0.72		0.30	0.49	0.07
Control Delay	8.9	18.1		8.8	33.5		17.3	31.9		19.3	26.6	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.9	18.1		8.8	33.5		17.3	31.9		19.3	26.6	0.3
LOS	A	B		A	C		B	C		B	C	A
Approach Delay		17.2			29.3			29.8			23.5	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 59.9

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 25.7

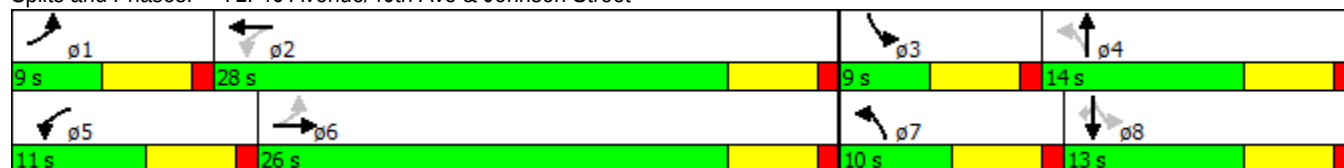
Intersection LOS: C

Intersection Capacity Utilization 64.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 71: 46 Avenue/46th Ave & Johnson Street



APPENDIX – I

Synchro Output -Future Total Traffic

(2018)



Lanes, Volumes, Timings
1: 46th Ave & Sheridan St

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	147	1643	170	131	1060	135	139	202	157	213	226	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0	330		0	165		0	234		234
Storage Lanes	1		0	1		0	2		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5014	0	1770	4999	0	3433	3306	0	3433	3539	1583
Flt Permitted	0.173			0.179			0.562			0.444		
Satd. Flow (perm)	322	5014	0	333	4999	0	2031	3306	0	1604	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			42			179				273
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3315			1996			3810			774	
Travel Time (s)		75.3			45.4			86.6			17.6	
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.84	0.84	0.84	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1908	0	139	1272	0	165	427	0	257	272	147
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	10.0	18.0		10.0	18.0		10.0	12.0		10.0	12.0	12.0
Total Split (s)	11.0	27.0		10.0	26.0		10.0	13.0		10.0	13.0	13.0
Total Split (%)	18.3%	45.0%		16.7%	43.3%		16.7%	21.7%		16.7%	21.7%	21.7%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
Lead/Lag	Lag	Lead		Lag	Lead		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Max		None	Max		Max	Max		None	Max	Max
Act Effect Green (s)	30.2	23.1		28.4	22.3		15.1	9.0		15.1	9.0	9.0
Actuated g/C Ratio	0.52	0.40		0.49	0.38		0.26	0.16		0.26	0.16	0.16
v/c Ratio	0.45	0.95		0.45	0.65		0.25	0.64		0.42	0.49	0.31
Control Delay	18.7	29.8		18.3	16.7		15.8	18.6		17.4	26.6	1.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	18.7	29.8		18.3	16.7		15.8	18.6		17.4	26.6	1.7
LOS	B	C		B	B		B	B		B	C	A
Approach Delay		28.9			16.8			17.8			17.7	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 58

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 1: 46th Ave & Sheridan St

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 22.3

Intersection LOS: C

Intersection Capacity Utilization 72.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: 46th Ave & Sheridan St

 ø2	 ø1	 ø3	 ø4
26 s	11 s	10 s	13 s
 ø6	 ø5	 ø7	 ø8
27 s	10 s	10 s	13 s

Lanes, Volumes, Timings
2: 40th Avenue/40th Ave & Sheridan St

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	47	1929	101	108	1167	23	32	13	90	96	28	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	250		0	100		0	250		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5050	0	1770	5070	0	1770	1619	0	1770	1632	0
Flt Permitted	0.183			0.154			0.646			0.685		
Satd. Flow (perm)	341	5050	0	287	5070	0	1203	1619	0	1276	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			7			98			146	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1996			1463			3955			752	
Travel Time (s)		45.4			33.3			89.9			17.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.86	0.86	0.92	0.92	0.92	0.68	0.92	0.68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	51	2207	0	117	1384	0	35	112	0	141	176	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	10.0	18.0		10.0	18.0		12.0	12.0		12.0	12.0	
Total Split (s)	10.0	33.0		10.0	33.0		17.0	17.0		17.0	17.0	
Total Split (%)	16.7%	55.0%		16.7%	55.0%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		0.0	-2.0		0.0	0.0		-2.0	0.0	
Total Lost Time (s)	4.0	4.0		6.0	4.0		6.0	6.0		4.0	6.0	
Lead/Lag	Lag	Lag		Lead	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	None		None	None		None	None	
Act Effect Green (s)	29.3	29.3		28.8	30.9		9.6	9.6		11.7	9.6	
Actuated g/C Ratio	0.52	0.52		0.51	0.54		0.17	0.17		0.21	0.17	
v/c Ratio	0.15	0.84		0.47	0.50		0.17	0.31		0.54	0.44	
Control Delay	11.9	17.2		16.0	10.1		23.1	9.6		29.5	10.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.9	17.2		16.0	10.1		23.1	9.6		29.5	10.6	
LOS	B	B		B	B		C	A		C	B	
Approach Delay		17.0			10.6			12.8			19.0	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 56.7

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings 2: 40th Avenue/40th Ave & Sheridan St

2018 Future Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 14.7

Intersection LOS: B

Intersection Capacity Utilization 76.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 2: 40th Avenue/40th Ave & Sheridan St



Lanes, Volumes, Timings
6: 40th Avenue & Taft St

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	402	10	8	236	13	13	39	29	47	43	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1855	0	0	1846	0	0	1757	0	0	1784	0
Flt Permitted		0.999			0.998			0.992			0.978	
Satd. Flow (perm)	0	1855	0	0	1846	0	0	1757	0	0	1784	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1978			1556			736			3955	
Travel Time (s)		45.0			35.4			16.7			89.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	457	0	0	280	0	0	88	0	0	116	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 44.4%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
7: SR-7/441 & Sheridan Street

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	236	1437	263	208	718	218	212	912	279	311	857	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		190	562		182	330		266	425		0
Storage Lanes	1		1	1		1	2		1	2		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3479	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3479	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			184			209			276			12
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1120			2636			3813			1599	
Travel Time (s)		25.5			59.9			86.7			36.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	257	1562	286	226	780	237	230	991	303	338	1050	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	5.0	6.0	6.0	5.0	6.0	6.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	11.0	12.0	12.0	11.0	12.0	12.0	11.0	17.0	17.0	11.0	17.0	
Total Split (s)	28.0	42.0	42.0	21.0	35.0	35.0	14.0	39.0	39.0	18.0	43.0	
Total Split (%)	23.3%	35.0%	35.0%	17.5%	29.2%	29.2%	11.7%	32.5%	32.5%	15.0%	35.8%	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.5	4.5	4.0	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.5	2.5	2.0	2.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	6.0	7.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	24.8	36.0	36.0	15.0	26.2	26.2	8.0	32.0	32.0	12.0	36.0	
Actuated g/C Ratio	0.21	0.30	0.30	0.12	0.22	0.22	0.07	0.27	0.27	0.10	0.30	
v/c Ratio	0.70	1.02	0.47	1.02	0.70	0.47	1.01	1.05	0.49	0.99	1.00	
Control Delay	56.6	70.9	14.9	118.4	46.9	10.5	117.6	86.3	8.6	99.2	69.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	56.6	70.9	14.9	118.4	46.9	10.5	117.6	86.3	8.6	99.2	69.0	
LOS	E	E	B	F	D	B	F	F	A	F	E	
Approach Delay		61.6			52.9			75.6			76.4	
Approach LOS		E			D			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 130

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 66.5

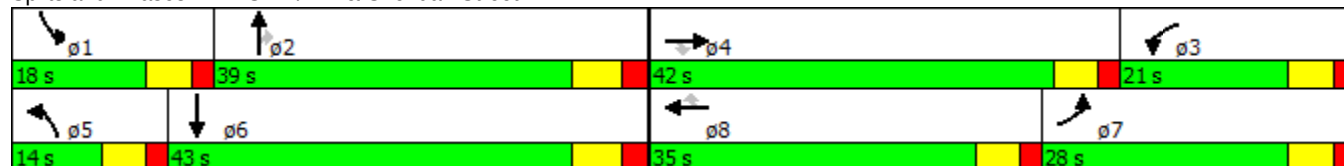
Intersection LOS: E

Intersection Capacity Utilization 94.2%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 7: SR-7/441 & Sheridan Street



Lanes, Volumes, Timings
8: Sheridan St & N Park Rd

2018 Future Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	76	1791	139	268	1232	94	137	199	327	214	258	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	500		0	212		212	160		160
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	5034	0	1770	5029	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.286			0.453		
Satd. Flow (perm)	1770	5034	0	1770	5029	0	533	1863	1583	844	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			19				236			236
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1402			3113			630			875	
Travel Time (s)		31.9			70.8			14.3			19.9	
Peak Hour Factor	0.88	0.88	0.92	0.92	0.85	0.85	0.92	0.92	0.92	0.85	0.92	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	2186	0	291	1560	0	149	216	355	252	280	109
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases							2		2	6		6
Minimum Split (s)	11.0	18.0		11.0	18.0		10.0	20.0	20.0	10.0	12.0	12.0
Total Split (s)	13.0	40.0		20.0	47.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (%)	14.4%	44.4%		22.2%	52.2%		11.1%	22.2%	22.2%	11.1%	22.2%	22.2%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5		1.5	1.5		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0		0.0	-2.0		0.0	0.0	0.0	-2.0	0.0	-2.0
Total Lost Time (s)	3.5	3.5		5.5	3.5		6.0	6.0	6.0	4.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Act Effect Green (s)	9.5	36.5		14.5	43.5		18.0	14.0	14.0	22.0	14.0	16.0
Actuated g/C Ratio	0.11	0.41		0.16	0.48		0.20	0.16	0.16	0.24	0.16	0.18
v/c Ratio	0.46	1.07		1.02	0.64		0.93	0.75	0.80	0.94	0.97	0.23
Control Delay	46.6	67.3		98.4	18.6		87.5	53.8	27.7	74.2	85.7	1.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.6	67.3		98.4	18.6		87.5	53.8	27.7	74.2	85.7	1.1
LOS	D	E		F	B		F	D	C	E	F	A
Approach Delay		66.6			31.2			47.9			66.8	
Approach LOS		E			C			D			E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 100

Control Type: Pretimed

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 52.2

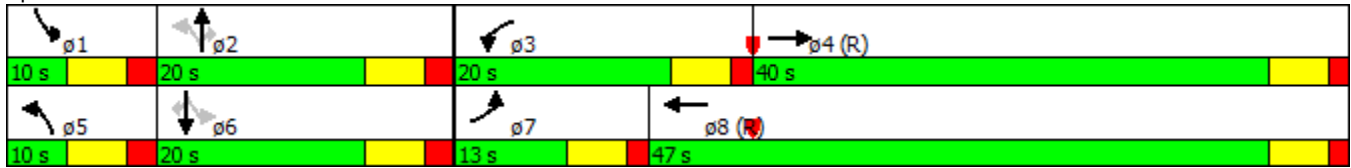
Intersection LOS: D

Intersection Capacity Utilization 91.6%

ICU Level of Service F

Analysis Period (min) 15

Splits and Phases: 8: Sheridan St & N Park Rd



Lanes, Volumes, Timings
10: N. Park Rd/N Park Rd & Johnson Street

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	293	124	137	279	111	163	421	136	102	342	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	200		200	163		163	189		189
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.430			0.568			0.531			0.462		
Satd. Flow (perm)	801	1863	1583	1058	1863	1583	989	3539	1583	861	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			240			218			327			327
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1696			1506			1124			2668	
Travel Time (s)		38.5			34.2			25.5			60.6	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	318	135	149	303	121	177	458	148	111	372	100
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	4.0	10.0	10.0	4.0	10.0	10.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	8.0	15.0	15.0	8.0	15.0	15.0	8.0	11.0	11.0	8.0	11.0	11.0
Total Split (s)	8.0	18.0	18.0	8.0	18.0	18.0	8.0	16.0	16.0	8.0	16.0	16.0
Total Split (%)	16.0%	36.0%	36.0%	16.0%	36.0%	36.0%	16.0%	32.0%	32.0%	16.0%	32.0%	32.0%
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	4.0
All-Red Time (s)	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0	4.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	13.3	12.3	12.3	14.5	12.3	12.3	15.4	11.4	11.4	15.4	11.4	11.4
Actuated g/C Ratio	0.29	0.27	0.27	0.32	0.27	0.27	0.34	0.25	0.25	0.34	0.25	0.25
v/c Ratio	0.32	0.64	0.23	0.37	0.61	0.21	0.44	0.52	0.23	0.30	0.42	0.16
Control Delay	16.9	23.6	1.3	18.9	22.3	1.3	14.7	19.1	0.8	12.2	18.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.9	23.6	1.3	18.9	22.3	1.3	14.7	19.1	0.8	12.2	18.0	0.5
LOS	B	C	A	B	C	A	B	B	A	B	B	A
Approach Delay		17.0			17.0			14.7			13.9	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 45.9

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 10: N. Park Rd/N Park Rd & Johnson Street

2018 Future Total AM Peak
 3/3/2014

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 15.5

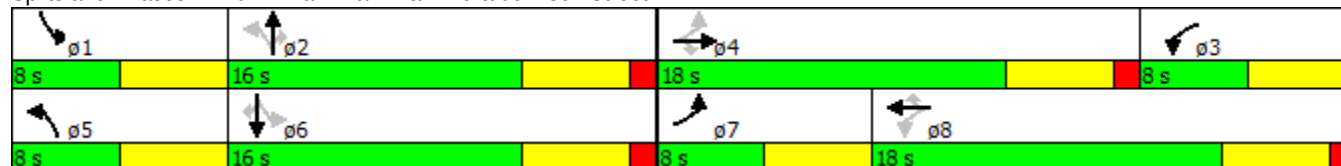
Intersection LOS: B

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 10: N. Park Rd/N Park Rd & Johnson Street



Lanes, Volumes, Timings
11: Sheridan St & 29th Avenue

2018 Future Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		   		 	  			 		 		
Volume (vph)	266	2189	360	389	1609	485	128	44	216	142	45	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	337		347	180		160	0		0	0		0
Storage Lanes	1		1	2		1	1		0	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	7544	1583	3433	5085	1583	1770	3097	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.000			0.950		
Satd. Flow (perm)	1770	7544	1583	3433	5085	1583	0	3097	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			391			332			235			122
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3113			404			1104			639	
Travel Time (s)		70.8			9.2			25.1			14.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	289	2379	391	423	1749	527	139	283	0	154	49	84
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases			6			2	8					4
Detector Phase	1	6	6	5	2	2	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	4.0	4.0	4.0	4.0	10.0	10.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	8.0	16.0	16.0	20.0	20.0		8.0	20.0	20.0
Total Split (s)	20.0	41.0	41.0	17.0	38.0	38.0	20.0	28.0		12.0	20.0	20.0
Total Split (%)	20.4%	41.8%	41.8%	17.3%	38.8%	38.8%	20.4%	28.6%		12.2%	20.4%	20.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	-2.0	0.0	-1.5	-1.5	0.0	-2.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	2.0	4.0	2.5	4.5	6.0	2.0	4.0		4.0	4.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?		Yes	Yes	Yes			Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None	None	None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	23.1	47.0	45.0	18.5	38.4	36.9	15.8	12.1		7.8	8.0	8.0
Actuated g/C Ratio	0.24	0.48	0.46	0.19	0.39	0.38	0.16	0.12		0.08	0.08	0.08
v/c Ratio	0.69	0.66	0.42	0.65	0.88	0.66	0.49	0.48		0.56	0.32	0.35
Control Delay	44.2	21.6	3.7	41.7	35.2	14.3	43.9	11.1		51.8	47.4	7.1
Queue Delay	0.0	0.0	0.0	0.0	28.2	0.6	0.0	0.0		0.0	0.0	0.0
Total Delay	44.2	21.6	3.7	41.7	63.5	14.9	43.9	11.1		51.8	47.4	7.1
LOS	D	C	A	D	E	B	D	B		D	D	A
Approach Delay		21.4			50.6			21.9			38.0	
Approach LOS		C			D			C			D	

Intersection Summary

Area Type: Other
Cycle Length: 98
Actuated Cycle Length: 98
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Green
Natural Cycle: 90