

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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	376	9	7	221	12	12	38	28	46	42	16
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	1759	0	0	1785	0
Flt Permitted		0.999			0.998			0.992			0.978	
Satd. Flow (perm)	0	1855	0	0	1846	0	0	1759	0	0	1785	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	427	0	0	261	0	0	84	0	0	113	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 42.4%

ICU Level of Service A

Analysis Period (min) 15

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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	232	1346	259	201	668	211	208	898	269	301	844	107
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)			200			215			292			14
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)	252	1463	282	218	726	229	226	976	292	327	1033	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)	24.0	33.0	33.0	18.0	27.0	27.0	13.0	34.0	34.0	15.0	36.0	
Total Split (%)	24.0%	33.0%	33.0%	18.0%	27.0%	27.0%	13.0%	34.0%	34.0%	15.0%	36.0%	
Maximum Green (s)	18.0	27.0	27.0	12.0	21.0	21.0	7.0	27.0	27.0	9.0	29.0	
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	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	19.1	27.0	27.0	12.0	19.9	19.9	7.0	27.0	27.0	9.0	29.0	
Actuated g/C Ratio	0.19	0.27	0.27	0.12	0.20	0.20	0.07	0.27	0.27	0.09	0.29	
v/c Ratio	0.75	1.07	0.49	1.03	0.72	0.47	0.94	1.02	0.46	1.06	1.01	
Control Delay	53.9	80.1	12.7	114.2	41.7	9.3	92.5	71.8	6.0	113.2	67.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	53.9	80.1	12.7	114.2	41.7	9.3	92.5	71.8	6.0	113.2	67.6	
LOS	D	F	B	F	D	A	F	E	A	F	E	
Approach Delay		67.3			48.9			62.1			78.5	
Approach LOS		E			D			E			E	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.07

Intersection Signal Delay: 64.9

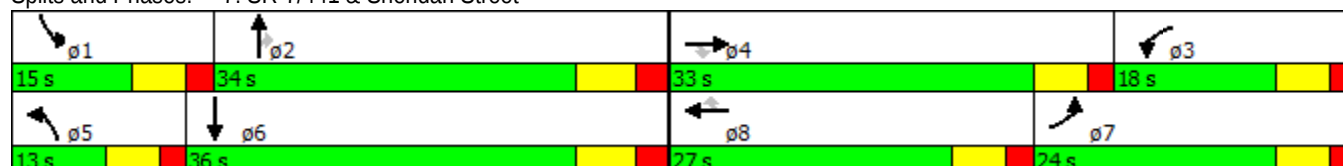
Intersection LOS: E

Intersection Capacity Utilization 91.4%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	74	1651	136	245	1150	89	134	196	287	205	254	91
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	5029	0	1770	5029	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.286			0.403		
Satd. Flow (perm)	1770	5029	0	1770	5029	0	533	1863	1583	751	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			19				213			213
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)	84	2024	0	266	1458	0	146	213	312	241	276	107
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)	13.0	51.0		19.0	57.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (%)	13.0%	51.0%		19.0%	57.0%		10.0%	20.0%	20.0%	10.0%	20.0%	20.0%
Maximum Green (s)	7.5	45.5		13.5	51.5		4.0	14.0	14.0	4.0	14.0	14.0
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)	1.5	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
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Max		None	Max		None	None	None	None	None	None
Act Effect Green (s)	9.2	47.5		13.5	56.1		18.0	14.0	14.0	22.0	14.0	16.0
Actuated g/C Ratio	0.09	0.48		0.14	0.56		0.18	0.14	0.14	0.22	0.14	0.16
v/c Ratio	0.52	0.84		1.12	0.52		1.01	0.82	0.77	1.07	1.06	0.25
Control Delay	54.8	27.0		134.8	14.7		115.5	67.2	28.0	114.6	115.7	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.8	27.0		134.8	14.7		115.5	67.2	28.0	114.6	115.7	1.4
LOS	D	C		F	B		F	E	C	F	F	A
Approach Delay		28.1			33.3			59.5			95.7	
Approach LOS		C			C			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 42.2

Intersection LOS: D

Intersection Capacity Utilization 87.2%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	288	122	134	274	109	160	409	133	100	333	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		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.396			0.570			0.536			0.471		
Satd. Flow (perm)	738	1863	1583	1062	1863	1583	998	3539	1583	877	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)	100	313	133	146	298	118	174	445	145	109	362	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)	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%
Maximum Green (s)	4.0	13.0	13.0	4.0	13.0	13.0	4.0	11.0	11.0	4.0	11.0	11.0
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
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	13.3	12.3	12.3	16.0	13.8	13.8	15.4	11.4	11.4	15.4	11.4	11.4
Actuated g/C Ratio	0.29	0.27	0.27	0.35	0.30	0.30	0.34	0.25	0.25	0.34	0.25	0.25
v/c Ratio	0.33	0.63	0.22	0.34	0.53	0.19	0.43	0.51	0.23	0.29	0.41	0.15
Control Delay	17.1	23.2	1.2	17.5	19.4	1.1	14.5	18.9	0.8	12.1	17.9	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	17.1	23.2	1.2	17.5	19.4	1.1	14.5	18.9	0.8	12.1	17.9	0.5
LOS	B	C	A	B	B	A	B	B	A	B	B	A
Approach Delay		16.7			15.1			14.5			13.8	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 50

Actuated Cycle Length: 45.9

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

2015 Total AM Peak
 3/3/2014

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 15.0

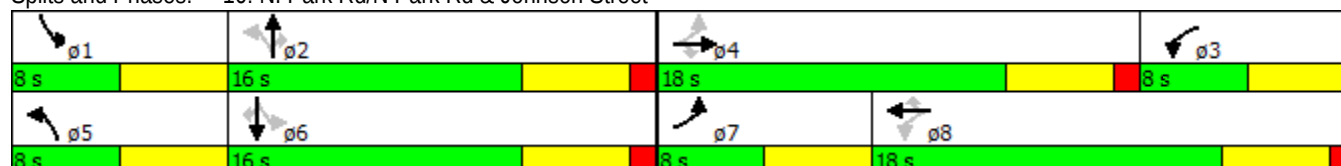
Intersection LOS: B

Intersection Capacity Utilization 55.7%

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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	2156	202	79	1585	477	41	24	76	139	10	75
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	3136	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.000			0.950		
Satd. Flow (perm)	1770	7544	1583	3433	5085	1583	0	3136	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220			312			83			167
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)	285	2343	220	86	1723	518	45	109	0	151	11	82
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)	16.0	50.0	50.0	8.0	34.0	34.0	20.0	28.0		12.0	20.0	20.0
Total Split (%)	16.3%	51.0%	51.0%	8.2%	34.7%	34.7%	20.4%	28.6%		12.2%	20.4%	20.4%
Maximum Green (s)	12.0	46.0	46.0	4.0	28.0	28.0	16.0	24.0		8.0	16.0	16.0
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	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None	None	None	C-Max	C-Max	None	None		None	None	None
Walk Time (s)		5.0	5.0				5.0	5.0			5.0	5.0
Flash Dont Walk (s)		11.0	11.0				11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0				0	0			0	0
Act Effect Green (s)	18.6	63.3	61.3	9.3	48.1	46.6	12.1	6.9		7.9	8.7	8.7
Actuated g/C Ratio	0.19	0.65	0.63	0.09	0.49	0.48	0.12	0.07		0.08	0.09	0.09
v/c Ratio	0.85	0.48	0.21	0.26	0.69	0.57	0.21	0.37		0.55	0.07	0.28
Control Delay	61.7	10.1	1.9	42.7	21.7	10.1	42.1	18.2		51.1	43.8	2.4
Queue Delay	0.0	0.0	0.0	0.0	4.3	0.9	0.0	0.0		0.0	0.0	0.0
Total Delay	61.7	10.1	1.9	42.7	26.0	11.0	42.1	18.2		51.1	43.8	2.4
LOS	E	B	A	D	C	B	D	B		D	D	A
Approach Delay		14.6			23.3			25.2			34.4	
Approach LOS		B			C			C			C	

Intersection Summary

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

2015 Total AM Peak
 3/3/2014

Area Type: Other

Cycle Length: 98

Actuated Cycle Length: 98

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

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 19.4

Intersection LOS: B

Intersection Capacity Utilization 66.2%

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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↖↗	↑↑↑					↖↗		↖↗
Volume (vph)	0	1407	707	475	1163	0	0	0	0	525	0	649
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)			675									141
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	1529	768	516	1264	0	0	0	0	571	0	705
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)		42.0	42.0	20.0	62.0					28.0		28.0
Total Split (%)		46.7%	46.7%	22.2%	68.9%					31.1%		31.1%
Maximum Green (s)		36.0	36.0	14.0	56.0					22.0		22.0
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?												
Vehicle Extension (s)		3.0	3.0	3.0	3.0					3.0		3.0
Recall Mode		Max	Max	Max	C-Max					None		None
Act Effect Green (s)		38.0	38.0	16.9	58.9					23.1		23.1
Actuated g/C Ratio		0.42	0.42	0.19	0.65					0.26		0.26
v/c Ratio		0.48	0.73	0.80	0.38					0.45		0.86
Control Delay		19.5	7.6	31.4	6.7					29.1		37.1
Queue Delay		0.2	0.7	3.2	0.3					0.0		0.0
Total Delay		19.7	8.3	34.7	6.9					29.1		37.1
LOS		B	A	C	A					C		D
Approach Delay		15.9			15.0							
Approach LOS		B			B							

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

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

2015 Total AM Peak
3/3/2014

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 19.8

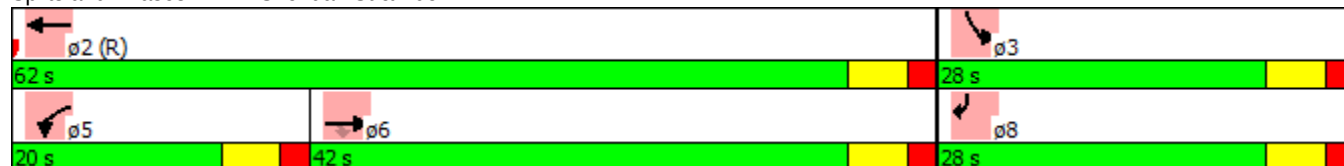
Intersection LOS: B

Intersection Capacity Utilization 64.0%

ICU Level of Service B

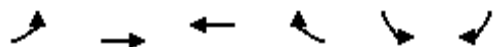
Analysis Period (min) 15

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



Lanes, Volumes, Timings
20: Sheridan St

2015 Total AM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	110	1183	1850	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)	120	1286	2011	0	0	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.5% ICU Level of Service A

Analysis Period (min) 15

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	82	1709	92	71	817	91	117	161	167	140	161	71
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			0.640			0.556		
Satd. Flow (perm)	1770	5045	0	1770	5009	0	2313	3270	0	2009	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			32			182				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)	89	1958	0	77	987	0	127	357	0	152	175	77
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%
Maximum Green (s)	8.0	26.0		5.0	23.0		4.0	7.0		4.0	7.0	7.0
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
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	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	0.42	0.88		0.52	0.48		0.27	0.65		0.35	0.80	0.16
Control Delay	32.9	24.3		43.6	15.8		20.4	20.6		21.4	58.4	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	24.3		43.6	15.8		20.4	20.6		21.4	58.4	0.7
LOS	C	C		D	B		C	C		C	E	A
Approach Delay		24.7			17.8			20.6			33.5	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 65

Actuated Cycle Length: 60.8

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 23.2

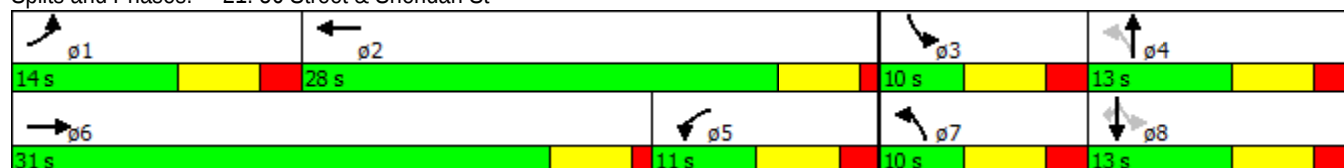
Intersection LOS: C

Intersection Capacity Utilization 72.2%

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)	3	16	5	3	82	1	4	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3309	0	0	2787	0	1613	0
Flt Permitted	0.950		0.970		0.950				
Satd. Flow (perm)	0	1611	3309	0	0	2787	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)	3	17	8	0	89	1	0	680	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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  							
Volume (vph)	328	1260	59	48	1259	190	314	238	74	149	81	136
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	1798	0	1770	1863	1583
Flt Permitted	0.950			0.190			0.524			0.336		
Satd. Flow (perm)	1770	5050	0	354	5085	1583	976	1798	0	626	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				305		19				305
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)	360	1450	0	52	1368	207	341	339	0	160	87	146
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)	20.0	34.0		11.0	25.0	25.0	14.0	20.0		10.0	16.0	16.0
Total Split (%)	26.7%	45.3%		14.7%	33.3%	33.3%	18.7%	26.7%		13.3%	21.3%	21.3%
Maximum Green (s)	14.0	28.0		5.0	19.0	19.0	8.0	14.0		4.0	10.0	10.0
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)	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	Lead		Lag	Lead	Lead	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Max		None	Max	Max	None	None		None	None	None
Act Effect Green (s)	16.0	34.4		28.0	21.0	19.0	25.9	15.9		17.9	11.9	11.9
Actuated g/C Ratio	0.21	0.46		0.37	0.28	0.25	0.35	0.21		0.24	0.16	0.16
v/c Ratio	0.95	0.62		0.20	0.96	0.33	0.77	0.86		0.67	0.29	0.29
Control Delay	68.0	17.7		13.1	43.8	2.0	34.2	49.6		34.6	30.9	1.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	68.0	17.7		13.1	43.8	2.0	34.2	49.6		34.6	30.9	1.4
LOS	E	B		B	D	A	C	D		C	C	A
Approach Delay		27.7			37.5			41.9			21.5	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 74.9

Lanes, Volumes, Timings
 23: 26 Avenue/26th Ave & Sheridan St

2015 Total AM Peak
 3/3/2014

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 32.8

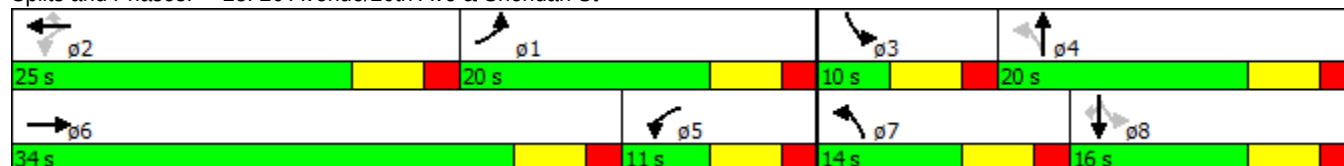
Intersection LOS: C

Intersection Capacity Utilization 81.1%

ICU Level of Service D

Analysis Period (min) 15

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



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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	222	885	312	76	182	131	0	0	0	56	115	75
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	0.531			0.950							0.989	
Satd. Flow (perm)	989	3539	1583	1770	3316	0	0	0	0	0	3339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			339		142						68	
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)	241	962	339	83	340	0	0	0	0	0	268	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)	12.0	39.0	39.0	12.0	27.0					10.0	10.0	
Total Split (%)	15.0%	48.8%	48.8%	15.0%	33.8%					12.5%	12.5%	
Maximum Green (s)	7.0	34.0	34.0	7.0	22.0					6.0	6.0	
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?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0					3.0	3.0	
Recall Mode	None	None	None	None	Max					Max	Max	
Act Effect Green (s)	29.1	34.1	34.1	6.7	31.4						6.0	
Actuated g/C Ratio	0.38	0.44	0.44	0.09	0.40						0.08	
v/c Ratio	0.55	0.62	0.38	0.54	0.24						0.83	
Control Delay	21.5	19.5	3.2	41.0	6.4						50.6	
Queue Delay	0.0	0.0	0.0	0.0	0.7						0.0	
Total Delay	21.5	19.5	3.2	41.0	7.1						50.6	
LOS	C	B	A	D	A						D	
Approach Delay		16.2			13.7						50.6	
Approach LOS		B			B						D	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 77.6

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)	19.0
Total Split (%)	24%
Maximum Green (s)	14.0
Yellow Time (s)	4.0
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
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

2015 Total AM Peak
 3/3/2014

Natural Cycle: 65

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 19.9

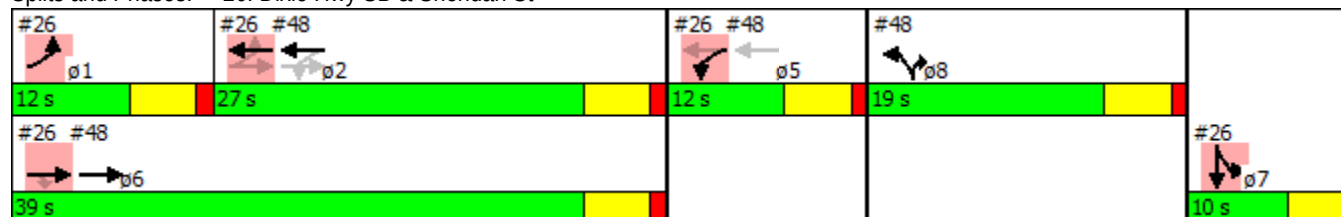
Intersection LOS: B

Intersection Capacity Utilization 47.5%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	293	41	25	198	33	28	277	15	64	264	17
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	3483	0
Flt Permitted	0.603			0.422			0.529				0.825	
Satd. Flow (perm)	1123	1827	0	786	1822	0	985	3511	0	0	2899	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			30			11			10	
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)	77	363	0	27	251	0	30	317	0	0	375	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)	21.0	21.0		10.0	31.0		14.0	14.0		14.0	14.0	
Total Split (%)	46.7%	46.7%		22.2%	68.9%		31.1%	31.1%		31.1%	31.1%	
Maximum Green (s)	15.0	15.0		4.0	25.0		9.0	9.0		9.0	9.0	
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								
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		None	None		Max	Max		Max	Max	
Act Effect Green (s)	15.2	15.2		18.8	16.8		9.1	10.1			10.1	
Actuated g/C Ratio	0.41	0.41		0.51	0.45		0.25	0.27			0.27	
v/c Ratio	0.17	0.48		0.05	0.30		0.12	0.33			0.47	
Control Delay	9.5	11.2		4.4	6.4		14.1	12.3			14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	9.5	11.2		4.4	6.4		14.1	12.3			14.1	
LOS	A	B		A	A		B	B			B	
Approach Delay		10.9			6.2			12.5			14.1	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 37

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

2015 Total AM Peak
 3/3/2014

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 11.2

Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

Analysis Period (min) 15

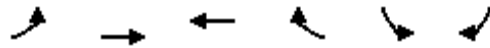
Splits and Phases: 27: 46th Ave & Taft Street/Taft St



						
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

2015 Total AM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	35	300	325	15	13	127
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	0.385				0.950	
Satd. Flow (perm)	717	1863	1852	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			138
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)	38	326	369	0	14	138
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	27.0	19.0		13.0	13.0
Total Split (%)	20.0%	67.5%	47.5%		32.5%	32.5%
Maximum Green (s)	4.0	22.0	14.0		8.0	8.0
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					
Vehicle Extension (s)	3.0	3.0	3.0		2.0	2.0
Recall Mode	None	None	None		Max	Max
Act Effct Green (s)	15.8	16.4	13.8		10.3	8.2
Actuated g/C Ratio	0.48	0.50	0.42		0.31	0.25
v/c Ratio	0.07	0.35	0.47		0.03	0.28
Control Delay	3.4	5.8	10.1		10.9	5.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.4	5.8	10.1		10.9	5.4
LOS	A	A	B		B	A
Approach Delay		5.5	10.1		5.9	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 32.9

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 7.5

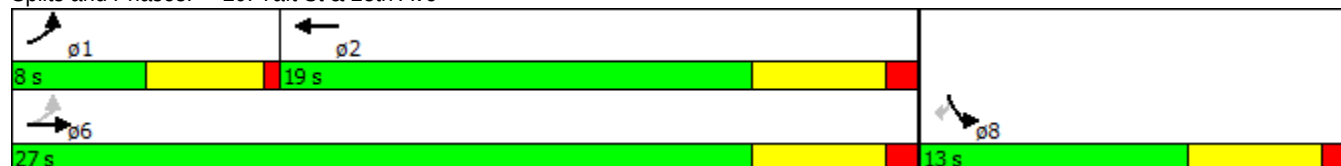
Intersection LOS: A

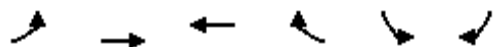
Intersection Capacity Utilization 36.3%

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	275	427	3	21	22
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	299	464	3	23	24
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.5% ICU Level of Service A

Analysis Period (min) 15

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	192	55	95	155	134	42	412	135	131	355	157
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	0.607			0.507			0.376			0.454		
Satd. Flow (perm)	1131	1863	1583	944	1863	1583	700	3539	1583	846	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)	103	209	60	103	168	146	46	448	147	142	557	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%	
Maximum Green (s)	4.0	14.0	14.0	4.0	14.0	14.0	4.0	14.0	14.0	4.0	14.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	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	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	17.0	14.1	14.1	17.0	13.9	13.9	23.5	21.3	21.3	24.2	23.1	
Actuated g/C Ratio	0.34	0.28	0.28	0.34	0.27	0.27	0.46	0.42	0.42	0.48	0.46	
v/c Ratio	0.22	0.41	0.09	0.24	0.33	0.23	0.10	0.30	0.18	0.27	0.35	
Control Delay	11.9	21.1	0.3	12.2	20.3	0.9	11.1	17.1	0.5	13.4	13.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	11.9	21.1	0.3	12.2	20.3	0.9	11.1	17.1	0.5	13.4	13.3	
LOS	B	C	A	B	C	A	B	B	A	B	B	
Approach Delay		15.2			11.5			12.9			13.3	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 50.7

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

2015 Total AM Peak
3/3/2014

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 47.3%

ICU Level of Service A

Analysis Period (min) 15

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

 ϕ2	 ϕ1	 ϕ3	 ϕ4
20 s	10 s	10 s	20 s
 ϕ6	 ϕ5	 ϕ7	 ϕ8
20 s	10 s	10 s	20 s

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

2015 Total AM Peak
3/3/2014

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	252	223	182	158	61	80
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)	1745	0	1770	1863	1770	1583
Flt Permitted			0.438		0.950	
Satd. Flow (perm)	1745	0	816	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	187					87
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)	516	0	198	172	66	87
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%
Maximum Green (s)	21.0		21.0	21.0	9.0	9.0
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?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		None	None	None	None
Act Effect Green (s)	30.0		30.0	30.0	9.5	9.5
Actuated g/C Ratio	0.76		0.76	0.76	0.24	0.24
v/c Ratio	0.38		0.32	0.12	0.16	0.20
Control Delay	3.4		5.8	3.5	12.4	4.9
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	3.4		5.8	3.5	12.4	4.9
LOS	A		A	A	B	A
Approach Delay	3.4			4.7	8.1	
Approach LOS	A			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length: 40						
Actuated Cycle Length: 39.7						

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.38

Intersection Signal Delay: 4.6

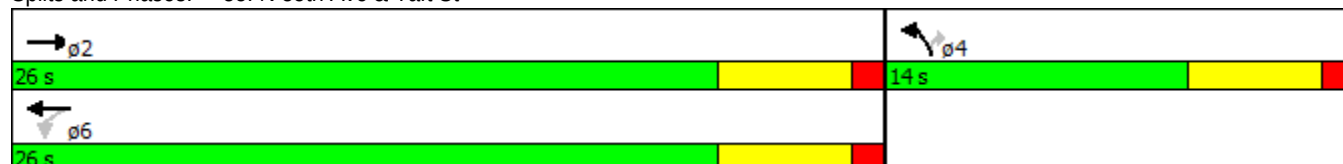
Intersection LOS: A

Intersection Capacity Utilization 55.2%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	181	48	9	214	40	68	208	7	9	113	42
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	1805	0	1770	1820	0	1770	1853	0	1770	1786	0
Flt Permitted	0.590			0.605			0.650			0.613		
Satd. Flow (perm)	1099	1805	0	1127	1820	0	1211	1853	0	1142	1786	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37			26			5			46	
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)	59	249	0	10	276	0	74	234	0	10	169	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%	
Maximum Green (s)	14.0	14.0		14.0	14.0		14.0	14.0		14.0	14.0	
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?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	9.9	9.9		9.9	9.9		17.2	17.2		17.2	17.2	
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	0.50		0.12	0.25		0.02	0.18	
Control Delay	11.1	11.8		9.1	13.1		9.1	9.2		8.3	7.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.1	11.8		9.1	13.1		9.1	9.2		8.3	7.1	
LOS	B	B		A	B		A	A		A	A	
Approach Delay		11.7			13.0			9.2			7.2	
Approach LOS		B			B			A			A	
Intersection Summary												
Area Type:	Other											
Cycle Length: 40												
Actuated Cycle Length: 34.2												

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

2015 Total AM Peak
 3/3/2014

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 10.6

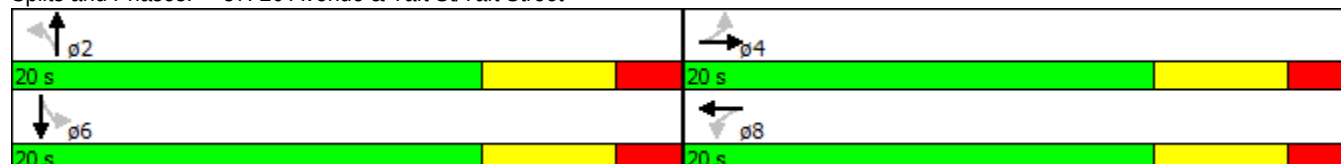
Intersection LOS: B

Intersection Capacity Utilization 51.7%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	306	246	61	216	33	106	1106	49	40	925	131
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		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	3539	1583	1770	3472	0
Flt Permitted	0.295			0.433			0.131			0.135		
Satd. Flow (perm)	550	1863	1583	807	1863	1583	244	3539	1583	251	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			222			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)	254	333	267	66	235	36	115	1202	53	43	1147	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)	14.0	21.0	21.0	10.0	17.0	17.0	10.0	34.0	34.0	10.0	34.0	
Total Split (%)	18.7%	28.0%	28.0%	13.3%	22.7%	22.7%	13.3%	45.3%	45.3%	13.3%	45.3%	
Maximum Green (s)	8.5	15.5	15.5	4.5	11.5	11.5	4.5	28.5	28.5	4.5	28.5	
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	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	24.1	17.5	17.5	15.7	11.2	11.2	33.2	30.6	30.6	32.1	28.6	
Actuated g/C Ratio	0.33	0.24	0.24	0.22	0.15	0.15	0.46	0.42	0.42	0.44	0.39	
v/c Ratio	0.78	0.74	0.49	0.28	0.82	0.09	0.56	0.81	0.07	0.21	0.83	
Control Delay	39.0	40.5	9.8	21.0	55.5	0.4	22.1	25.3	0.2	11.9	26.9	
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	39.0	40.5	9.8	21.0	55.5	0.4	22.1	25.3	0.2	11.9	26.9	
LOS	D	D	A	C	E	A	C	C	A	B	C	
Approach Delay		30.5			42.8			24.1			26.3	
Approach LOS		C			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 72.7

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.9

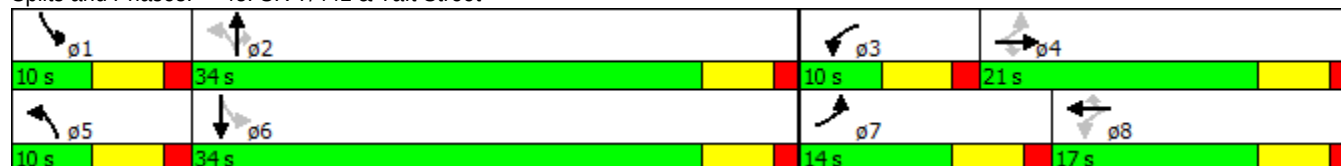
Intersection LOS: C

Intersection Capacity Utilization 78.3%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	308	26	26	211	24	28	289	36	22	198	32
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	1835	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.601			0.497			0.624			0.570		
Satd. Flow (perm)	1120	1840	0	926	1835	0	1162	1863	1583	1062	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			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)	46	363	0	28	255	0	30	314	39	24	215	35
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)	21.0	21.0		21.0	21.0		19.0	19.0	19.0	19.0	19.0	19.0
Total Split (%)	52.5%	52.5%		52.5%	52.5%		47.5%	47.5%	47.5%	47.5%	47.5%	47.5%
Maximum Green (s)	16.0	16.0		16.0	16.0		14.0	14.0	14.0	14.0	14.0	14.0
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?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		Max	Max	Max	Max	Max	Max
Act Effect Green (s)	12.4	12.4		12.4	12.4		14.1	14.1	14.1	14.1	14.1	14.1
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.39	0.39	0.39	0.39	0.39	0.39
v/c Ratio	0.12	0.57		0.09	0.40		0.07	0.44	0.06	0.06	0.30	0.05
Control Delay	8.8	13.4		8.5	10.5		8.8	11.5	3.0	8.8	10.1	2.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.8	13.4		8.5	10.5		8.8	11.5	3.0	8.8	10.1	2.7
LOS	A	B		A	B		A	B	A	A	B	A
Approach Delay		12.9			10.3			10.4			9.0	
Approach LOS		B			B			B			A	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 36.5

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 10.8

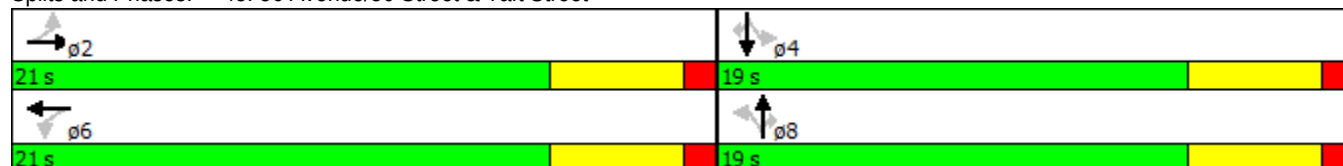
Intersection LOS: B

Intersection Capacity Utilization 61.3%

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

2015 Total AM Peak
3/3/2014

	→	↘	↙	←	↖	↗			
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø1	ø5	ø7
Lane Configurations	↑↑			↑↑↑	↖↗	↗			
Volume (vph)	911	0	4	1026	461	259			
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)						282			
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)	990	0	0	1119	501	282			
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)	39.0		27.0	27.0	19.0	19.0	12.0	12.0	10.0
Total Split (%)	48.8%		33.8%	33.8%	23.8%	23.8%	15%	15%	13%
Maximum Green (s)	34.0		22.0	22.0	14.0	14.0	7.0	7.0	6.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0		1.0	1.0	1.0	1.0	1.0	1.0	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?									
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None		Max	Max	Max	Max	None	None	Max
Act Effect Green (s)	34.1			27.5	14.1	14.1			
Actuated g/C Ratio	0.44			0.35	0.18	0.18			
v/c Ratio	0.64			0.63	0.81	0.55			
Control Delay	4.5			19.4	43.0	8.5			
Queue Delay	0.0			0.0	0.0	0.0			
Total Delay	4.6			19.4	43.0	8.5			
LOS	A			B	D	A			
Approach Delay	4.6			19.4	30.6				
Approach LOS	A			B	C				

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 77.6
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83

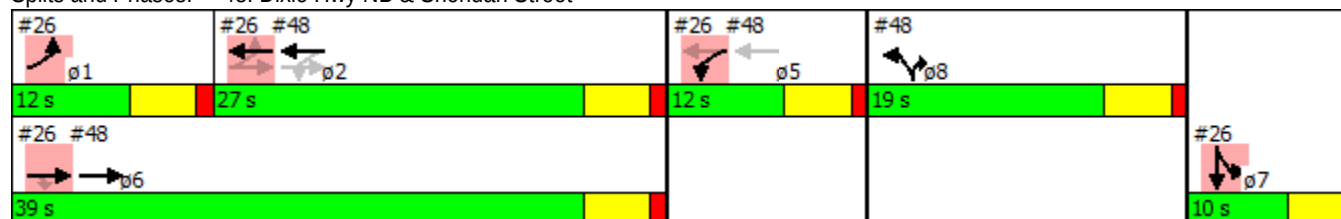
Lanes, Volumes, Timings
 48: Dixie Hwy NB & Sheridan Street

2015 Total AM Peak
 3/3/2014

Intersection Signal Delay: 17.3
 Intersection Capacity Utilization 49.6%
 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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	344	471	112	117	515	197	244	944	67	165	524	100
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	0.769			0.556			0.232			0.141		
Satd. Flow (perm)	1432	3437	0	1036	3539	1583	432	3504	0	263	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				197		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)	374	634	0	127	560	214	265	1099	0	179	679	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%	
Maximum Green (s)	16.0	24.0		7.0	15.0	15.0	11.0	33.0		6.0	28.0	
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	Lead		Lag	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	23.2	21.2		17.0	15.0	15.0	44.9	33.0		36.3	28.3	
Actuated g/C Ratio	0.26	0.24		0.19	0.17	0.17	0.50	0.37		0.40	0.31	
v/c Ratio	0.87	0.76		0.46	0.95	0.50	0.71	0.85		0.87	0.62	
Control Delay	52.9	36.6		40.2	65.3	11.1	25.2	33.9		55.3	28.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	52.9	36.6		40.2	65.3	11.1	25.2	33.9		55.3	28.1	
LOS	D	D		D	E	B	C	C		E	C	
Approach Delay		42.6			48.9			32.2			33.8	
Approach LOS		D			D			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 38.7

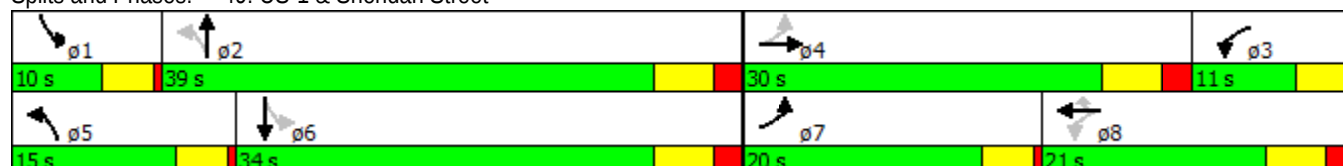
Intersection LOS: D

Intersection Capacity Utilization 87.3%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	20	60	22	20	25	60	833	14	27	767	25
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	3532	0	1770	1853	0
Flt Permitted							0.269			0.310		
Satd. Flow (perm)	1863	1863	1583	1863	1863	1583	501	3532	0	577	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			65			48		7			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)	30	22	65	24	22	27	65	920	0	29	861	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%	
Maximum Green (s)	6.0	6.0	6.0	6.0	6.0	6.0	29.0	29.0		29.0	29.0	
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?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	None	None	None	None	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	0.12	0.09	0.25	0.10	0.09	0.11	0.16	0.33		0.06	0.59	
Control Delay	18.7	18.2	8.8	18.3	18.2	5.2	4.4	3.2		3.4	6.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.7	18.2	8.8	18.3	18.2	5.2	4.4	3.2		3.4	6.4	
LOS	B	B	A	B	B	A	A	A		A	A	
Approach Delay		13.1			13.4			3.3			6.3	
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

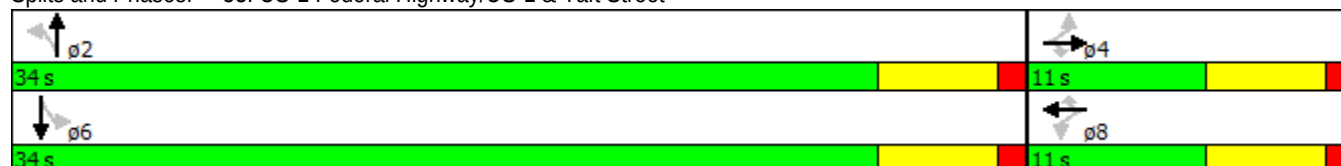
Maximum v/c Ratio: 0.59

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

2015 Total AM Peak
 3/3/2014

Intersection Signal Delay: 5.5 Intersection LOS: A
 Intersection Capacity Utilization 66.4% 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)	1978	11	3	1345	0	39
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)	2162	0	0	1465	0	42
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.5%			ICU Level of Service A		
Analysis Period (min)	15					

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	125	116	101	204	0	0	0	0	46	478	13
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)		126									3	
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	262	0	110	222	0	0	0	0	50	534	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					8.0	20.0	
Total Split (%)		20.0%		15.0%	15.0%					8.0%	20.0%	
Maximum Green (s)		16.0		10.0	10.0					4.0	16.0	
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	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		Max	Max					None	None	
Walk Time (s)		5.0									5.0	
Flash Dont Walk (s)		11.0									11.0	
Pedestrian Calls (#/hr)		0									0	
Act Effect Green (s)		10.6		22.3	23.5					4.0	13.9	
Actuated g/C Ratio		0.16		0.33	0.35					0.06	0.20	
v/c Ratio		0.43		0.30	0.35					0.48	0.52	
Control Delay		16.2		9.7	9.1					50.9	16.4	
Queue Delay		0.0		0.0	0.1					0.0	0.0	
Total Delay		16.2		9.7	9.2					50.9	16.4	
LOS		B		A	A					D	B	
Approach Delay		16.2			9.4						19.3	
Approach LOS		B			A						B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 68												

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%
Maximum Green (s)	12.0	16.0
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
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	None
Walk Time (s)		5.0
Flash Dont Walk (s)		11.0
Pedestrian Calls (#/hr)		0
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

2015 Total AM Peak
 3/3/2014

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 15.8

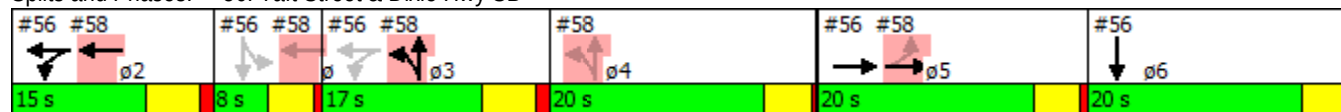
Intersection LOS: B

Intersection Capacity Utilization 46.3%

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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	53	118	0	0	158	15	146	606	109	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	0.633							0.992				
Satd. Flow (perm)	1179	1863	0	0	3493	0	0	4949	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					8			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)	58	128	0	0	188	0	0	936	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			15.0		17.0	17.0				
Total Split (%)	20.0%	20.0%			15.0%		17.0%	17.0%				
Maximum Green (s)	16.0	16.0			10.0		12.0	12.0				
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				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			Max		Max	Max				
Walk Time (s)	5.0	5.0										
Flash Dont Walk (s)	11.0	11.0										
Pedestrian Calls (#/hr)	0	0										
Act Effect Green (s)	10.6	10.6			16.3			12.1				
Actuated g/C Ratio	0.16	0.16			0.24			0.18				
v/c Ratio	0.32	0.44			0.22			1.03				
Control Delay	19.3	20.0			21.5			69.1				
Queue Delay	0.0	0.1			0.0			0.0				
Total Delay	19.3	20.1			21.5			69.1				
LOS	B	C			C			E				
Approach Delay		19.9			21.5			69.1				
Approach LOS		B			C			E				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 68

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)	8.0	20.0	20.0
Total Split (%)	8%	20%	20%
Maximum Green (s)	4.0	16.0	16.0
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
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	None
Walk Time (s)		5.0	5.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
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
 58: Dixie Hwy NB & Taft Street

2015 Total AM Peak
 3/3/2014

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 55.2

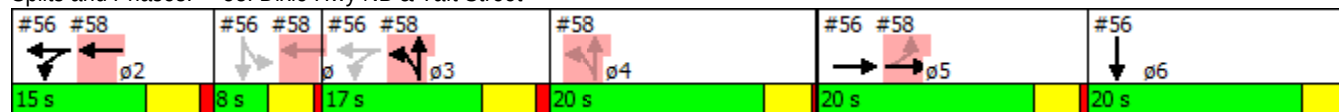
Intersection LOS: E

Intersection Capacity Utilization 46.3%

ICU Level of Service A

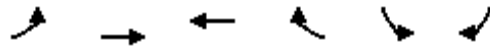
Analysis Period (min) 15

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



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

2015 Total AM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	210	458	297	116	30	98
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	0.565				0.988	
Satd. Flow (perm)	1052	1863	1863	1583	1651	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				126	107	
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)	228	498	323	126	140	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%	
Maximum Green (s)	14.0	14.0	14.0	14.0	14.0	
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?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
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	0.65	0.80	0.52	0.20	0.21	
Control Delay	22.3	24.3	13.9	3.5	4.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.3	24.3	13.9	3.5	4.7	
LOS	C	C	B	A	A	
Approach Delay		23.7	11.0		4.7	
Approach LOS		C	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 39.2

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

2015 Total AM Peak
3/3/2014

Natural Cycle: 40

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 17.3

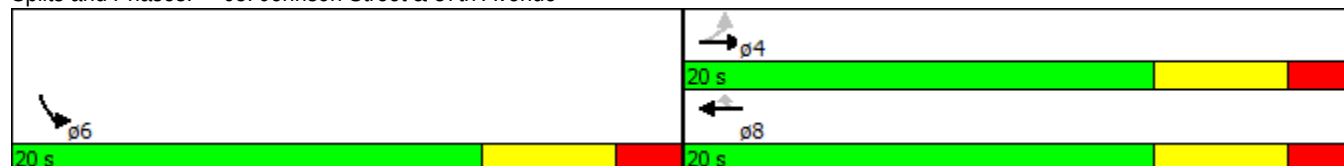
Intersection LOS: B

Intersection Capacity Utilization 50.0%

ICU Level of Service A

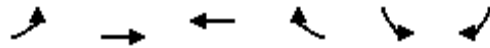
Analysis Period (min) 15

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



Lanes, Volumes, Timings
69: Johnson Street & 40th Avenue

2015 Total AM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	15	588	393	18	54	24
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)	16	639	447	0	59	26
Sign Control		Free	Free		Stop	

Intersection Summary

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

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

2015 Total AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	368	36	72	284	54	21	225	87	112	232	23
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	0.408			0.396			0.596			0.401		
Satd. Flow (perm)	760	1839	0	738	1818	0	1110	3391	0	747	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			19			78				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)	32	439	0	78	368	0	23	340	0	122	252	25
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%
Maximum Green (s)	4.0	24.0		4.0	24.0		5.0	8.0		4.0	7.0	7.0
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
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	Max	Max		None	Max		None	None		Max	None	None
Act Effect Green (s)	30.0	27.6		28.0	24.0		12.8	7.8		15.6	14.8	14.8
Actuated g/C Ratio	0.50	0.46		0.47	0.40		0.21	0.13		0.26	0.25	0.25
v/c Ratio	0.07	0.51		0.19	0.50		0.08	0.67		0.47	0.29	0.05
Control Delay	6.8	15.1		7.8	15.6		16.5	26.2		25.5	20.6	0.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	6.8	15.1		7.8	15.6		16.5	26.2		25.5	20.6	0.2
LOS	A	B		A	B		B	C		C	C	A
Approach Delay		14.5			14.2			25.6			20.8	
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

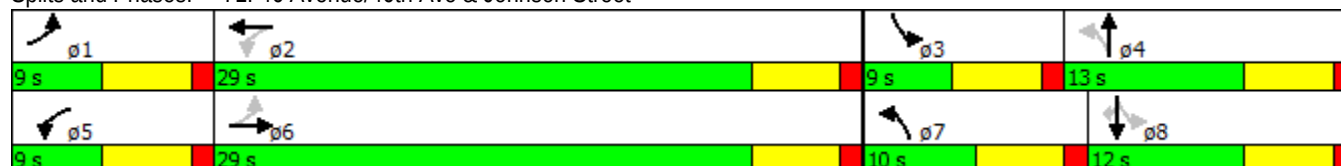
Maximum v/c Ratio: 0.67

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

2015 Total AM Peak
 3/3/2014

Intersection Signal Delay: 18.3 Intersection LOS: B
 Intersection Capacity Utilization 57.4% ICU Level of Service B
 Analysis Period (min) 15

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



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

2015 Total AM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	765	1113	26	0	1113	855	542	0	438	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	5070	0	0	7544	1583	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5070	0	0	7544	1583	4990	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				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)	832	1238	0	0	1210	929	589	0	476	0	0	0
Turn Type	Prot	NA			NA	Perm	Perm		Perm			
Protected Phases	5	2			6							
Permitted Phases						6	8		8			
Detector Phase	5	2			6	6	8		8			
Switch Phase												
Minimum Initial (s)	4.0	4.0			6.0	6.0	10.0		10.0			
Minimum Split (s)	10.0	10.0			12.0	12.0	16.0		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%			
Maximum Green (s)	19.0	59.0			34.5	34.5	19.0		19.0			
Yellow Time (s)	4.0	4.0			4.0	4.0	4.0		4.0			
All-Red Time (s)	2.0	2.0			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-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0		3.0			
Recall Mode	None	C-Max			Max	Max	Max		Max			
Act Effct Green (s)	21.0	61.0			36.5	36.5	21.0		21.0			
Actuated g/C Ratio	0.23	0.68			0.41	0.41	0.23		0.23			
v/c Ratio	1.04	0.36			0.40	0.96	0.51		1.06			
Control Delay	71.5	6.1			19.4	32.9	31.8		88.4			
Queue Delay	23.4	0.1			0.0	0.0	0.0		0.0			
Total Delay	94.9	6.3			19.4	32.9	31.8		88.4			
LOS	F	A			B	C	C		F			
Approach Delay		41.9			25.3							
Approach LOS		D			C							

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 50
Control Type: Actuated-Coordinated

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

2015 Total AM Peak
 3/3/2014

Maximum v/c Ratio: 1.06

Intersection Signal Delay: 38.2

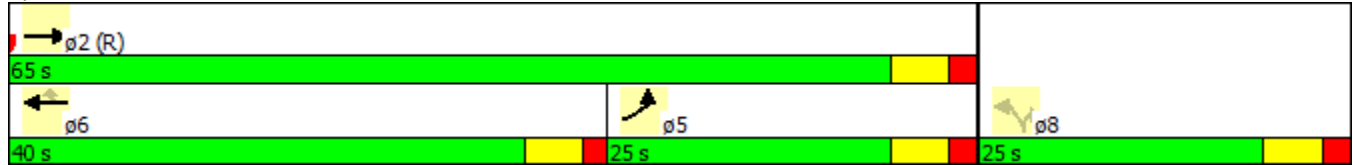
Intersection LOS: D

Intersection Capacity Utilization 81.4%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 90: I-95 E & Sheridan St



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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	134	1315	126	138	1932	119	261	320	108	230	302	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	160		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	5019	0	1770	5040	0	3433	3405	0	3433	3539	1583
Flt Permitted	0.133			0.125			0.379			0.333		
Satd. Flow (perm)	248	5019	0	233	5040	0	1370	3405	0	1203	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			16			53				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	
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)	141	1517	0	147	2182	0	311	510	0	277	364	228
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	34.0		12.0	36.0		13.0	16.0		13.0	16.0	16.0
Total Split (%)	13.3%	45.3%		16.0%	48.0%		17.3%	21.3%		17.3%	21.3%	21.3%
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	Lead	Lag		Lead	Lag		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)	36.0	30.0		40.0	32.0		21.0	12.0		21.0	12.0	12.0
Actuated g/C Ratio	0.48	0.40		0.53	0.43		0.28	0.16		0.28	0.16	0.16
v/c Ratio	0.59	0.75		0.51	1.01		0.49	0.87		0.46	0.64	0.52
Control Delay	20.8	21.8		15.9	44.8		21.4	44.6		21.0	35.4	10.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	20.8	21.8		15.9	44.8		21.4	44.6		21.0	35.4	10.0
LOS	C	C		B	D		C	D		C	D	A
Approach Delay		21.7			43.0			35.8			24.1	
Approach LOS		C			D			D			C	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Natural Cycle: 75

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 32.8

Intersection LOS: C

Intersection Capacity Utilization 79.6%

ICU Level of Service D

Analysis Period (min) 15

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

 $\phi 1$	 $\phi 2$	 $\phi 3$	 $\phi 4$
10 s	36 s	13 s	16 s
 $\phi 5$	 $\phi 6$	 $\phi 7$	 $\phi 8$
12 s	34 s	13 s	16 s

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	147	1512	48	114	2118	74	70	23	80	42	12	61
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	5060	0	1770	5060	0	1770	1645	0	1770	1619	0
Flt Permitted	0.115			0.116			0.870			0.685		
Satd. Flow (perm)	214	5060	0	216	5060	0	1621	1645	0	1276	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			14			87			90	
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)	160	1695	0	124	2549	0	76	112	0	62	103	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	36.0		12.0	38.0		12.0	12.0		12.0	12.0	
Total Split (%)	16.7%	60.0%		20.0%	63.3%		20.0%	20.0%		20.0%	20.0%	
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)	-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	Lead		Lag	Lead							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	Max		None	None		None	None		None	None	
Act Effect Green (s)	40.5	35.9		39.0	37.4		6.1	6.1		8.1	6.1	
Actuated g/C Ratio	0.71	0.63		0.68	0.65		0.11	0.11		0.14	0.11	
v/c Ratio	0.51	0.53		0.40	0.77		0.44	0.45		0.34	0.41	
Control Delay	17.8	9.3		14.7	12.4		34.4	16.1		29.7	14.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	9.3		14.7	12.4		34.4	16.1		29.7	14.0	
LOS	B	A		B	B		C	B		C	B	
Approach Delay		10.1			12.5			23.5			19.9	
Approach LOS		B			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 57.3

Natural Cycle: 60

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 12.2

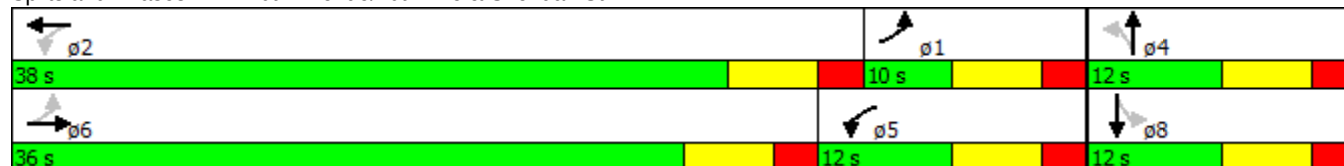
Intersection LOS: B

Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

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



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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	235	20	12	468	44	16	36	27	19	54	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1840	0	0	1840	0	0	1759	0	0	1772	0
Flt Permitted		0.998			0.999			0.990			0.991	
Satd. Flow (perm)	0	1840	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	
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	287	0	0	570	0	0	85	0	0	114	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 46.4%

ICU Level of Service A

Analysis Period (min) 15

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 	 		 	 	
Volume (vph)	214	844	192	231	1544	275	322	984	209	263	906	135
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	3472	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	1770	5085	1583	3433	3539	1583	3433	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			170			139			167			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	
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)	233	917	209	251	1678	299	350	1070	227	286	1132	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)	24.0	43.0	43.0	33.0	52.0	52.0	20.0	56.0	56.0	18.0	54.0	
Total Split (%)	16.0%	28.7%	28.7%	22.0%	34.7%	34.7%	13.3%	37.3%	37.3%	12.0%	36.0%	
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	Lag	Lag	Lead	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)	18.0	39.3	39.3	24.7	46.0	46.0	14.0	49.0	49.0	12.0	47.0	
Actuated g/C Ratio	0.12	0.26	0.26	0.16	0.31	0.31	0.09	0.33	0.33	0.08	0.31	
v/c Ratio	1.10	0.69	0.39	0.86	1.08	0.51	1.09	0.93	0.36	1.04	1.03	
Control Delay	149.5	53.5	12.9	87.7	95.0	25.6	138.6	62.6	12.5	130.9	85.4	
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	149.5	53.5	12.9	87.7	95.0	25.6	138.6	62.6	12.5	130.9	85.4	
LOS	F	D	B	F	F	C	F	E	B	F	F	
Approach Delay		63.7			84.9			71.8			94.6	
Approach LOS		E			F			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Natural Cycle: 150

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.10

Intersection Signal Delay: 79.4

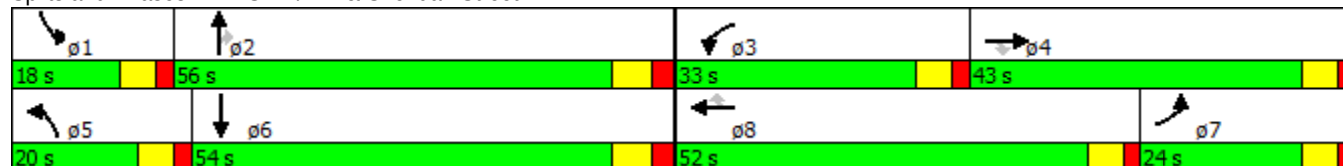
Intersection LOS: E

Intersection Capacity Utilization 101.1%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  						 	
Volume (vph)	97	1365	156	210	1891	190	173	305	387	217	288	190
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	5009	0	1770	5014	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.250			0.222		
Satd. Flow (perm)	1770	5009	0	1770	5014	0	466	1863	1583	414	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			27				199			175
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)	110	1721	0	228	2449	0	188	332	421	255	313	224
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)	12.0	55.0		15.0	58.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (%)	12.0%	55.0%		15.0%	58.0%		10.0%	20.0%	20.0%	10.0%	20.0%	20.0%
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		1.0	1.0	1.0	1.0	1.0	1.0
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)	3.0	3.0		5.0	3.0		4.0	4.0	4.0	2.0	4.0	2.0
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)	9.0	46.8		15.2	55.0		22.0	16.0	16.0	26.0	16.0	18.0
Actuated g/C Ratio	0.09	0.47		0.15	0.55		0.22	0.16	0.16	0.26	0.16	0.18
v/c Ratio	0.69	0.73		0.85	0.88		1.04	1.11	1.00	1.18	1.05	0.52
Control Delay	67.4	22.8		72.1	24.5		114.9	126.6	68.2	150.1	108.0	14.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.4	22.8		72.1	24.5		114.9	126.6	68.2	150.1	108.0	14.8
LOS	E	C		E	C		F	F	E	F	F	B
Approach Delay		25.5			28.5			98.1			95.2	
Approach LOS		C			C			F			F	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 90

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 46.6

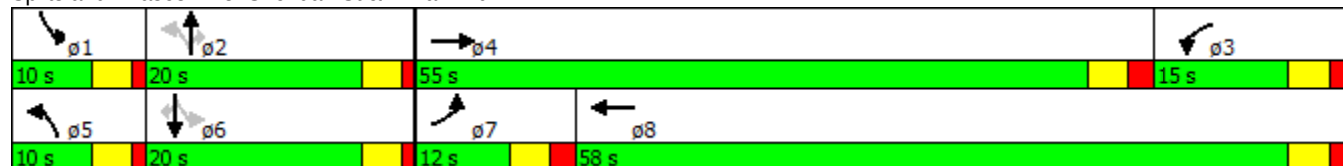
Intersection LOS: D

Intersection Capacity Utilization 87.5%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	347	169	143	343	164	146	533	245	139	472	88
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	0.540			0.339			0.308			0.434		
Satd. Flow (perm)	1006	1863	1583	631	1863	1583	574	3539	1583	808	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			291			291			273
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)	108	377	184	155	373	178	159	579	266	151	513	96
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	22.0	22.0	9.0	23.0	23.0	9.0	21.0	21.0	8.0	20.0	20.0
Total Split (%)	13.3%	36.7%	36.7%	15.0%	38.3%	38.3%	15.0%	35.0%	35.0%	13.3%	33.3%	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	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	Lag	Lag	Lag	Lead	Lead	Lead	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	Max	Max	None	Max	Max
Act Effect Green (s)	17.4	15.1	15.1	16.6	15.5	15.5	17.7	16.7	16.7	18.2	15.9	15.9
Actuated g/C Ratio	0.32	0.28	0.28	0.30	0.28	0.28	0.32	0.31	0.31	0.33	0.29	0.29
v/c Ratio	0.28	0.73	0.29	0.52	0.71	0.27	0.53	0.54	0.39	0.44	0.50	0.15
Control Delay	19.4	29.4	2.0	22.8	26.9	1.3	25.4	20.2	4.1	25.2	20.4	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	19.4	29.4	2.0	22.8	26.9	1.3	25.4	20.2	4.1	25.2	20.4	0.5
LOS	B	C	A	C	C	A	C	C	A	C	C	A
Approach Delay		20.3			19.5			16.7			18.9	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 54.7

Natural Cycle: 55

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.73

Intersection Signal Delay: 18.6

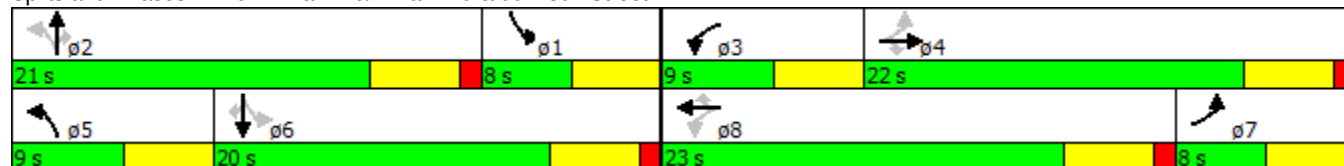
Intersection LOS: B

Intersection Capacity Utilization 63.6%

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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	1581	72	96	2140	146	82	17	88	554	110	691
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	3093	0	3433	1863	1583
Flt Permitted	0.950			0.950						0.950		
Satd. Flow (perm)	1770	7544	1583	3433	5085	1583	1863	3093	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			100			100			96			274
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)	122	1718	78	104	2326	159	89	114	0	602	120	751
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)	2.0	4.0	4.0	4.0	10.0	10.0	4.0	4.0		4.0	4.0	4.0
Minimum Split (s)	6.0	20.0	20.0	8.0	16.0	16.0	20.0	16.0		20.0	20.0	20.0
Total Split (s)	9.0	42.0	42.0	9.0	42.0	42.0	20.0	19.0		28.0	27.0	27.0
Total Split (%)	9.2%	42.9%	42.9%	9.2%	42.9%	42.9%	20.4%	19.4%		28.6%	27.6%	27.6%
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	Lag	Lag	Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lead	Lead
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	None	None	None	C-Max	C-Max	None	None		None	None	None
Act Effect Green (s)	5.0	46.6	44.6	9.0	44.6	43.1	14.2	10.4		21.5	23.7	23.7
Actuated g/C Ratio	0.05	0.48	0.46	0.09	0.46	0.44	0.14	0.11		0.22	0.24	0.24
v/c Ratio	1.36	0.48	0.10	0.33	1.00	0.21	0.33	0.28		0.80	0.27	1.27
Control Delay	254.1	19.4	2.8	44.6	48.3	8.6	41.3	13.2		44.9	32.5	158.1
Queue Delay	0.0	0.0	0.0	0.0	36.6	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	254.1	19.4	2.8	44.6	84.8	8.6	41.3	13.2		44.9	32.5	158.1
LOS	F	B	A	D	F	A	D	B		D	C	F
Approach Delay		33.7			78.5			25.5			101.6	
Approach LOS		C			E			C			F	

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: 130

Lanes, Volumes, Timings

11: Sheridan St & 29th Avenue

2015 Total PM Peak
3/3/2014

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.36

Intersection Signal Delay: 68.4

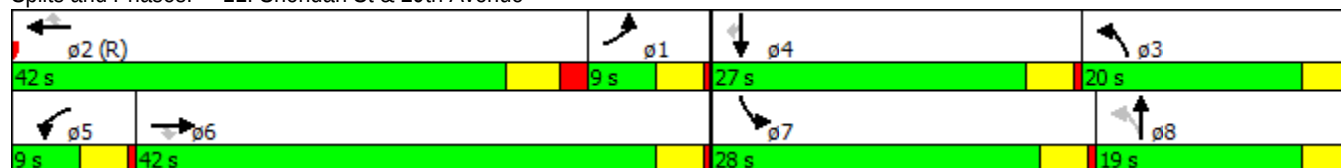
Intersection LOS: E

Intersection Capacity Utilization 99.1%

ICU Level of Service F

Analysis Period (min) 15

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



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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↗	↖↗	↑↑↑					↖↗		↖↗
Volume (vph)	0	1520	598	498	1491	0	0	0	0	654	0	848
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)			650									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	
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	1652	650	541	1621	0	0	0	0	711	0	922
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)		32.0	32.0	21.0	53.0					37.0		37.0
Total Split (%)		35.6%	35.6%	23.3%	58.9%					41.1%		41.1%
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)		28.0	28.0	18.2	50.2					31.8		31.8
Actuated g/C Ratio		0.31	0.31	0.20	0.56					0.35		0.35
v/c Ratio		0.70	0.69	0.78	0.57					0.40		0.88
Control Delay		29.3	6.5	41.3	9.4					22.6		34.5
Queue Delay		0.8	0.0	3.0	0.6					0.0		0.0
Total Delay		30.1	6.6	44.3	9.9					22.6		34.5
LOS		C	A	D	A					C		C
Approach Delay		23.5			18.5							
Approach LOS		C			B							

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: 0.88

Intersection Signal Delay: 23.3

Intersection LOS: C

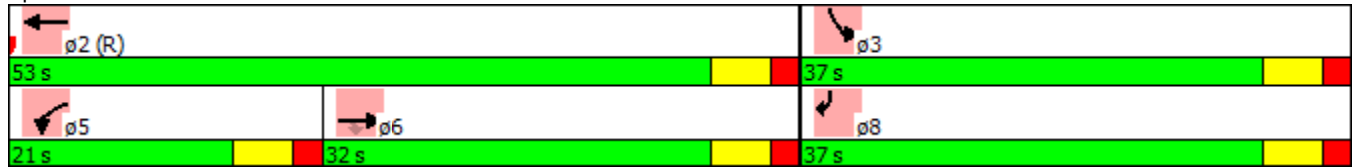
Lanes, Volumes, Timings
 14: Sheridan St & I-95 W

2015 Total PM Peak
 3/3/2014

Intersection Capacity Utilization 65.1%
 Analysis Period (min) 15

ICU Level of Service C

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



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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	652	1493	0	3	1366	777	611	0	664	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				0.924		0.950					
Satd. Flow (perm)	3433	5085	0	0	6971	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	
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)	709	1623	0	0	1488	845	664	0	722	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	1.16	0.60			0.67	0.83	0.35		1.09			
Control Delay	114.4	11.4			28.6	12.1	20.8		87.6			
Queue Delay	0.5	0.7			0.1	0.0	0.0		0.0			
Total Delay	114.9	12.1			28.6	12.1	20.8		87.6			
LOS	F	B			C	B	C		F			
Approach Delay		43.4			22.7							
Approach LOS		D			C							

Intersection Summary

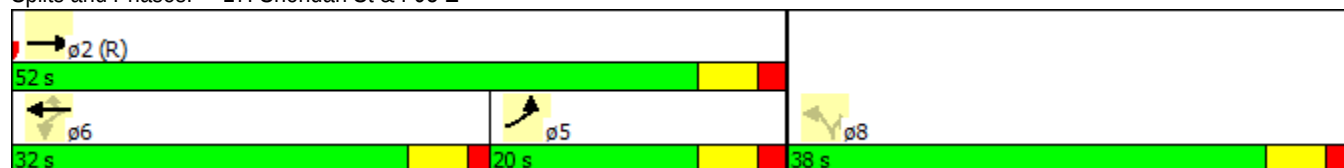
Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 2 (2%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.16
 Intersection Signal Delay: 38.2

Intersection LOS: D

Intersection Capacity Utilization 83.6%
 Analysis Period (min) 15

ICU Level of Service E

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





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	120	1704	1843	5	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	5085	0	1676	0
Flt Permitted	0.950				0.982	
Satd. Flow (perm)	1770	5085	5085	0	1676	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)	130	1852	2008	0	8	0
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 55.7% ICU Level of Service B

Analysis Period (min) 15

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	135	1076	87	177	1634	157	161	285	104	176	382	135
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	5029	0	1770	5019	0	3433	3398	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.233			0.326		
Satd. Flow (perm)	1770	5029	0	1770	5019	0	842	3398	0	1178	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	
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)	147	1265	0	192	1947	0	175	423	0	191	415	147
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	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)	8.0	29.0		13.0	34.0		22.2	17.2		27.8	20.0	20.0
Actuated g/C Ratio	0.09	0.32		0.14	0.38		0.25	0.19		0.31	0.22	0.22
v/c Ratio	0.94	0.78		0.75	1.02		0.50	0.61		0.34	1.00	0.27
Control Delay	100.3	31.2		56.9	54.5		26.3	33.6		22.4	81.9	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	100.3	31.2		56.9	54.5		26.3	33.6		22.4	81.9	1.4
LOS	F	C		E	D		C	C		C	F	A
Approach Delay		38.4			54.7			31.4			51.1	
Approach LOS		D			D			C			D	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 46.6

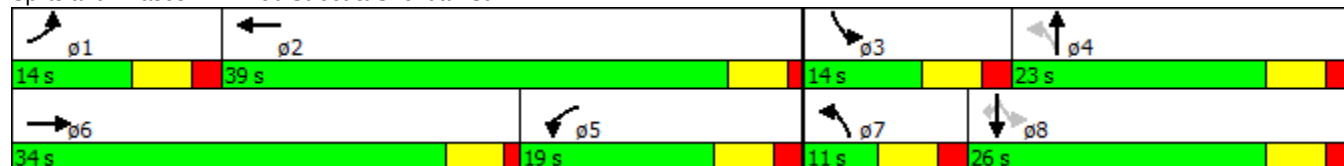
Intersection LOS: D

Intersection Capacity Utilization 86.4%

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)	3	25	9	7	136	5	4	0	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	1611	3281	0	0	2787	0	1613	0
Flt Permitted	0.950		0.973		0.950				
Satd. Flow (perm)	0	1611	3281	0	0	2787	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)	3	27	18	0	148	5	0	743	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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	349	1373	190	65	1331	170	214	170	66	270	188	377
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	4994	0	1770	5085	1583	1770	1785	0	1770	1863	1583
Flt Permitted	0.950			0.182			0.517			0.308		
Satd. Flow (perm)	1770	4994	0	339	5085	1583	963	1785	0	574	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42				305		22				317
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)	384	1718	0	71	1447	185	233	257	0	290	202	405
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)	21.0	36.0		11.0	26.0	26.0	11.0	15.0		13.0	17.0	17.0
Total Split (%)	28.0%	48.0%		14.7%	34.7%	34.7%	14.7%	20.0%		17.3%	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	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	Lead		Lag	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	None		None	None	None
Act Effect Green (s)	17.0	34.2		29.0	22.0	20.0	18.0	11.0		22.0	13.0	13.0
Actuated g/C Ratio	0.23	0.46		0.39	0.29	0.27	0.24	0.15		0.29	0.17	0.17
v/c Ratio	0.96	0.75		0.27	0.97	0.29	0.76	0.92		0.93	0.63	0.76
Control Delay	67.1	19.6		14.3	44.8	1.1	40.2	68.3		62.1	38.5	18.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	67.1	19.6		14.3	44.8	1.1	40.2	68.3		62.1	38.5	18.0
LOS	E	B		B	D	A	D	E		E	D	B
Approach Delay		28.3			38.8			55.0			36.9	
Approach LOS		C			D			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 75

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Lanes, Volumes, Timings
 23: 26 Avenue/26th Ave & Sheridan St

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.97

Intersection Signal Delay: 35.7

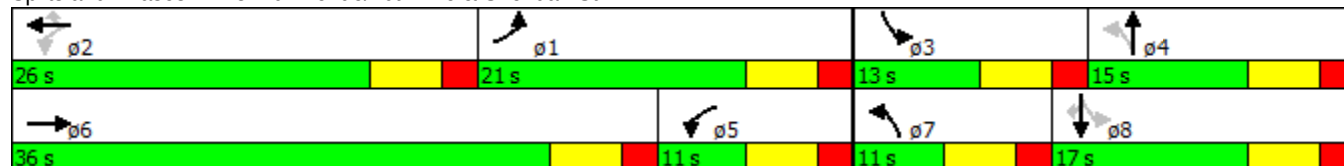
Intersection LOS: D

Intersection Capacity Utilization 86.3%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	99	924	305	80	1374	45	0	0	0	21	139	109
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	3522	0	0	0	0	0	3310	0
Flt Permitted	0.122			0.950							0.996	
Satd. Flow (perm)	227	3539	1583	1770	3522	0	0	0	0	0	3310	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			332		5						118	
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)	108	1004	332	87	1542	0	0	0	0	0	292	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	Max					Max	Max	
Act Effect Green (s)	37.5	41.3	41.3	6.9	42.1						6.1	
Actuated g/C Ratio	0.44	0.48	0.48	0.08	0.49						0.07	
v/c Ratio	0.52	0.59	0.36	0.62	0.89						0.85	
Control Delay	22.9	18.3	2.8	55.5	25.7						48.5	
Queue Delay	0.0	0.0	0.0	0.0	11.4						0.0	
Total Delay	22.9	18.3	2.8	55.5	37.1						48.5	
LOS	C	B	A	E	D						D	
Approach Delay		15.1			38.1						48.5	
Approach LOS		B			D						D	
Intersection Summary												
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 85.9												
Natural Cycle: 75												
Control Type: Semi Act-Uncoord												

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)	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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 29.1

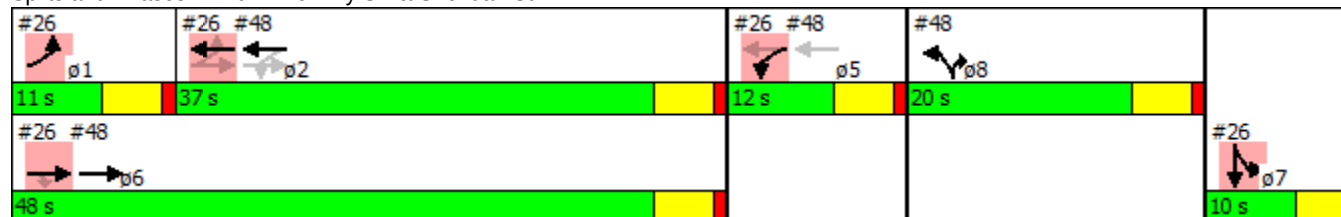
Intersection LOS: C

Intersection Capacity Utilization 64.5%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	207	34	39	374	61	48	325	37	22	389	45
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	1824	0	1770	1824	0	1770	3486	0	0	3479	0
Flt Permitted	0.492			0.463			0.440				0.919	
Satd. Flow (perm)	916	1824	0	862	1824	0	820	3486	0	0	3204	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	
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)	42	262	0	42	473	0	52	393	0	0	496	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	0.42		0.07	0.59		0.25	0.39			0.53	
Control Delay	12.3	12.8		4.7	10.4		15.8	11.7			13.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	12.3	12.8		4.7	10.4		15.8	11.7			13.5	
LOS	B	B		A	B		B	B			B	
Approach Delay		12.7			9.9			12.2			13.5	
Approach LOS		B			A			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 35.6

Natural Cycle: 40

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.59

Intersection Signal Delay: 12.0

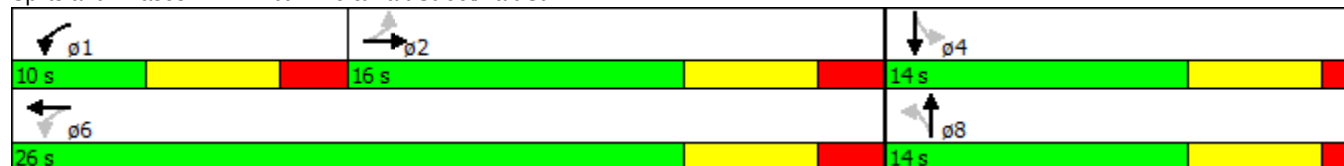
Intersection LOS: B

Intersection Capacity Utilization 67.1%

ICU Level of Service C

Analysis Period (min) 15

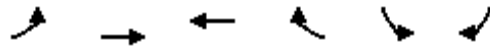
Splits and Phases: 27: 46th Ave & Taft Street/Taft St



						
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
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

2015 Total PM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	99	392	421	24	30	92
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	1850	0	1770	1583
Flt Permitted	0.292				0.950	
Satd. Flow (perm)	544	1863	1850	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			100
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)	108	426	484	0	33	100
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	28.0	20.0		12.0	12.0
Total Split (%)	20.0%	70.0%	50.0%		30.0%	30.0%
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)	20.4	19.3	15.1		9.3	7.3
Actuated g/C Ratio	0.58	0.55	0.43		0.27	0.21
v/c Ratio	0.20	0.41	0.60		0.07	0.25
Control Delay	3.7	5.5	11.9		12.7	6.2
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	3.7	5.5	11.9		12.7	6.2
LOS	A	A	B		B	A
Approach Delay		5.1	11.9		7.8	
Approach LOS		A	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 40
Actuated Cycle Length: 34.9
Natural Cycle: 40
Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 8.3

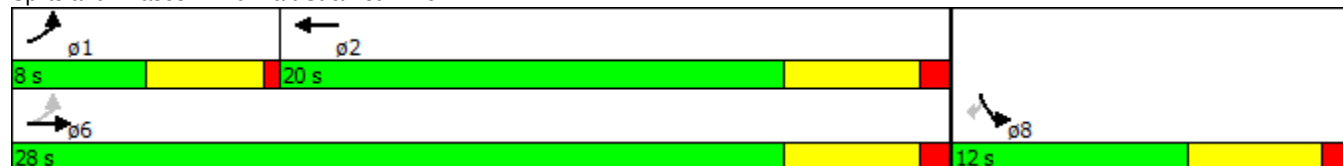
Intersection LOS: A

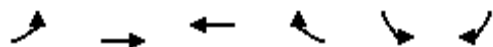
Intersection Capacity Utilization 44.1%

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)	23	497	502	15	9	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	
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)	25	540	546	16	10	17
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.4% ICU Level of Service A

Analysis Period (min) 15

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	187	190	42	150	245	225	68	540	152	144	502	69
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	3476	0
Flt Permitted	0.421			0.606			0.281			0.310		
Satd. Flow (perm)	784	1863	1583	1129	1863	1583	523	3539	1583	577	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			273			273			273			24
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)	203	207	46	163	266	245	74	587	165	157	621	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)	21.1	16.6	16.6	20.1	14.0	14.0	22.3	16.2	16.2	23.1	18.2	
Actuated g/C Ratio	0.38	0.30	0.30	0.36	0.25	0.25	0.40	0.29	0.29	0.41	0.32	
v/c Ratio	0.50	0.38	0.07	0.34	0.57	0.41	0.22	0.57	0.25	0.43	0.54	
Control Delay	16.4	20.5	0.2	13.3	24.5	4.5	13.9	20.9	1.3	18.8	18.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	16.4	20.5	0.2	13.3	24.5	4.5	13.9	20.9	1.3	18.8	18.7	
LOS	B	C	A	B	C	A	B	C	A	B	B	
Approach Delay		16.6			14.5			16.3			18.7	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 56.1

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 16.6

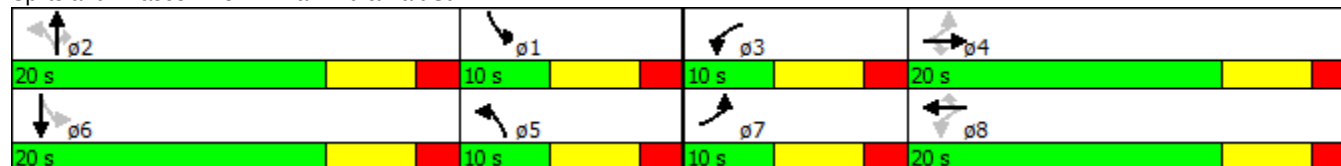
Intersection LOS: B

Intersection Capacity Utilization 59.5%

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

2015 Total PM Peak
3/3/2014

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	215	58	68	293	235	218
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)	1809	0	1770	1863	1770	1583
Flt Permitted			0.558		0.950	
Satd. Flow (perm)	1809	0	1039	1863	1770	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	44					237
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)	297	0	74	318	255	237
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)	21.0		21.0	21.0	19.0	19.0
Total Split (%)	52.5%		52.5%	52.5%	47.5%	47.5%
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)	18.1		18.1	18.1	12.4	12.4
Actuated g/C Ratio	0.49		0.49	0.49	0.34	0.34
v/c Ratio	0.32		0.14	0.34	0.42	0.34
Control Delay	6.6		6.9	7.7	11.5	3.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.6		6.9	7.7	11.5	3.2
LOS	A		A	A	B	A
Approach Delay	6.6			7.6	7.5	
Approach LOS	A			A	A	
Intersection Summary						
Area Type:	Other					
Cycle Length: 40						
Actuated Cycle Length: 36.6						
Natural Cycle: 40						
Control Type: Semi Act-Uncoord						

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 7.3

Intersection LOS: A

Intersection Capacity Utilization 50.4%

ICU Level of Service A

Analysis Period (min) 15

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

 ϕ2 21 s	 ϕ4 19 s
 ϕ6 21 s	

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	77	234	77	22	291	34	82	212	16	27	222	62
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	1794	0	1770	1833	0	1770	1844	0	1770	1801	0
Flt Permitted	0.532			0.556			0.573			0.606		
Satd. Flow (perm)	991	1794	0	1036	1833	0	1067	1844	0	1129	1801	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			16			10			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	
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)	84	338	0	24	353	0	89	247	0	29	308	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)	11.3	11.3		11.3	11.3		14.1	14.1		14.1	14.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.38	0.38		0.38	0.38	
v/c Ratio	0.28	0.59		0.08	0.63		0.22	0.35		0.07	0.44	
Control Delay	12.4	14.1		9.5	16.1		10.7	10.6		9.1	10.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	14.1		9.5	16.1		10.7	10.6		9.1	10.8	
LOS	B	B		A	B		B	B		A	B	
Approach Delay		13.7			15.7			10.7			10.6	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 37.4

Natural Cycle: 40

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 12.8

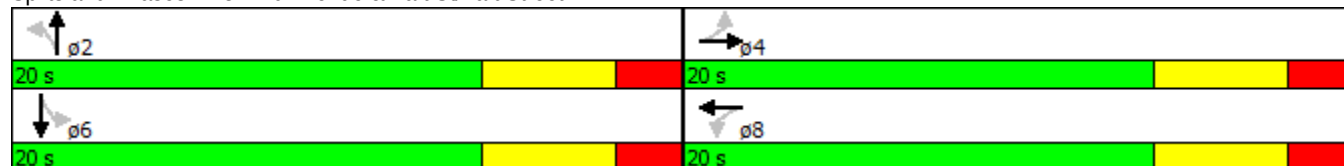
Intersection LOS: B

Intersection Capacity Utilization 61.6%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	233	206	91	331	36	253	1202	65	27	1045	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	399		50	0		0	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	3451	0
Flt Permitted	0.195			0.433			0.095			0.114		
Satd. Flow (perm)	363	1863	1583	807	1863	1583	177	3539	1583	212	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	
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)	145	253	224	99	360	39	275	1307	71	29	1368	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	0.87	0.60	0.42	0.39	0.94	0.08	0.96	0.75	0.08	0.17	1.02	
Control Delay	71.2	38.9	6.7	28.2	70.8	0.3	69.2	22.6	0.2	12.1	57.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	71.2	38.9	6.7	28.2	70.8	0.3	69.2	22.6	0.2	12.1	57.8	
LOS	E	D	A	C	E	A	E	C	A	B	E	
Approach Delay		34.8			56.8			29.4			56.8	
Approach LOS		C			E			C			E	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Natural Cycle: 90

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 1.02

Intersection Signal Delay: 42.7

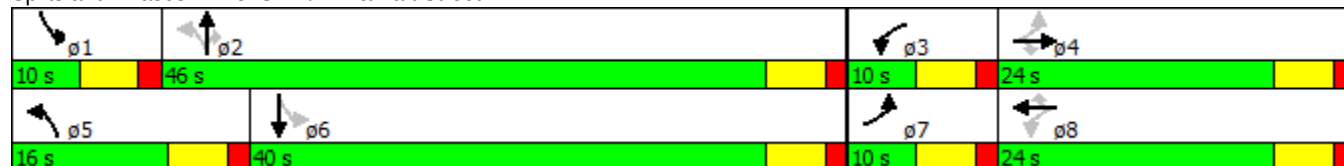
Intersection LOS: D

Intersection Capacity Utilization 92.8%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	233	41	35	361	62	29	370	33	29	460	54
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	1820	0	1770	1822	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.347			0.571			0.367			0.474		
Satd. Flow (perm)	646	1820	0	1064	1822	0	684	1863	1583	883	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			24				55			59
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)	45	298	0	38	459	0	32	402	36	32	500	59
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)	12.8	12.8		12.8	12.8		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	0.21	0.48		0.11	0.74		0.11	0.52	0.05	0.09	0.65	0.09
Control Delay	12.2	12.5		9.8	20.5		8.9	12.0	2.4	8.3	14.9	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	12.2	12.5		9.8	20.5		8.9	12.0	2.4	8.3	14.9	3.3
LOS	B	B		A	C		A	B	A	A	B	A
Approach Delay		12.4			19.7			11.1			13.4	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 40

Actuated Cycle Length: 38.9

Natural Cycle: 45

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 14.3

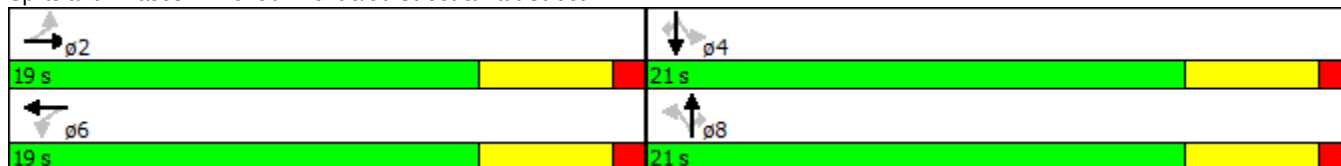
Intersection LOS: B

Intersection Capacity Utilization 66.6%

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

2015 Total PM Peak
3/3/2014

							ø1	ø5	ø7
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑			↑↑↑	↔↔	↔			
Volume (vph)	971	0	3	1014	464	127			
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)						138			
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)	1055	0	0	1105	504	138			
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		Max	Max	Max	Max	None	None	Max
Act Effect Green (s)	41.3			38.3	15.2	15.2			
Actuated g/C Ratio	0.48			0.45	0.18	0.18			
v/c Ratio	0.62			0.49	0.83	0.35			
Control Delay	4.4			15.6	49.0	9.0			
Queue Delay	0.0			0.1	51.4	0.0			
Total Delay	4.4			15.6	100.4	9.0			
LOS	A			B	F	A			
Approach Delay	4.4			15.6	80.7				
Approach LOS	A			B	F				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 85.9

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.89

Intersection Signal Delay: 26.3

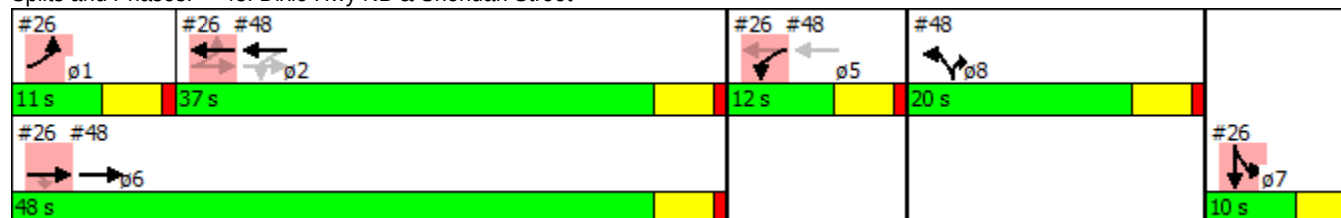
Intersection LOS: C

Intersection Capacity Utilization 48.4%

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	240	571	177	152	549	166	248	642	105	236	965	110
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	3415	0	1770	3539	1583	1770	3465	0	1770	3486	0
Flt Permitted	0.211			0.267			0.207			0.231		
Satd. Flow (perm)	393	3415	0	497	3539	1583	386	3465	0	430	3486	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48				232		24			17	
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)	261	813	0	165	597	180	270	812	0	257	1169	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)	12.0	25.0		8.0	21.0	21.0	13.0	32.0		15.0	34.0	
Total Split (%)	15.0%	31.3%		10.0%	26.3%	26.3%	16.3%	40.0%		18.8%	42.5%	
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	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	29.0	19.0		21.0	15.0	15.0	28.3	26.3		30.0	28.0	
Actuated g/C Ratio	0.36	0.24		0.26	0.19	0.19	0.35	0.33		0.38	0.35	
v/c Ratio	0.93	0.96		0.85	0.90	0.37	0.93	0.70		0.76	0.95	
Control Delay	63.2	52.6		60.6	50.8	4.1	70.1	26.8		34.7	42.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	63.2	52.6		60.6	50.8	4.1	70.1	26.8		34.7	42.4	
LOS	E	D		E	D	A	E	C		C	D	
Approach Delay		55.2			43.6			37.6			41.0	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other

Cycle Length: 80

Actuated Cycle Length: 80

Natural Cycle: 80

Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
3/3/2014

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 44.1

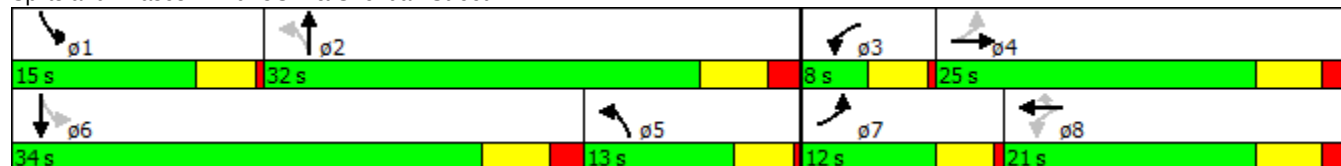
Intersection LOS: D

Intersection Capacity Utilization 90.4%

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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	45	67	21	30	24	69	988	24	31	1130	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1695	0	1770	1740	0	1770	3525	0	1770	1853	0
Flt Permitted	0.816			0.816			0.085			0.248		
Satd. Flow (perm)	1520	1695	0	1520	1740	0	158	3525	0	462	1853	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73			26			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	
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)	67	122	0	23	59	0	75	1100	0	34	1270	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)	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		17.0	17.0		17.0	17.0	
Total Split (s)	11.0	11.0		11.0	11.0		49.0	49.0		49.0	49.0	
Total Split (%)	18.3%	18.3%		18.3%	18.3%		81.7%	81.7%		81.7%	81.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	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	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effect Green (s)	6.0	6.0		6.0	6.0		47.8	47.8		47.8	47.8	
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.79	0.79		0.79	0.79	
v/c Ratio	0.45	0.52		0.15	0.30		0.60	0.40		0.09	0.87	
Control Delay	35.5	21.2		27.3	21.0		32.7	3.2		3.0	16.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	35.5	21.2		27.3	21.0		32.7	3.2		3.0	16.0	
LOS	D	C		C	C		C	A		A	B	
Approach Delay		26.3			22.7			5.1			15.7	
Approach LOS		C			C			A			B	
Intersection Summary												
Area Type:	Other											
Cycle Length: 60												
Actuated Cycle Length: 60.8												
Natural Cycle: 65												
Control Type: Semi Act-Uncoord												
Maximum v/c Ratio: 0.87												
Intersection Signal Delay: 12.1							Intersection LOS: B					
Intersection Capacity Utilization 80.3%							ICU Level of Service D					

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)	1686	13	1	2529	0	38
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)	1847	0	0	2750	0	41
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

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

2015 Total PM Peak

3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	160	72	103	275	0	0	0	0	80	441	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3376	0	1770	1863	0	0	0	0	1770	5045	0
Flt Permitted				0.331						0.950		
Satd. Flow (perm)	0	3376	0	617	1863	0	0	0	0	1770	5045	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		61									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	
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	252	0	112	299	0	0	0	0	87	507	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		Lag		Lead	Lead					Lag	Lead	
Lead-Lag Optimize?		Yes		Yes	Yes					Yes	Yes	
Recall Mode		None		Max	Max					None	None	
Act Effect Green (s)		12.5		21.1	21.1					5.0	13.8	
Actuated g/C Ratio		0.18		0.30	0.30					0.07	0.20	
v/c Ratio		0.38		0.33	0.53					0.69	0.50	
Control Delay		20.6		11.5	11.5					62.2	15.6	
Queue Delay		0.0		0.0	0.2					0.0	0.0	
Total Delay		20.6		11.5	11.7					62.2	15.6	
LOS		C		B	B					E	B	
Approach Delay		20.6			11.6						22.5	
Approach LOS		C			B						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 69.5

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 18.5

Intersection LOS: B

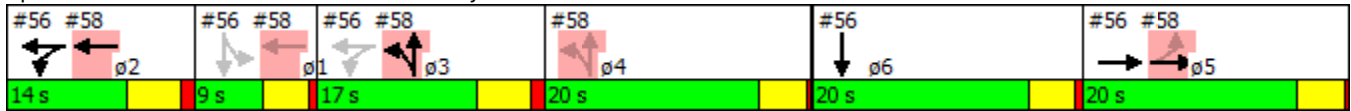
Intersection Capacity Utilization 42.3%

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 Effct 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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 			  				
Volume (vph)	44	173	0	0	207	12	171	396	115	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	3511	0	0	4899	0	0	0	0
Flt Permitted	0.604							0.988				
Satd. Flow (perm)	1125	1863	0	0	3511	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	
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)	48	188	0	0	238	0	0	741	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	Lag	Lag			Lead		Lead	Lead				
Lead-Lag Optimize?	Yes	Yes			Yes		Yes	Yes				
Recall Mode	None	None			Max		Max	Max				
Act Effct Green (s)	12.5	12.5			18.1			12.1				
Actuated g/C Ratio	0.18	0.18			0.26			0.17				
v/c Ratio	0.24	0.56			0.26			0.84				
Control Delay	19.4	23.8			21.9			37.2				
Queue Delay	0.0	0.3			0.0			0.0				
Total Delay	19.4	24.1			21.9			37.2				
LOS	B	C			C			D				
Approach Delay		23.1			21.9			37.2				
Approach LOS		C			C			D				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 69.5

Natural Cycle: 95

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 31.5

Intersection LOS: C

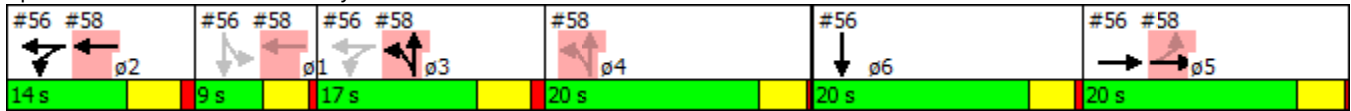
Intersection Capacity Utilization 42.3%

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	Lead
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			

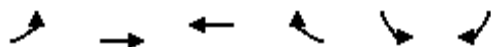
Analysis Period (min) 15

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



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

2015 Total PM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	74	388	607	80	68	183
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	1658	0
Flt Permitted	0.230				0.987	
Satd. Flow (perm)	428	1863	1863	1583	1658	0
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				87	180	
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)	80	422	660	87	273	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)	30.0	30.0	30.0	30.0	20.0	
Total Split (%)	60.0%	60.0%	60.0%	60.0%	40.0%	
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)	20.5	20.5	20.5	20.5	14.1	
Actuated g/C Ratio	0.44	0.44	0.44	0.44	0.30	
v/c Ratio	0.43	0.52	0.81	0.12	0.44	
Control Delay	17.0	11.9	20.6	2.6	8.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	17.0	11.9	20.6	2.6	8.3	
LOS	B	B	C	A	A	
Approach Delay		12.7	18.5		8.3	
Approach LOS		B	B		A	

Intersection Summary

Area Type: Other
Cycle Length: 50
Actuated Cycle Length: 46.7
Natural Cycle: 50
Control Type: Semi Act-Uncoord

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

2015 Total PM Peak
 3/3/2014

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 14.8

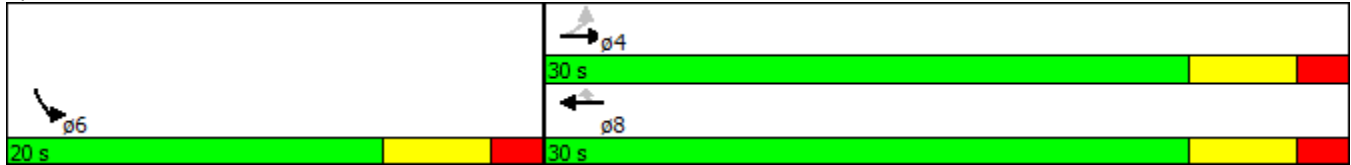
Intersection LOS: B

Intersection Capacity Utilization 66.1%

ICU Level of Service C

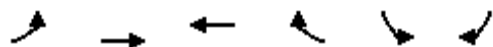
Analysis Period (min) 15

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



Lanes, Volumes, Timings
69: Johnson Street & 40th Avenue

2015 Total PM Peak
3/3/2014



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	20	422	716	60	40	39
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	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	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	459	843	0	43	42
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 51.3% ICU Level of Service A
Analysis Period (min) 15

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

2015 Total PM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	302	39	114	506	58	57	300	50	67	310	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	1831	0	1770	1835	0	1770	3465	0	1770	3539	1583
Flt Permitted	0.180			0.437			0.549			0.401		
Satd. Flow (perm)	335	1831	0	814	1835	0	1023	3465	0	747	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	
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)	39	370	0	124	613	0	62	380	0	73	337	32
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	28.0		10.0	29.0		10.0	13.0		9.0	12.0	12.0
Total Split (%)	15.0%	46.7%		16.7%	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)	28.2	25.0		29.0	24.0		13.0	8.0		13.4	11.0	11.0
Actuated g/C Ratio	0.47	0.42		0.48	0.40		0.22	0.13		0.22	0.18	0.18
v/c Ratio	0.15	0.48		0.26	0.83		0.22	0.79		0.31	0.52	0.07
Control Delay	8.0	15.9		8.2	28.1		18.3	37.3		20.3	28.9	0.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	8.0	15.9		8.2	28.1		18.3	37.3		20.3	28.9	0.3
LOS	A	B		A	C		B	D		C	C	A
Approach Delay		15.2			24.8			34.6			25.5	
Approach LOS		B			C			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 60

Actuated Cycle Length: 60

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 25.1

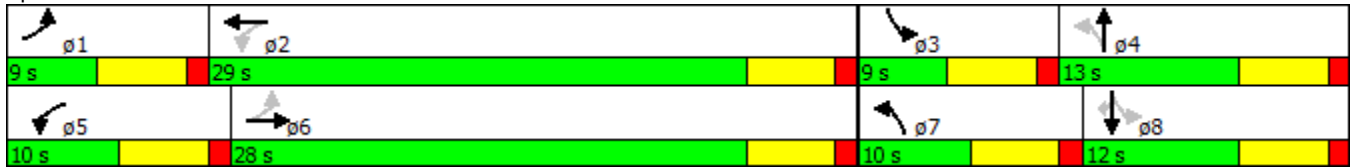
Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

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



APPENDIX – H

Synchro Output -Future Background Traffic

(2018)



Lanes, Volumes, Timings
1: 46th 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)	147	1548	170	131	1007	132	139	202	157	208	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	5009	0	1770	4999	0	3433	3306	0	3433	3539	1583
Flt Permitted	0.173			0.179			0.562			0.444		
Satd. Flow (perm)	322	5009	0	333	4999	0	2031	3306	0	1604	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			44			180				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	1808	0	139	1211	0	165	427	0	251	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	0.90		0.45	0.62		0.25	0.64		0.41	0.49	0.31
Control Delay	18.7	24.6		18.3	16.2		15.8	18.6		17.3	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	24.6		18.3	16.2		15.8	18.6		17.3	26.6	1.7
LOS	B	C		B	B		B	B		B	C	A
Approach Delay		24.2			16.4			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 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 20.1

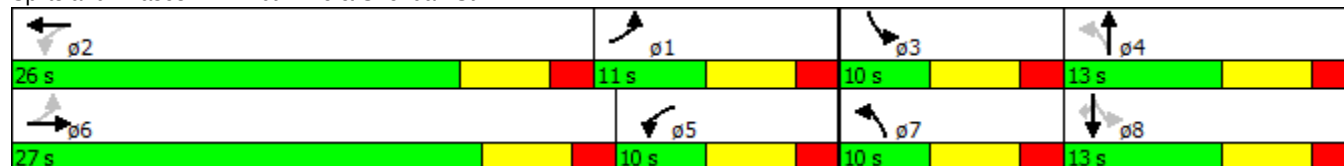
Intersection LOS: C

Intersection Capacity Utilization 70.8%

ICU Level of Service C

Analysis Period (min) 15

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



Lanes, Volumes, Timings
2: 40th Avenue/40th 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)	47	1829	101	108	1112	20	32	13	90	91	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	5045	0	1770	5070	0	1770	1619	0	1770	1632	0
Flt Permitted	0.197			0.157			0.646			0.685		
Satd. Flow (perm)	367	5045	0	292	5070	0	1203	1619	0	1276	1632	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			6			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	2098	0	117	1316	0	35	112	0	134	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)	29.4	29.4		28.6	30.6		9.6	9.6		11.6	9.6	
Actuated g/C Ratio	0.52	0.52		0.50	0.54		0.17	0.17		0.20	0.17	
v/c Ratio	0.14	0.80		0.46	0.48		0.17	0.32		0.52	0.44	
Control Delay	11.5	15.5		16.2	10.2		23.1	9.7		28.7	10.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.5	15.5		16.2	10.2		23.1	9.7		28.7	10.6	
LOS	B	B		B	B		C	A		C	B	
Approach Delay		15.4			10.6			12.9			18.4	
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 Background AM Peak
3/3/2014

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 13.9

Intersection LOS: B

Intersection Capacity Utilization 74.5%

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 AM Peak
3/3/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	8	382	10	8	225	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	435	0	0	268	0	0	88	0	0	116	0
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary

Area Type: Other

Control Type: Roundabout

Intersection Capacity Utilization 43.2%

ICU Level of Service A

Analysis Period (min) 15

Lanes, Volumes, Timings
7: SR-7/441 & 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)	236	1367	263	205	679	215	212	912	274	306	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)			198			214			298			14
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	1486	286	223	738	234	230	991	298	333	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)	24.0	33.0	33.0	18.0	27.0	27.0	13.0	34.0	34.0	15.0	36.0	
Total Split (%)	24.0%	33.0%	33.0%	18.0%	27.0%	27.0%	13.0%	34.0%	34.0%	15.0%	36.0%	
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)	18.8	27.0	27.0	12.0	20.2	20.2	7.0	27.0	27.0	9.0	29.0	
Actuated g/C Ratio	0.19	0.27	0.27	0.12	0.20	0.20	0.07	0.27	0.27	0.09	0.29	
v/c Ratio	0.77	1.08	0.50	1.05	0.72	0.48	0.96	1.04	0.46	1.08	1.03	
Control Delay	56.1	85.8	13.3	120.2	41.7	9.9	96.1	76.0	6.0	118.6	71.9	
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	56.1	85.8	13.3	120.2	41.7	9.9	96.1	76.0	6.0	118.6	71.9	
LOS	E	F	B	F	D	A	F	E	A	F	E	
Approach Delay		71.8			50.1			65.3			83.2	
Approach LOS		E			D			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 120

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 1.08

Intersection Signal Delay: 68.5

Intersection LOS: E

Intersection Capacity Utilization 92.5%

ICU Level of Service F

Analysis Period (min) 15

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

 $\phi 1$	 $\phi 2$	 $\phi 4$	 $\phi 3$
15 s	34 s	33 s	18 s
 $\phi 5$	 $\phi 6$	 $\phi 8$	 $\phi 7$
13 s	36 s	27 s	24 s

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

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)	76	1676	139	249	1168	91	137	199	292	209	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	5029	0	1770	5029	0	1770	1863	1583	1770	1863	1583
Flt Permitted	0.950			0.950			0.286			0.394		
Satd. Flow (perm)	1770	5029	0	1770	5029	0	533	1863	1583	734	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			19				213			213
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	2056	0	271	1481	0	149	216	317	246	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
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)	13.0	51.0		19.0	57.0		10.0	20.0	20.0	10.0	20.0	20.0
Total Split (%)	13.0%	51.0%		19.0%	57.0%		10.0%	20.0%	20.0%	10.0%	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	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
Recall Mode	None	Max		None	Max		None	None	None	None	None	None
Act Effect Green (s)	9.3	47.5		13.5	56.1		18.0	14.0	14.0	22.0	14.0	16.0
Actuated g/C Ratio	0.09	0.48		0.14	0.56		0.18	0.14	0.14	0.22	0.14	0.16
v/c Ratio	0.52	0.86		1.14	0.52		1.03	0.83	0.78	1.10	1.08	0.25
Control Delay	55.4	27.7		141.5	14.9		120.6	68.6	29.2	125.9	120.0	1.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	27.7		141.5	14.9		120.6	68.6	29.2	125.9	120.0	1.4
LOS	E	C		F	B		F	E	C	F	F	A
Approach Delay		28.8			34.4			61.7			101.9	
Approach LOS		C			C			E			F	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Natural Cycle: 90

Control Type: Semi Act-Uncoord