TRAFFIC IMPACT ASSESSMENT

UF GOLF
for
UNIVERSITY OF FLORIDA

ALACHUA COUNTY, FLORIDA

ETM No. 20-235-04

SUBMITTED BY

14775 Old St. Augustine Road
Jacksonville, FL 32258
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February 2nd, 2026

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Digitally signed by Thomas L Hatcher
DN: CN=Thomas L Hatcher, dnQualifier=A01410C0000018D315E2C180000EAAA, O=ENGLAND THIMS AND MILLER INC., C=US
Reason: I am the author of this document
Date: 2026.02.02 11:41:00-05'00'

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:
THOMAS L. HATCHER, P.E., PTOE, PTP
FLORIDA PE NUMBER 93298

Software: Cube Voyager, Gainesville Regional Planning Model, Synchro/Sim Traffic v. 12,

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Introduction

The UF Golf project is a proposed development north of SW Archer Rd. (SR-26), directly east of Parker Rd. in southern Alachua County, FL. The development will include an 18-hole golf course, 20 short-term rental units, and a university research center. Access will be provided from Parker Road, with separate entrances for the research center and the golf course/lodging area. The project is expected to reach full build-out by 2030. **Table 1** below lists the development schedule. **Figure 1** illustrates the location of the project, while **Figure 2** depicts the conceptual site plan for the development.

Table 1
UF Golf
Development Schedule

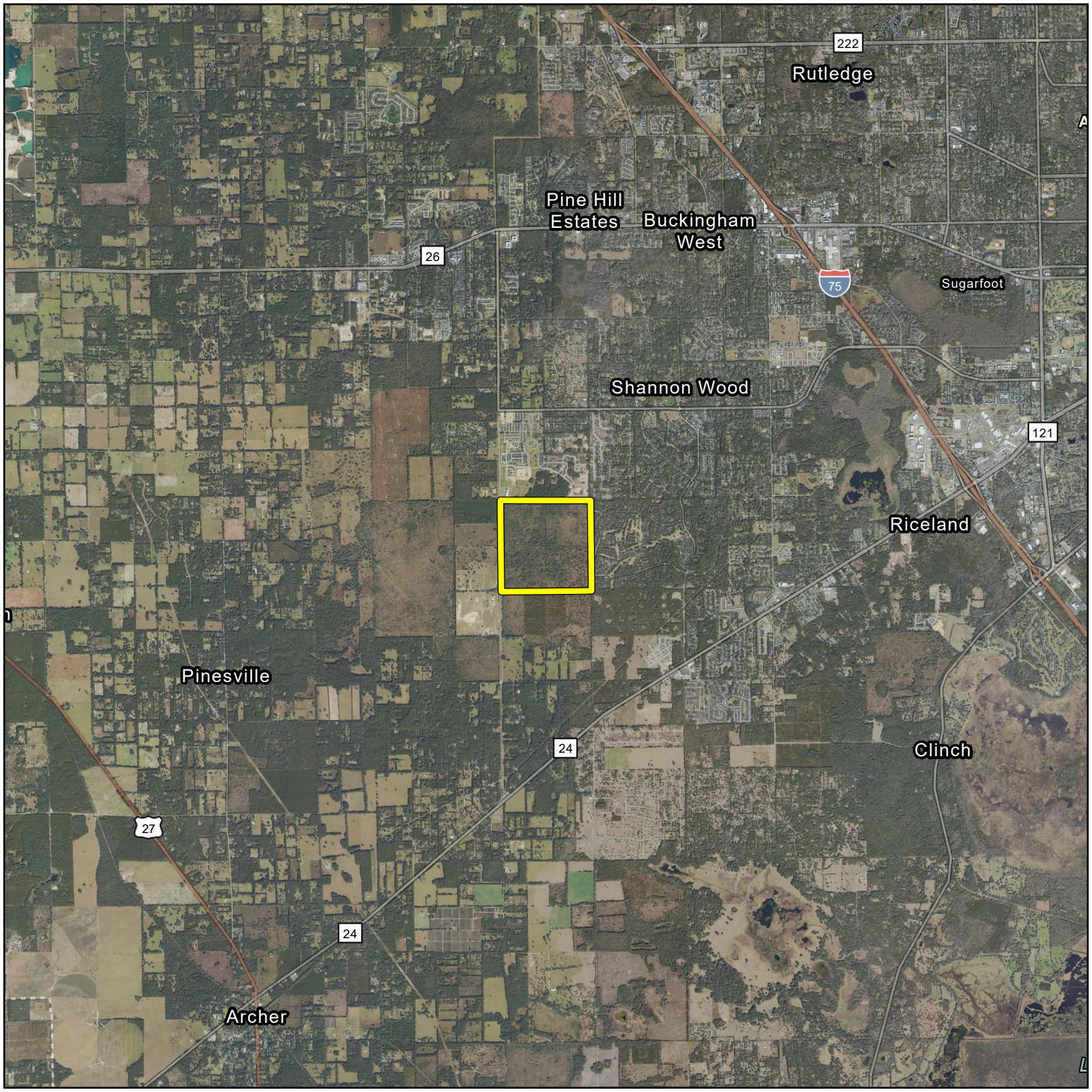
Land Use	Ite Land Use Code	Quantity	Units	Buildout
Hotel	310	20	Rooms	2030
Golf Course	430	18	Holes	2030
University / College	550	50	Students	2030

Note: Buildout Year is an estimate and subject to market conditions

Executive Summary

Based on this preliminary traffic analysis, there are several key findings:

- ETM recommends the installation of a southbound left turn lane and a northbound right turn lane at the development's southern golf course entrance per Alachua County standards.
- The levels of service at all intersections included in this study are acceptable in the existing, background growth, and project build conditions.



UF Golf

Vicinity

Source: ETM, Alachua County, Esri

Subject Property

N
W E
S

0 1.5 3

Miles

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14775 Old St. Augustine Road, Jacksonville, Florida 32258
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Date: 12/10/2025

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UF Golf

Conceptual Master Plan

14 November 2025

DISCLAIMER: This land plan and/ or rendering is conceptual and is subject to review, change and approval by several governmental agencies to meet environmental, technical and other standards. This plan was completed based on limited information, therefore all acreage figures are unofficial and are subject to change.

0' 150' 300' 600'

N

ENGLAND-THIMS & MILLER, INC.

Placemaking

Inventory of Existing Conditions

The study area for the project includes the following intersections:

- Parker Rd. and SW 24th Ave. - Unsignalized
- Parker Rd. and SW Archer Rd. (SR-26) - Signalized

Traffic counts at all intersections listed above were collected on Wednesday, November 19th, 2025 and adjusted using the Florida Traffic Online peak season factor. The morning and afternoon peak hours occurred between 7:00-8:00 AM, and 5:00-6:00 PM, respectively. **Figures 3** and **4** illustrate the morning and afternoon peak hour volumes for this corridor and the existing lane arrangement. Levels of service for the intersection were calculated using the procedures from the seventh edition of the Highway Capacity Manual using the Synchro/SimTraffic Software program. A copy of the traffic data and the seasonal factor report is contained in **Appendix A**. **Appendix B** contains a summary of the traffic calculations for this study. **Appendix C** contains the printouts from the Synchro/SimTraffic Software program.

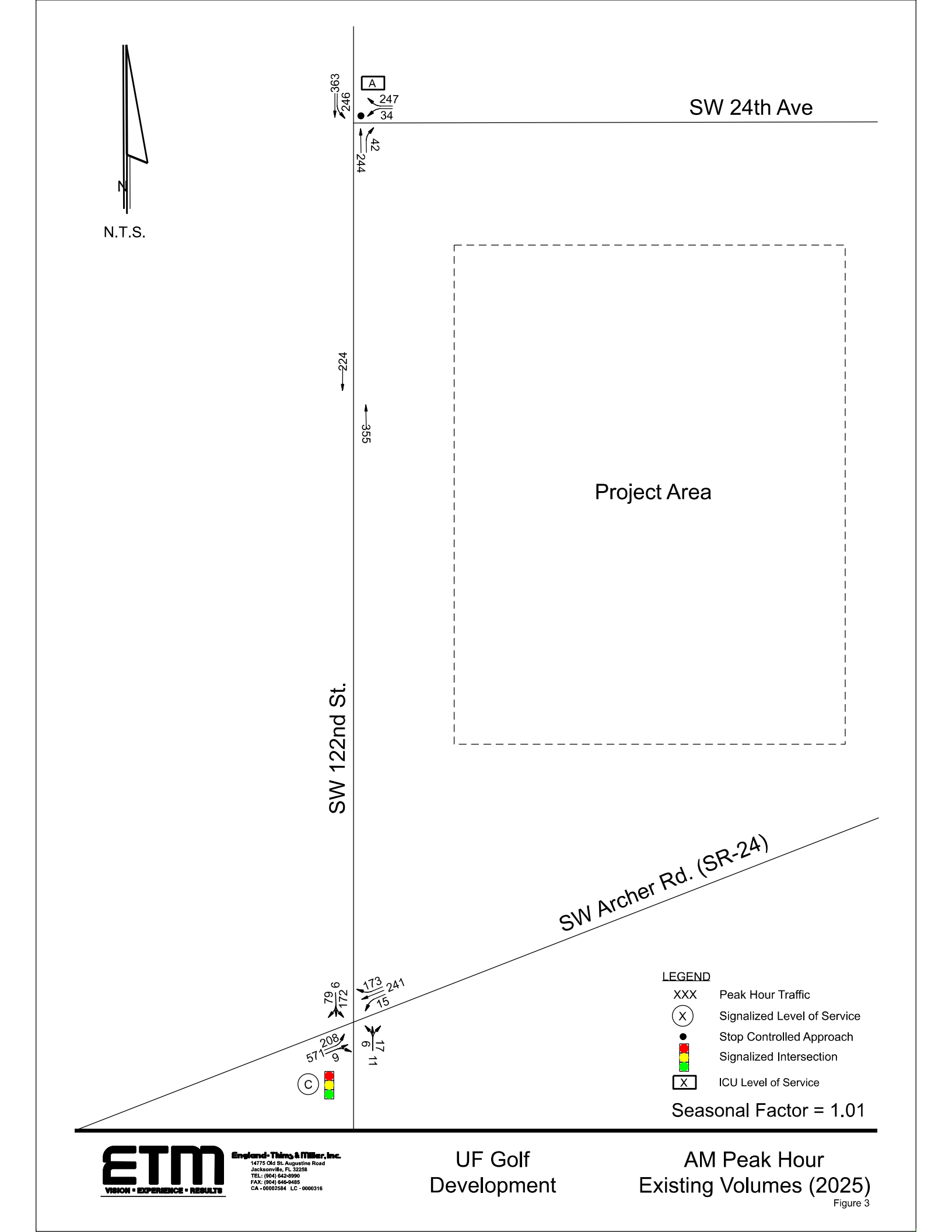
Background Traffic Estimates

The UF Golf project is anticipated to be built out and fully occupied by 2030. To estimate non-project traffic, growth rates (2023-2029) were determined using the traffic estimates in the FDOT District 2 Level of Service Report. Traffic counts collected were expanded using 5 years of growth to estimate background traffic upon build-out. Growth rate and growth factor calculations are summarized below in **Table 2.** **Figures 5** and **6** depict the estimated background traffic during the morning and afternoon peak hours for the year 2030, respectively. Copies of the segment data from the FDOT D2 Level of Service Report are contained in **Appendix D**. **Appendix E** contains the printouts from the Synchro/SimTraffic Software program in the background traffic conditions.

Table 2
UF Golf
Growth Rate Summary

Segment		2023 AADT	2029 AADT	Calculated Annual Percentage Growth from 2023-2029	Implemented Annual Percentage Growth	Growth Factor 2025-2030
Archer Rd. (SR-24)	SW 154th St. to SW 122nd St.	13000	14527	1.87%	1.87%	1.097
Archer Rd. (SR-24)	SW 122nd St. to SW 77th St.	23500	24918	0.98%	1.00%	1.051

Source: FDOT District Two LOS Tool



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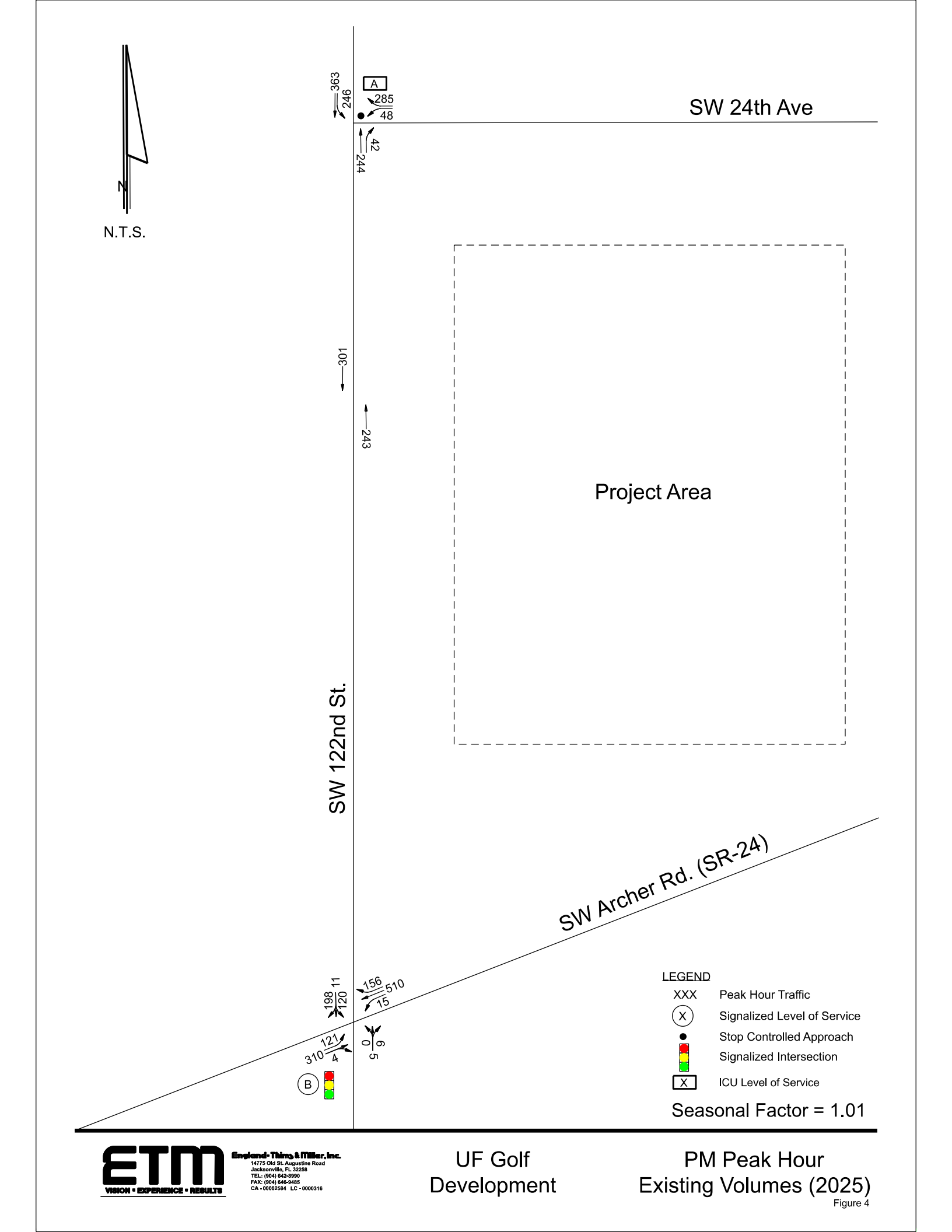
AM Peak Hour Existing Volumes (2025)

Figure 3



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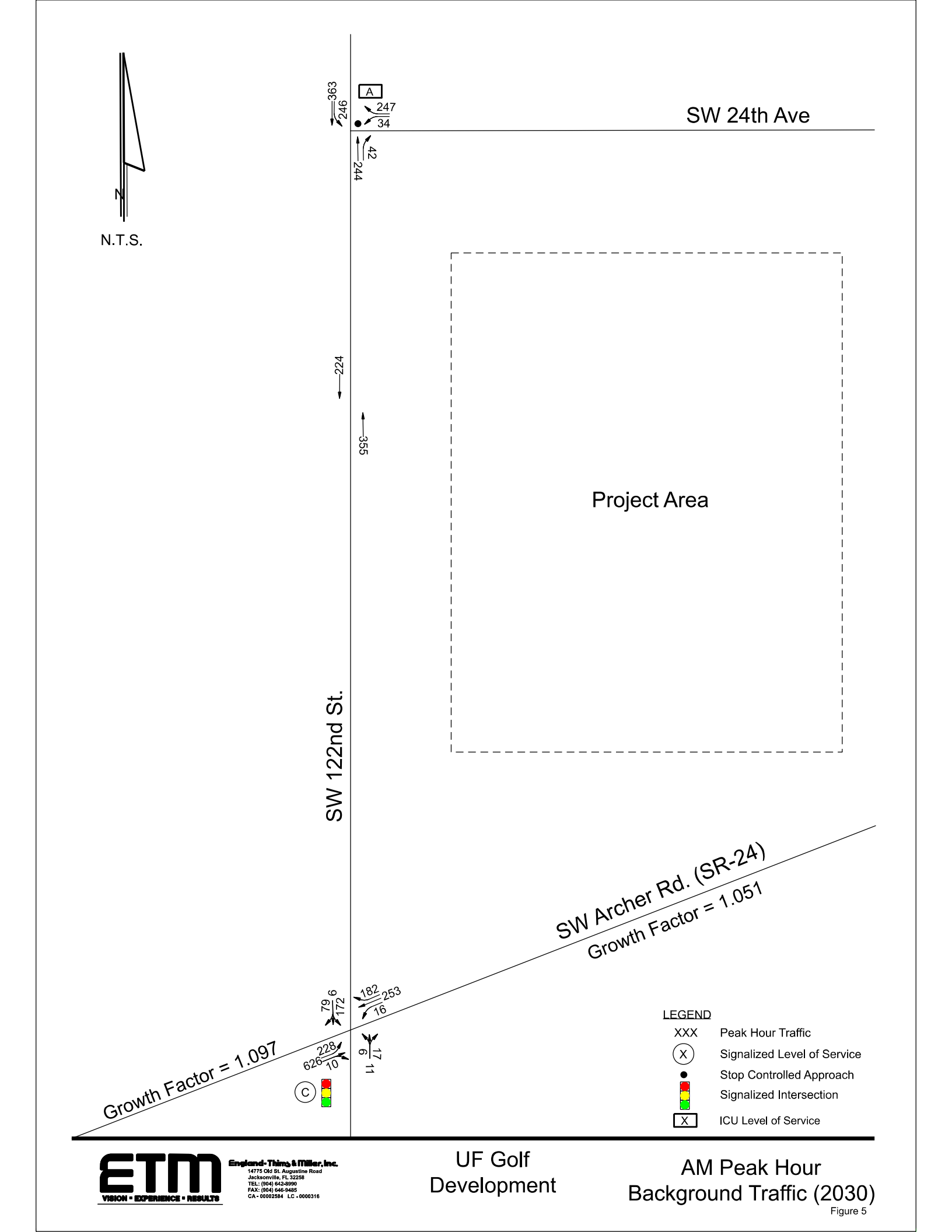
PM Peak Hour Existing Volumes (2025)

Figure 4



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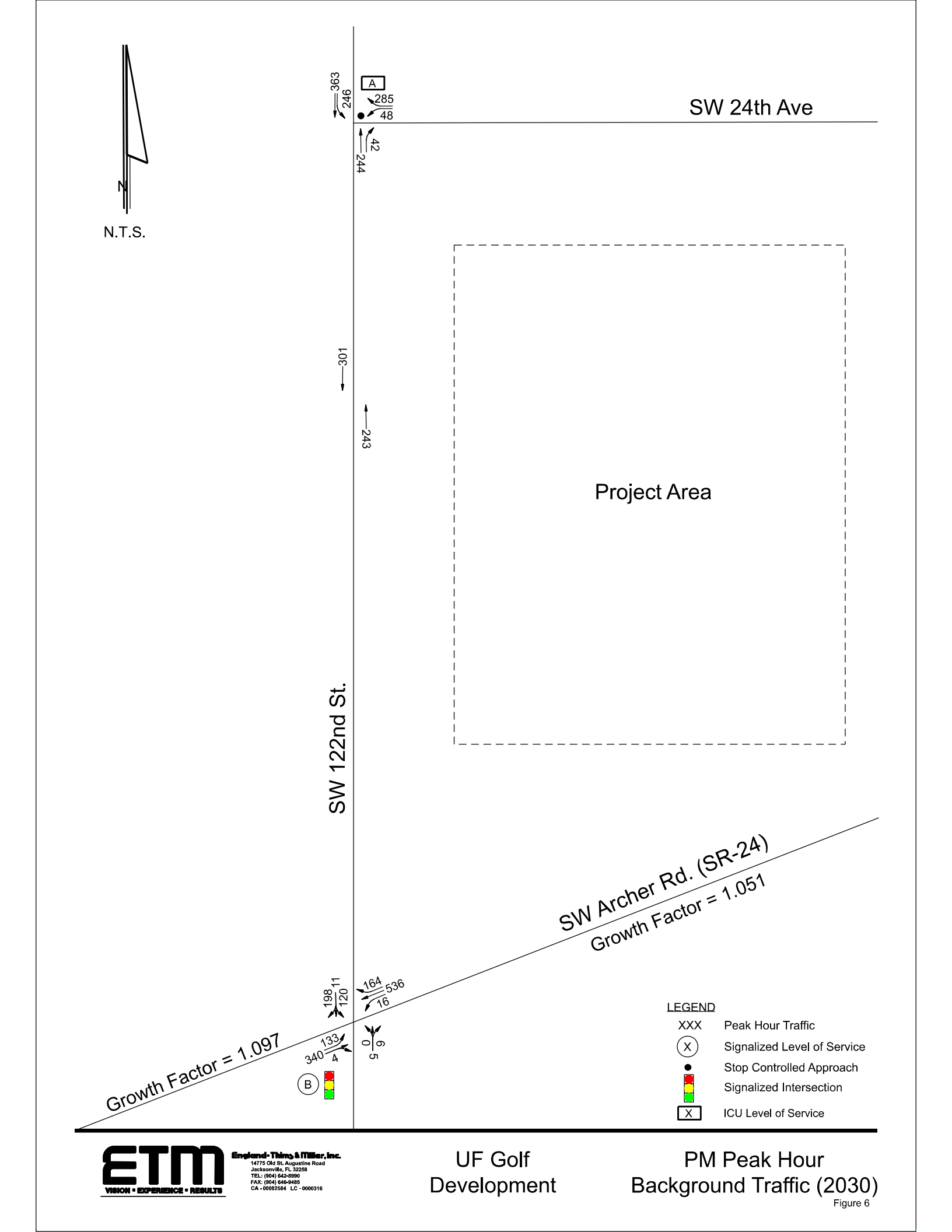
AM Peak Hour Background Traffic (2030)

Figure 5



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PM Peak Hour Background Traffic (2030)

Figure 6

Trip Generation Estimates

Table 2 illustrates the gross trip generation calculations for the project during a typical weekday, morning and afternoon peak hour, based on the proposed development program.

Table 3
UF Golf
Project Trip Generation Estimates

Land Use	ITE Land Use Code	Sq. Ft. or Number of Units	Independent Variable (Units)	Estimation Method (Average Rate or Fitted Curve Equation)	Gross Trip Ends	Gross Trip Ends			
						Entering		Exiting	
						%	Volume	%	Volume
Daily									
Hotel	310	20	Rooms	T = 5.84(X)	117	50%	59	50%	58
Golf Course	430	18	Holes	T = 30.38(X)	547	50%	274	50%	273
University / College	550	50	Students	T = 1.46(X)	73	50%	37	50%	36
Total					***737***		***370***		***367***
AM Peak Hour of the Adjacent Street									
Hotel	310	20	Rooms	T = 0.34(X)	7	52%	4	48%	3
Golf Course	430	18	Holes	T = 1.68(X)	30	79%	24	21%	6
University / College	550	50	Students	T = 0.15(X)	8	78%	6	22%	2
Total					***45***		***34***		***11***
PM Peak Hour of the Adjacent Street									
Hotel	310	20	Rooms	T = 0.47(X)	9	51%	5	49%	4
Golf Course	430	18	Holes	T = 2.86(X)	51	54%	28	46%	23
University / College	550	50	Students	T = 0.15(X)	8	32%	3	68%	5
Total					***68***		***36***		***32***

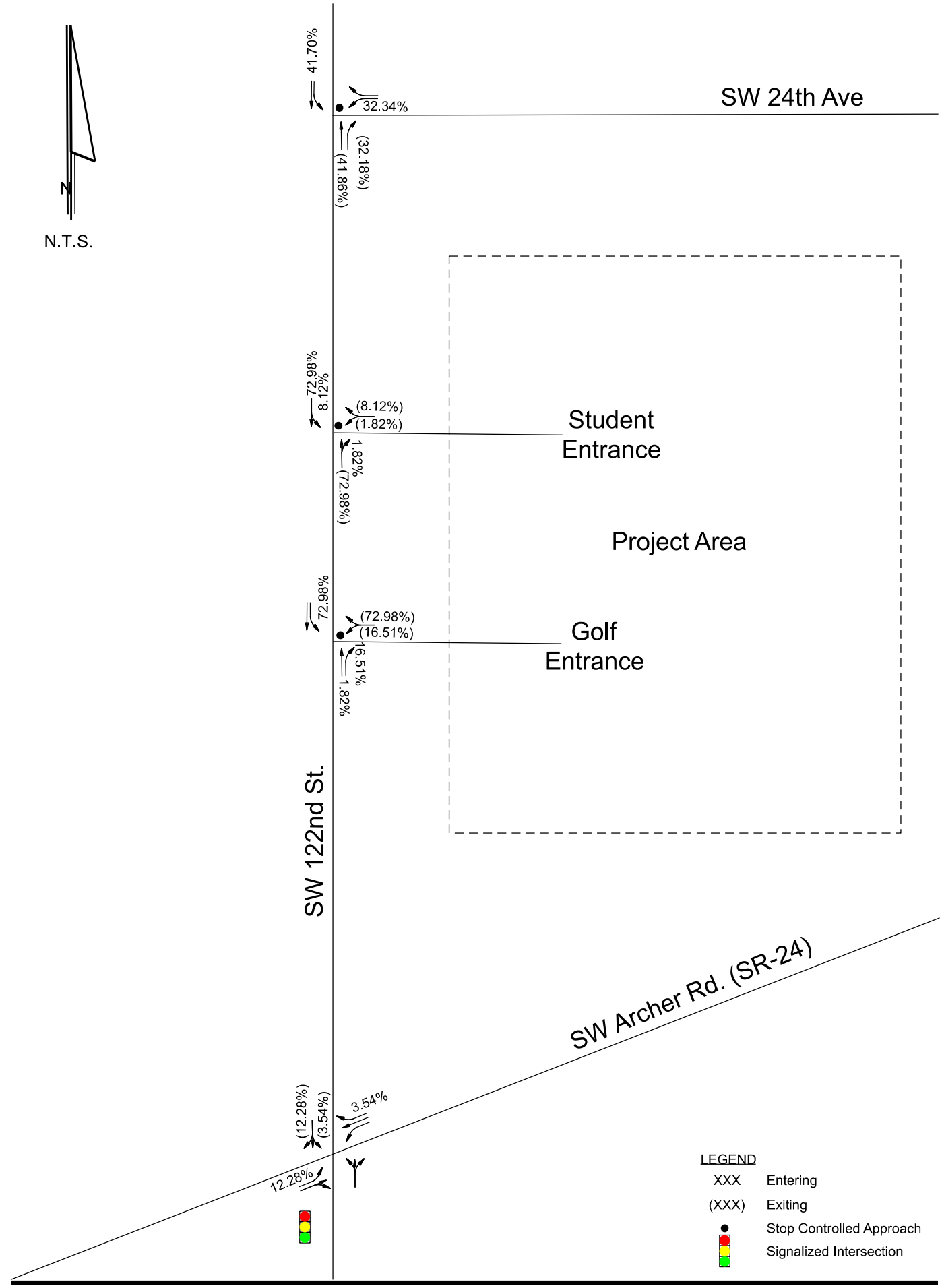
Notes:
1. Trip Generation equations and rates were calculated using the ITE Trip Generation Manual, 12th Edition
2. The cottages on the site are assumed to correspond to the Hotel ITE Land Use Code classification, based on their short-term stay characteristics.
3.The development program is preliminary and subject to revision.

Traffic Distribution and Assignment Methodology

The project traffic for the proposed development was assigned to the area roadway network based on traffic patterns derived from the Northeast Regional Planning Model (NERPM). **Figure 7** depicts the project traffic distribution at each intersection during the morning and afternoon peak hours. NERPM plots can be found in **Appendix F**.

Total Traffic Volumes

Total traffic volumes at the intersections are illustrated in **Figures 8** and **9** for the morning peak hour and afternoon peak hour at buildout of the proposed project. Levels of service for the intersections were calculated using the procedures from the seventh edition of the Highway Capacity Manual using the Synchro/SimTraffic Software program. An analysis of the intersections during the morning peak hour and afternoon peak hour indicates the level of service of the analyzed intersections are adequate. Copies of the Synchro printouts of the build-out condition are contained in **Appendix G**.



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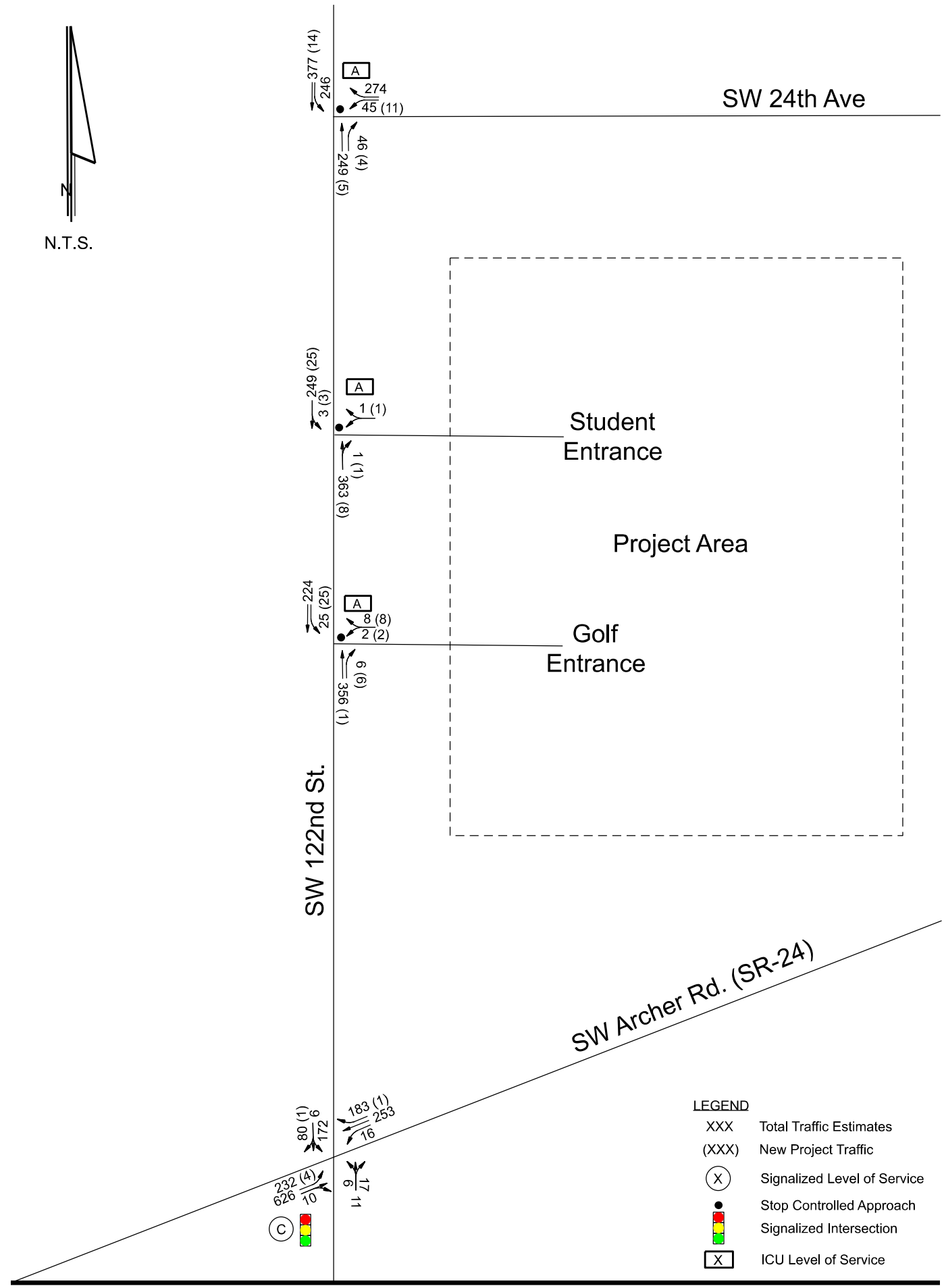
Peak Hour Project Traffic Distribution

Figure 7



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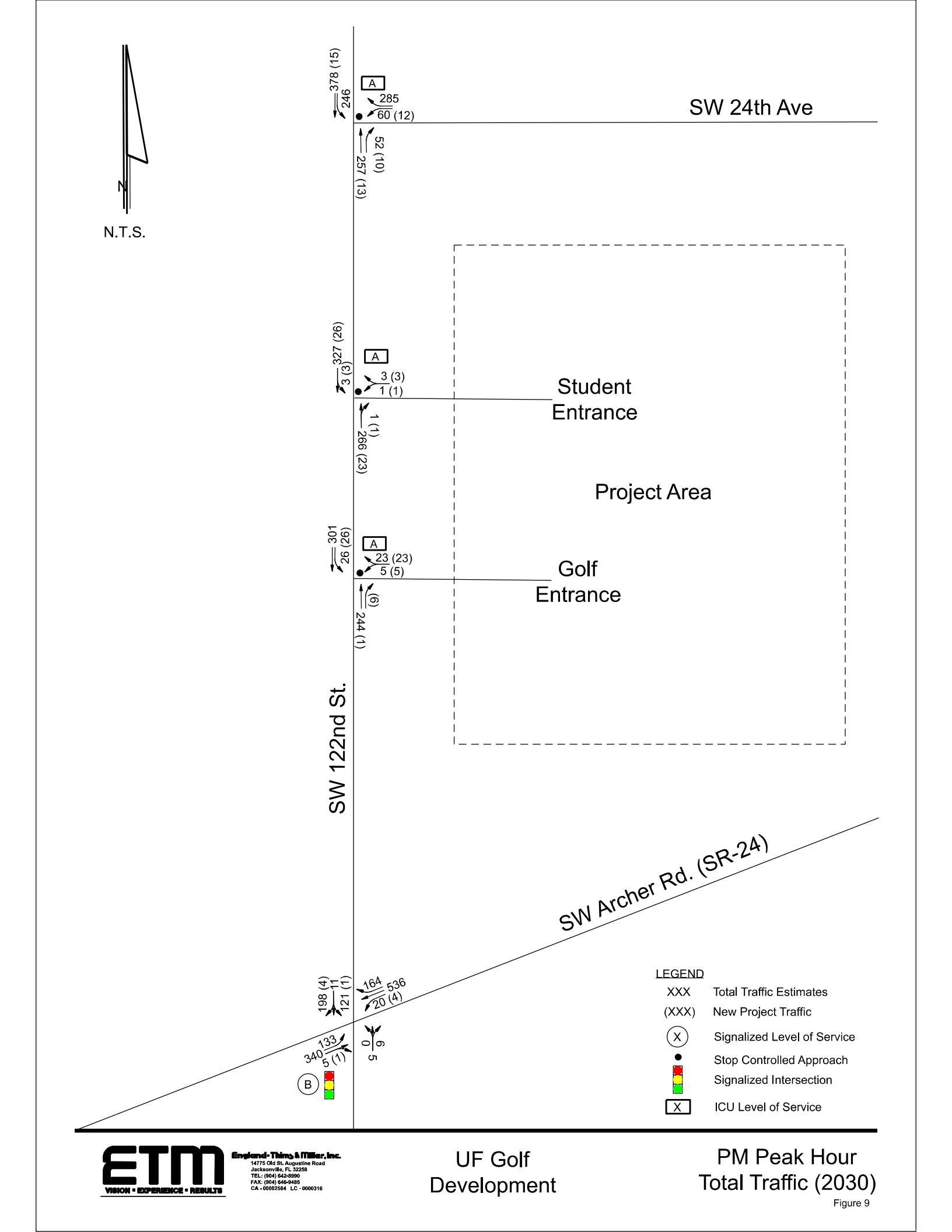
AM Peak Hour Total Traffic (2030)

Figure 8



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PM Peak Hour Total Traffic (2030)

Figure 9

Access Improvements

The need for left turn lanes at the project entrance was assessed using the criteria contained in the *Alachua County, Florida, Code of Ordinances*. **Sec. 407.136.B3** of the code states:

> *"A development with fifty (50) or more total peak hour trips connecting to a collector or arterial roadway with an operating speed of fifty (50) miles per hour or greater shall require a left turn storage lane on the collector or arterial roadway. All other developments connecting to collector or arterial roadways shall require a left turn storage lane on the collector or arterial roadway if warranted within twenty (20) years of build-out. This shall include the construction of a left turn storage lane on any collector or arterial that provides access to the development via a local road that is within one-half (½) mile of the development."*

The southern driveway is expected to experience over 50 PM peak hour trips, therefore ETM recommends the installation of a southbound left and northbound right turn lane and the project's southern golf course entrance. Design considerations for those turn lanes are shown below in **Table 4**.

Table 4
UF Golf
Recommended Turn Lane Lengths

Movement	Recommended Queue Length (ft)	Recommended Deceleration Length (ft)	Recommended Total Length (ft)
Parker Rd. & Golf Entrance			
Southbound Left Turn	100	185	285
Northbound Right Turn	0	185	185

Note: Turn lane design is in accordance with the 2025 Florida Design Manual

Conclusions

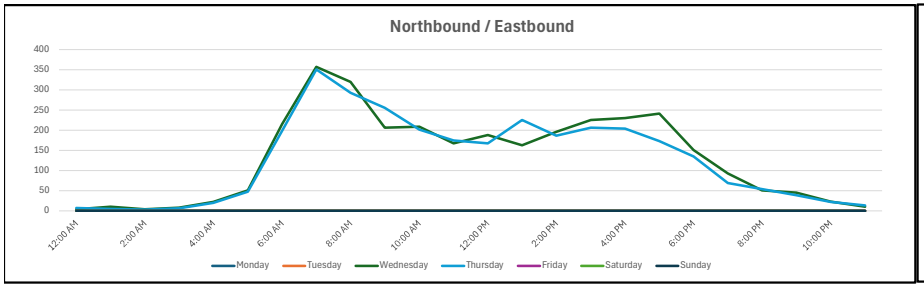
Based on the traffic analysis, the proposed project is anticipated to have minimal traffic impact on the surrounding area. All intersections within the study area are expected to operate at an acceptable level of service post-development. ETM recommends the installation of a southbound left and northbound right turn lane at the project's southern golf course entrance in accordance with Alachua County standards.

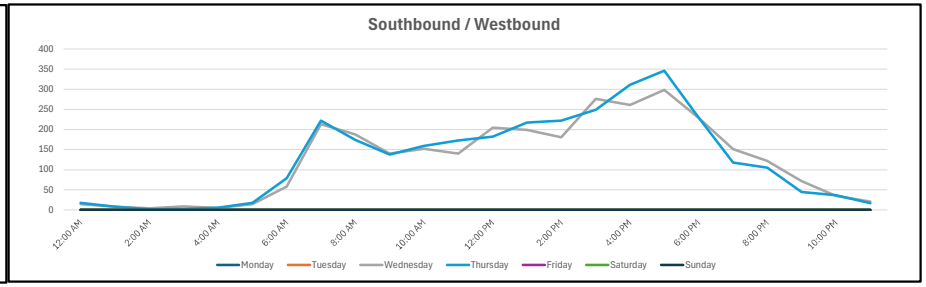
Appendix A
Traffic Data

Vehicle Volume Report - Hourly

Site Description: Parker Road South of SW 56th Place
Site Number: 4
Start Date: 11/19/2025
End Date: 11/20/2025

Time	Monday 11/17/25			Tuesday 11/18/25			Wednesday 11/19/25			Thursday 11/20/25			Friday 11/21/25			Saturday 11/22/25			Sunday 11/23/25			3 Day Avg Tue-Thu		5 Day Avg Mon-Fri		7 Day Avg Mon-Sun	
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	NB	SB	NB	SB
12:00 AM	-	-	-	-	-	-	4	15	19	7	18	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 AM	-	-	-	-	-	-	10	8	18	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 AM	-	-	-	-	-	-	4	4	8	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 AM	-	-	-	-	-	-	8	9	17	6	3	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 AM	-	-	-	-	-	-	22	5	27	20	6	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 AM	-	-	-	-	-	-	51	15	66	48	18	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM	-	-	-	-	-	-	215	58	273	198	79	277	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	-	-	-	-	-	-	357	213	570	351	222	573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 AM	-	-	-	-	-	-	320	188	508	293	174	467	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 AM	-	-	-	-	-	-	206	140	346	256	138	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 AM	-	-	-	-	-	-	209	152	361	202	159	361	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	-	-	-	-	-	-	167	140	307	175	173	348	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 PM	-	-	-	-	-	-	188	204	392	167	182	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1:00 PM	-	-	-	-	-	-	163	199	362	225	217	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2:00 PM	-	-	-	-	-	-	196	181	377	187	222	409	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	-	-	-	-	-	-	225	276	501	206	249	455	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	-	-	-	-	-	-	230	261	491	204	311	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM	-	-	-	-	-	-	241	298	539	173	346	519	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 PM	-	-	-	-	-	-	151	229	380	135	230	365	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 PM	-	-	-	-	-	-	93	151	244	69	118	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8:00 PM	-	-	-	-	-	-	51	122	173	54	105	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9:00 PM	-	-	-	-	-	-	45	72	117	39	45	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10:00 PM	-	-	-	-	-	-	23	35	58	22	37	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 PM	-	-	-	-	-	-	10	21	31	13	17	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 9:00 AM	-	-	-	-	-	-	892	459	1351	842	475	1317	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM - 6:00 PM	-	-	-	-	-	-	696	835	1531	583	906	1489	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6:00 AM - 7:00 PM	-	-	-	-	-	-	2868	2539	5407	2772	2702	5474	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00 AM - 12:00 AM	-	-	-	-	-	-	3189	2996	6185	3058	3079	6137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Percent	-	-	-	-	-	-	*51.6%*	*48.4%*	*100.0%*	*49.8%*	*50.2%*	*100.0%*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM Peak	-	-		-	-		7:00 AM	8:00 AM		7:00 AM	8:00 AM		-	-		-	-		-	-							
PM Peak	-	-		-	-		5:00 PM	6:00 PM		5:00 PM	6:00 PM		-	-		-	-		-	-							





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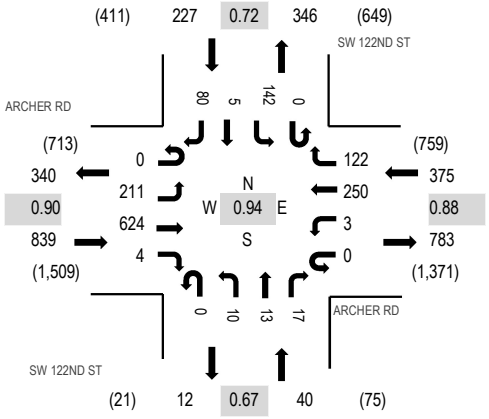
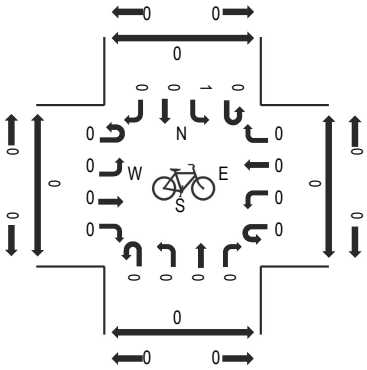
(303) 216-2439
www.alltrafficdata.net

Location: 1 SW 122ND ST & ARCHER RD AM
Date: Wednesday, November 19, 2025
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

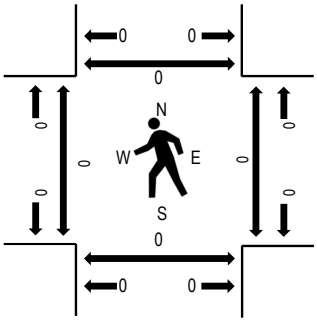
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARCHER RD Eastbound				ARCHER RD Westbound				SW 122ND ST Northbound				SW 122ND ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	57	161	0	0	0	66	23	0	7	4	4	0	16	0	25	363	1,481	0	0	0	0
7:15 AM	0	57	173	3	0	1	62	40	0	2	4	3	0	29	0	17	391	1,454	0	0	0	0
7:30 AM	0	42	173	0	0	0	67	42	0	0	3	4	0	37	3	21	392	1,384	0	0	0	0
7:45 AM	0	55	117	1	0	2	55	17	0	1	2	6	0	60	2	17	335	1,317	0	0	0	0
8:00 AM	0	48	121	1	0	0	79	34	0	2	7	3	0	19	1	21	336	1,273	0	0	0	0
8:15 AM	0	51	117	0	0	0	67	31	0	2	5	3	0	25	1	19	321		0	0	0	0
8:30 AM	0	41	132	0	0	0	62	26	0	0	3	4	0	29	2	26	325		0	0	0	0
8:45 AM	0	41	115	3	0	1	68	16	0	0	0	6	0	14	0	27	291		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	3	0	0	0	2	0	0	0	0	0	0	0	0	3	10
Lights	0	204	614	3	0	2	239	118	0	8	13	12	0	133	4	74	1,424
Mediums	0	5	7	1	0	1	9	4	0	2	0	5	0	9	1	3	47
Total	0	211	624	4	0	3	250	122	0	10	13	17	0	142	5	80	1,481

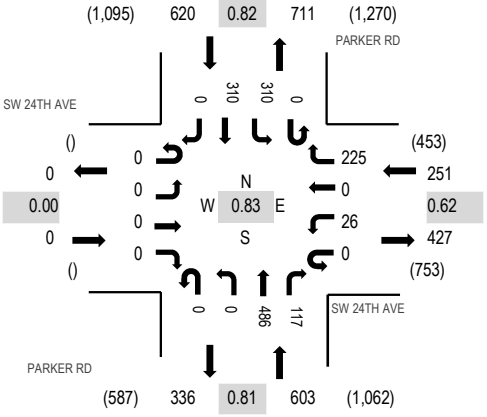
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		2.1%				4.3%				17.5%				7.0%			3.8%
Heavy Vehicle %	0.0%	3.3%	1.6%	25.0%	0.0%	33.3%	4.4%	3.3%	0.0%	20.0%	0.0%	29.4%	0.0%	6.3%	20.0%	7.5%	3.8%
Peak Hour Factor		0.90				0.88				0.67				0.72			0.94
Peak Hour Factor	0.00	0.93	0.90	0.42	0.00	0.38	0.87	0.79	0.00	0.36	0.61	0.71	0.00	0.60	0.58	0.86	0.94

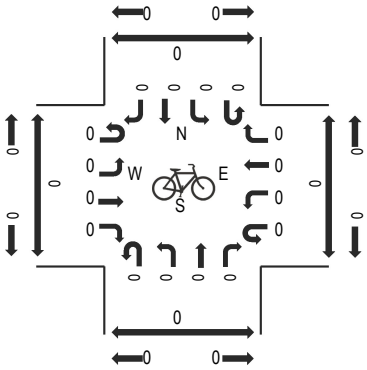
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 PARKER RD & SW 24TH AVE AM
Date: Wednesday, November 19, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

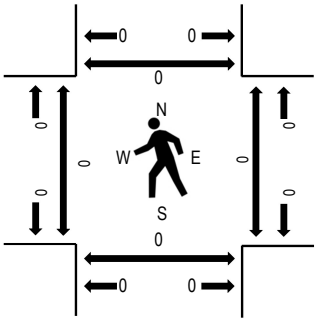
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW 24TH AVE Eastbound				SW 24TH AVE Westbound				PARKER RD Northbound				PARKER RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	0	0	9	0	22	0	0	98	31	0	78	67	0	305	1,473	0	0	0	0
7:15 AM	0	0	0	0	0	6	0	58	0	0	144	49	0	82	107	0	446	1,474	0	0	0	0
7:30 AM	0	0	0	0	0	10	0	94	0	0	139	26	0	52	95	0	416	1,348	0	0	0	0
7:45 AM	0	0	0	0	0	6	0	35	0	0	118	21	0	65	61	0	306	1,183	0	0	0	0
8:00 AM	0	0	0	0	0	4	0	38	0	0	85	21	0	111	47	0	306	1,137	0	0	0	0
8:15 AM	0	0	0	0	0	4	0	67	0	0	98	24	0	73	54	0	320		0	0	0	0
8:30 AM	0	0	0	0	0	3	0	45	0	0	84	13	0	51	55	0	251		0	0	0	0
8:45 AM	0	0	0	0	0	5	0	47	0	0	98	13	0	43	54	0	260		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	0	0	0	0	26	0	222	0	0	480	113	0	303	295	0	1,439
Mediums	0	0	0	0	0	0	0	3	0	0	5	4	0	7	13	0	32
Total	0	0	0	0	0	26	0	225	0	0	486	117	0	310	310	0	1,474

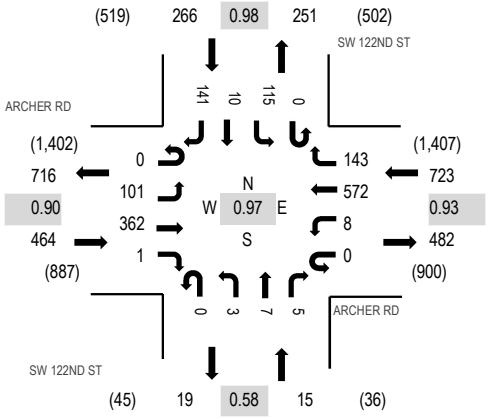
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				1.2%				1.7%				3.5%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	1.2%	3.4%	0.0%	2.3%	4.8%	0.0%	2.4%
Peak Hour Factor		0.00				0.62				0.81				0.82			0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.78	0.00	0.62	0.00	0.00	0.87	0.65	0.00	0.70	0.77	0.00	0.83

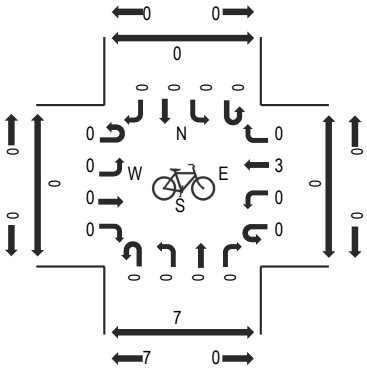
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 SW 122ND ST & ARCHER RD PM
Date: Wednesday, November 19, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

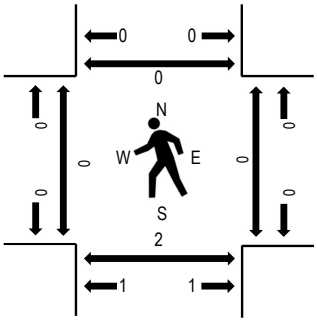
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ARCHER RD Eastbound				ARCHER RD Westbound				SW 122ND ST Northbound				SW 122ND ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	28	72	1	0	0	144	37	0	0	5	4	0	28	2	42	363	1,381	0	0	0	0
4:15 PM	0	25	85	1	0	5	137	34	0	0	1	4	0	16	1	48	357	1,387	0	0	0	0
4:30 PM	0	22	74	1	0	5	130	32	0	0	2	2	0	28	3	35	334	1,390	0	0	0	0
4:45 PM	0	29	85	0	0	4	121	35	0	2	1	0	0	20	3	27	327	1,436	0	0	0	0
5:00 PM	0	33	100	0	0	0	124	37	0	0	4	3	0	29	2	37	369	1,468	0	0	1	0
5:15 PM	0	20	94	1	0	4	144	31	0	0	2	1	0	36	2	25	360		0	0	1	0
5:30 PM	0	33	83	0	0	3	149	43	0	1	1	0	0	23	4	40	380		0	0	0	0
5:45 PM	0	15	85	0	0	1	155	32	0	2	0	1	0	27	2	39	359		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	101	356	1	0	8	568	143	0	3	7	5	0	113	10	141	1,456
Mediums	0	0	5	0	0	0	3	0	0	0	0	0	0	2	0	0	10
Total	0	101	362	1	0	8	572	143	0	3	7	5	0	115	10	141	1,468

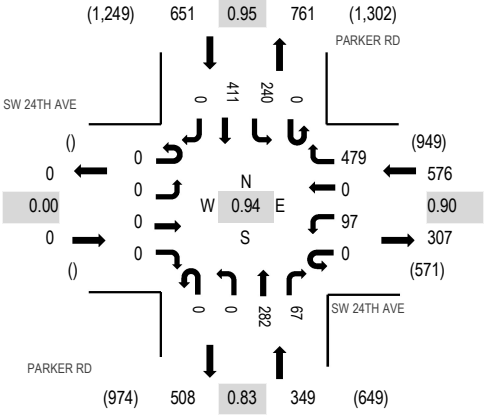
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.3%				0.6%				0.0%				0.8%			0.8%
Heavy Vehicle %	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.7%	0.0%	0.0%	0.8%
Peak Hour Factor		0.90				0.93				0.58				0.98			0.97
Peak Hour Factor	0.00	0.87	0.91	0.75	0.00	0.70	0.92	0.85	0.00	0.38	0.45	0.63	0.00	0.80	0.69	0.79	0.97

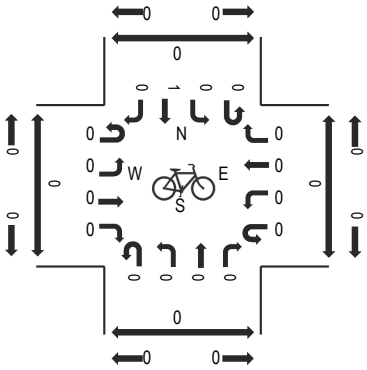
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 PARKER RD & SW 24TH AVE PM
Date: Wednesday, November 19, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

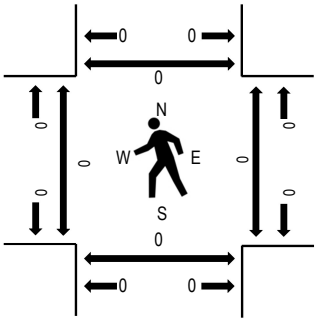
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SW 24TH AVE Eastbound				SW 24TH AVE Westbound				PARKER RD Northbound				PARKER RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	0	0	0	12	0	65	0	0	68	12	0	38	80	0	275	1,271	0	0	0	0
4:15 PM	0	0	0	0	0	12	0	59	0	0	51	15	0	61	104	0	302	1,413	0	0	0	0
4:30 PM	0	0	0	0	0	23	0	85	0	0	61	20	0	57	105	0	351	1,522	0	0	0	0
4:45 PM	0	0	0	0	0	24	0	93	0	0	59	14	0	47	106	0	343	1,563	0	0	0	0
5:00 PM	0	0	0	0	0	20	0	140	0	0	65	18	0	63	111	0	417	1,576	0	0	0	0
5:15 PM	0	0	0	0	0	24	0	123	0	0	72	17	0	70	105	0	411		0	0	0	0
5:30 PM	0	0	0	0	0	27	0	119	0	0	85	20	0	51	90	0	392		0	0	0	0
5:45 PM	0	0	0	0	0	26	0	97	0	0	60	12	0	56	105	0	356		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	97	0	477	0	0	282	67	0	239	409	0	1,571
Mediums	0	0	0	0	0	0	0	2	0	0	0	0	0	1	2	0	5
Total	0	0	0	0	0	97	0	479	0	0	282	67	0	240	411	0	1,576

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.3%				0.0%				0.5%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.5%	0.0%	0.3%
Peak Hour Factor		0.00				0.90				0.83				0.95			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.90	0.00	0.86	0.00	0.00	0.83	0.86	0.00	0.86	0.96	0.00	0.94

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 2600 ALACHUA COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.05	1.08
2	01/07/2024 - 01/13/2024	1.05	1.08
3	01/14/2024 - 01/20/2024	1.05	1.08
4	01/21/2024 - 01/27/2024	1.03	1.06
5	01/28/2024 - 02/03/2024	1.01	1.04
6	02/04/2024 - 02/10/2024	1.00	1.03
7	02/11/2024 - 02/17/2024	0.98	1.01
* 8	02/18/2024 - 02/24/2024	0.98	1.01
* 9	02/25/2024 - 03/02/2024	0.98	1.01
*10	03/03/2024 - 03/09/2024	0.98	1.01
*11	03/10/2024 - 03/16/2024	0.98	1.01
*12	03/17/2024 - 03/23/2024	0.97	1.00
*13	03/24/2024 - 03/30/2024	0.97	1.00
*14	03/31/2024 - 04/06/2024	0.96	0.99
*15	04/07/2024 - 04/13/2024	0.96	0.99
*16	04/14/2024 - 04/20/2024	0.95	0.98
*17	04/21/2024 - 04/27/2024	0.96	0.99
*18	04/28/2024 - 05/04/2024	0.97	1.00
*19	05/05/2024 - 05/11/2024	0.97	1.00
*20	05/12/2024 - 05/18/2024	0.98	1.01
21	05/19/2024 - 05/25/2024	0.99	1.02
22	05/26/2024 - 06/01/2024	1.00	1.03
23	06/02/2024 - 06/08/2024	1.00	1.03
24	06/09/2024 - 06/15/2024	1.01	1.04
25	06/16/2024 - 06/22/2024	1.02	1.05
26	06/23/2024 - 06/29/2024	1.03	1.06
27	06/30/2024 - 07/06/2024	1.04	1.07
28	07/07/2024 - 07/13/2024	1.05	1.08
29	07/14/2024 - 07/20/2024	1.06	1.09
30	07/21/2024 - 07/27/2024	1.05	1.08
31	07/28/2024 - 08/03/2024	1.04	1.07
32	08/04/2024 - 08/10/2024	1.03	1.06
33	08/11/2024 - 08/17/2024	1.02	1.05
34	08/18/2024 - 08/24/2024	1.02	1.05
35	08/25/2024 - 08/31/2024	1.03	1.06
36	09/01/2024 - 09/07/2024	1.03	1.06
37	09/08/2024 - 09/14/2024	1.03	1.06
38	09/15/2024 - 09/21/2024	1.03	1.06
39	09/22/2024 - 09/28/2024	1.01	1.04
40	09/29/2024 - 10/05/2024	1.00	1.03
41	10/06/2024 - 10/12/2024	0.98	1.01
42	10/13/2024 - 10/19/2024	0.96	0.99
43	10/20/2024 - 10/26/2024	0.97	1.00
44	10/27/2024 - 11/02/2024	0.98	1.01
45	11/03/2024 - 11/09/2024	0.99	1.02
46	11/10/2024 - 11/16/2024	1.00	1.03
47	11/17/2024 - 11/23/2024	1.01	1.04
48	11/24/2024 - 11/30/2024	1.02	1.05
49	12/01/2024 - 12/07/2024	1.03	1.06
50	12/08/2024 - 12/14/2024	1.04	1.07
51	12/15/2024 - 12/21/2024	1.05	1.08
52	12/22/2024 - 12/28/2024	1.05	1.08
53	12/29/2024 - 12/31/2024	1.05	1.08

* PEAK SEASON

Appendix B
Turning Movement Count Calculations

20-235-04 UF Golf
Intersection Volumes AM

Trip Generation

Period	Enter	Exit	SF	AGR	Years	Legend
AM Peak	34	11	1.01	1.051	5	Backg'd + (Project) = Total

Intersection: Student Entrance & SW 122nd St. # 1

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**		1.82%	**0**	**0**	
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**		8.12%	**1**	**1**	(1)
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	351	1.01	**355**	1.000	**355**		72.98%	**8**	**363**	355 + (8) = 363
	R	0	1.01	**0**	1.000	**0**	1.82%		**1**	**1**	(1)
	L	0	1.01	**0**	1.000	**0**	8.12%		**3**	**3**	(3)
SB	T	222	1.01	**224**	1.000	**224**	72.98%		**25**	**249**	224 + (25) = 249
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

Intersection: Golf Course Entrance & SW 122nd St. # 2

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**		16.51%	**2**	**2**	(2)
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**		72.98%	**8**	**8**	(8)
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	351	1.01	**355**	1.000	**355**	1.82%		**1**	**356**	355 + (1) = 356
	R	0	1.01	**0**	1.000	**0**	16.51%		**6**	**6**	(6)
	L	0	1.01	**0**	1.000	**0**	72.98%		**25**	**25**	(25)
SB	T	222	1.01	**224**	1.000	**224**			**0**	**224**	224
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

Intersection: SW Archer Rd. (SR-24) & SW 122nd St. # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	206	1.01	**208**	1.097	**228**	12.28%		**4**	**232**	228 + (4) = 232
EB	T	565	1.01	**571**	1.097	**626**			**0**	**626**	626
	R	9	1.01	**9**	1.097	**10**			**0**	**10**	10
	L	15	1.01	**15**	1.051	**16**			**0**	**16**	16
WB	T	239	1.01	**241**	1.051	**253**			**0**	**253**	253
	R	171	1.01	**173**	1.051	**182**	3.54%		**1**	**183**	182 + (1) = 183
	L	6	1.01	**6**	1.000	**6**			**0**	**6**	6
NB	T	11	1.01	**11**	1.000	**11**			**0**	**11**	11
	R	17	1.01	**17**	1.000	**17**			**0**	**17**	17
	L	170	1.01	**172**	1.000	**172**		3.54%	**0**	**172**	172
SB	T	6	1.01	**6**	1.000	**6**			**0**	**6**	6
	R	78	1.01	**79**	1.000	**79**		12.28%	**1**	**80**	79 + (1) = 80

Growth Rate=1 on Side streets (local traffic)

Intersection: SW 24th Ave & SW 122nd St. # 4

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	34	1.01	**34**	1.000	**34**	32.34%		**11**	**45**	34 + (11) = 45
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	245	1.01	**247**	1.000	**247**			**0**	**247**	247
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	478	1.01	**244**	1.000	**244**		41.86%	**5**	**249**	244 + (5) = 249
	R	123	1.01	**42**	1.000	**42**		32.18%	**4**	**46**	42 + (4) = 46
	L	307	1.01	**246**	1.000	**246**			**0**	**246**	246
SB	T	355	1.01	**363**	1.000	**363**	41.70%		**14**	**377**	363 + (14) = 377
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

20-235-04 UF Golf
Intersection Volumes PM

Trip Generation

Period	Enter	Exit	SF	AGR	Years	Legend
AM Peak	36	32	1.01	1.051	5	Backg'd + (Project) = Total

Intersection: Student Entrance & SW 122nd St. # 1

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**		1.82%	**1**	**1**	(1)
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**		8.12%	**3**	**3**	(3)
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	241	1.01	**243**	1.000	**243**		72.98%	**23**	**266**	243 + (23) = 266
	R	0	1.01	**0**	1.000	**0**	1.82%		**1**	**1**	(1)
	L	0	1.01	**0**	1.000	**0**	8.12%		**3**	**3**	(3)
SB	T	298	1.01	**301**	1.000	**301**	72.98%		**26**	**327**	301 + (26) = 327
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

Intersection: Golf Course Entrance & SW 122nd St. # 2

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	UT	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	0	1.01	**0**	1.000	**0**		16.51%	**5**	**5**	(5)
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**		72.98%	**23**	**23**	(23)
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	241	1.01	**243**	1.000	**243**	1.82%		**1**	**244**	243 + (1) = 244
	R	0	1.01	**0**	1.000	**0**	16.51%		**6**	**6**	(6)
	L	0	1.01	**0**	1.000	**0**	72.98%		**26**	**26**	(26)
SB	T	298	1.01	**301**	1.000	**301**			**0**	**301**	301
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

Intersection: SW Archer Rd. (SR-24) & SW 122nd St. # 3

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	120	1.01	**121**	1.097	**133**	12.28%		**4**	**137**	133 + (4) = 137
EB	T	307	1.01	**310**	1.097	**340**			**0**	**340**	340
	R	4	1.01	**4**	1.097	**4**			**0**	**4**	4
	L	15	1.01	**15**	1.051	**16**			**0**	**16**	16
WB	T	505	1.01	**510**	1.051	**536**			**0**	**536**	536
	R	154	1.01	**156**	1.051	**164**	3.54%		**1**	**165**	164 + (1) = 165
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	5	1.01	**5**	1.000	**5**			**0**	**5**	5
	R	6	1.01	**6**	1.000	**6**			**0**	**6**	6
	L	119	1.01	**120**	1.000	**120**		3.54%	**1**	**121**	120 + (1) = 121
SB	T	11	1.01	**11**	1.000	**11**			**0**	**11**	11
	R	196	1.01	**198**	1.000	**198**		12.28%	**4**	**202**	198 + (4) = 202

Growth Rate=1 on Side streets (local traffic)

Intersection: SW 24th Ave & SW 122nd St. # 4

Approach	Movement	Raw	FTO SF	Existing Adj	Growth Factor	Background	%Proj In	%Proj Out	Project Trips	Total	Backg'd + (Project) = Total
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
EB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	0	1.01	**0**	1.000	**0**			**0**	**0**	
	L	48	1.01	**48**	1.000	**48**	32.34%		**12**	**60**	48 + (12) = 60
WB	T	0	1.01	**0**	1.000	**0**			**0**	**0**	
	R	282	1.01	**285**	1.000	**285**			**0**	**285**	285
	L	0	1.01	**0**	1.000	**0**			**0**	**0**	
NB	T	5	1.01	**244**	1.000	**244**		41.86%	**13**	**257**	244 + (13) = 257
	R	6	1.01	**42**	1.000	**42**		32.18%	**10**	**52**	42 + (10) = 52
	L	119	1.01	**246**	1.000	**246**			**0**	**246**	246
SB	T	11	1.01	**363**	1.000	**363**	41.70%		**15**	**378**	363 + (15) = 378
	R	196	1.01	**0**	1.000	**0**			**0**	**0**	

Growth Rate=1 on Side streets (local traffic)

Appendix C
Existing Traffic Conditions – Synchro

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	247	244	42	246	363
Future Volume (vph)	34	247	244	42	246	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1825	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1825	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		22992			5311
Travel Time (s)	37.4		522.5			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	268	265	46	267	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	268	311	0	267	395
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	247	244	42	246	363
Future Vol, veh/h	34	247	244	42	246	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	268	265	46	267	395

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1217	288	0	0	311	0
Stage 1	288	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	751	-	-	1250	-
Stage 1	761	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	751	-	-	1250	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.15	0	3.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	751	1250	-
HCM Lane V/C Ratio	-	-	0.236	0.357	0.214	-
HCM Ctrl Dly (s/v)	-	-	34.9	12.4	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	1.6	0.8	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	11	17	172	6	79	208	571	9	15	241	173
Future Volume (vph)	6	11	17	172	6	79	208	571	9	15	241	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.959			0.998				0.850
Flt Protected		0.991			0.968		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1729	0	1770	1859	0	1770	1863	1583
Flt Permitted		0.940			0.777		0.414			0.220		
Satd. Flow (perm)	0	1635	0	0	1388	0	771	1859	0	410	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			39			2				188
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			22992			2061			2095	
Travel Time (s)		33.6			522.5			46.8			47.6	
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
Adj. Flow (vph)	7	12	18	187	7	86	226	621	10	16	262	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	280	0	226	631	0	16	262	188
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	23.5	23.5		23.5	23.5		13.8	27.0		9.5	22.7	22.7
Total Split (%)	39.2%	39.2%		39.2%	39.2%		23.0%	45.0%		15.8%	37.8%	37.8%
Maximum Green (s)	19.0	19.0		19.0	19.0		9.3	22.5		5.0	18.2	18.2
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		19.0			19.0		31.8	22.5		23.2	18.2	18.2
Actuated g/C Ratio		0.32			0.32		0.53	0.38		0.39	0.30	0.30
v/c Ratio		0.07			0.60		0.40	0.90		0.06	0.46	0.31

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		10.2			21.2		9.9	37.8		7.8	20.2	4.5
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		10.2			21.2		9.9	37.8		7.8	20.2	4.5
LOS		B			C		A	D		A	C	A
Approach Delay (s/veh)		10.2			21.2			30.4			13.5	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		5			71		40	209		3	76	0
Queue Length 95th (ft)		22			142		73	#398		10	136	38
Internal Link Dist (ft)		1400			22912			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		530			466		563	698		271	565	611
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.07			0.60		0.40	0.90		0.06	0.46	0.31

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay (s/veh): 23.6		Intersection LOS: C	
Intersection Capacity Utilization 67.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:

Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	11	17	172	6	79	208	571	9	15	241	173
Future Volume (veh/h)	6	11	17	172	6	79	208	571	9	15	241	173
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	12	9	187	7	45	226	621	6	16	262	93
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	168	271	172	453	27	86	591	693	7	316	567	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.16	0.38	0.38	0.08	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	14.4	0.0	0.0	19.0	0.0	0.0	11.7	0.0	34.0	13.5	19.6	16.4
Ln Grp LOS	B			B			B		C	B	B	B
Approach Vol, veh/h		28			239			853			371	
Approach Delay, s/veh		14.4			19.0			28.1			18.5	
Approach LOS		B			B			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		23.5	9.5	27.0		23.5	13.8	22.7
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		19.0	5.0	22.5		19.0	9.3	18.2
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.3	3.8	4.9
Max Q Clear (g_c+I1), s		2.7	2.3	21.0		10.0	6.5	8.8
Green Ext Time (g_e), s		0.1	0.0	0.7		0.9	0.2	1.2
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		293	1781			1091	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		856		1849		84		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		544		18		273		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	28	16	0	0	239	226	0
Grp Sat Flow (s), veh/h/ln	0	1693	1781	0	0	1448	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.3	0.0	0.0	7.3	4.5	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	0.3	0.0	0.0	8.0	4.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1374	799	0	0	1413	1026	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1847	0	0	0	1800	0	0
Perm LT Eff Green (g_p), s	0.0	19.0	18.2	0.0	0.0	19.0	20.0	0.0
Perm LT Serve Time (g_u), s	0.0	11.0	3.5	0.0	0.0	18.3	11.4	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.3	0.0	0.0	7.3	2.4	0.0
Time to First Blk (g_f), s	0.0	5.6	0.0	0.0	0.0	0.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.7	0.0	0.0	0.0	0.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.25	1.00	0.00	0.00	0.78	1.00	0.00
Lane Grp Cap (c), veh/h	0	611	316	0	0	565	591	0
V/C Ratio (X)	0.00	0.05	0.05	0.00	0.00	0.42	0.38	0.00
Avail Cap (c_a), veh/h	0	611	316	0	0	565	591	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	14.2	13.2	0.0	0.0	16.7	9.8	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.3	0.0	0.0	2.3	1.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.4	13.5	0.0	0.0	19.0	11.7	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	2.4	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.1	0.0	0.0	2.8	1.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.12	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	262
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.8
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	567
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	567
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	627	0	0	0	93
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	2.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	2.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.01	0.00	0.19	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	700	0	0	0	481
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.19
Avail Cap (c_a), veh/h	0	0	0	700	0	0	0	481
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.6	0.0	0.0	0.0	15.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	16.3	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	34.0	0.0	0.0	0.0	16.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.1	0.0	0.0	0.0	0.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	10.3	0.0	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	24.0
HCM 7th LOS	C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	285	244	42	246	363
Future Volume (vph)	48	285	244	42	246	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1825	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1825	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		22992			5311
Travel Time (s)	37.4		522.5			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	310	265	46	267	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	310	311	0	267	395
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	285	244	42	246	363
Future Vol, veh/h	48	285	244	42	246	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	310	265	46	267	395

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1217	288	0	0	311	0
Stage 1	288	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	751	-	-	1250	-
Stage 1	761	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	751	-	-	1250	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.84	0	3.5
HCM LOS	C		

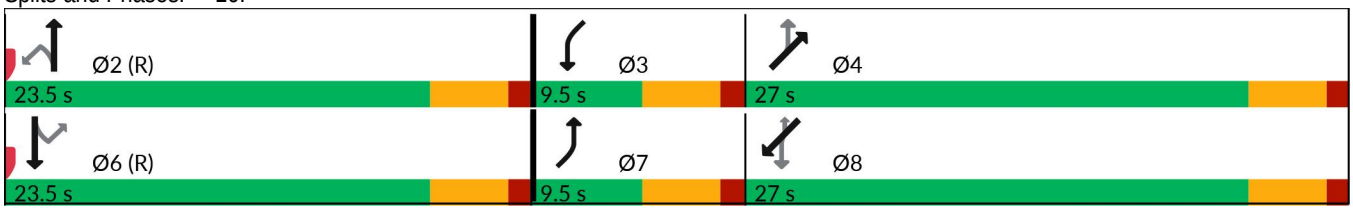
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	751	1250	-
HCM Lane V/C Ratio	-	-	0.333	0.412	0.214	-
HCM Ctrl Dly (s/v)	-	-	39	13.1	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	2	0.8	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	5	6	120	11	198	121	310	4	15	510	156
Future Volume (vph)	0	5	6	120	11	198	121	310	4	15	510	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.919			0.998				0.850
Flt Protected					0.982		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1681	0	1770	1859	0	1770	1863	1583
Flt Permitted					0.876		0.210			0.450		
Satd. Flow (perm)	0	1716	0	0	1500	0	391	1859	0	838	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			133			1				170
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			22992			2061			2095	
Travel Time (s)		33.6			522.5			46.8			47.6	
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
Adj. Flow (vph)	0	5	7	130	12	215	132	337	4	16	554	170
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	357	0	132	341	0	16	554	170
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	23.5	23.5		23.5	23.5		9.5	27.0		9.5	27.0	27.0
Total Split (%)	39.2%	39.2%		39.2%	39.2%		15.8%	45.0%		15.8%	45.0%	45.0%
Maximum Green (s)	19.0	19.0		19.0	19.0		5.0	22.5		5.0	22.5	22.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		19.0			19.0		27.5	22.5		27.5	22.5	22.5
Actuated g/C Ratio		0.32			0.32		0.46	0.38		0.46	0.38	0.38
v/c Ratio		0.02			0.63		0.45	0.49		0.03	0.79	0.24

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		10.7			16.6		12.5	17.3		7.0	27.5	3.5
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		10.7			16.6		12.5	17.3		7.0	27.5	3.5
LOS		B			B		B	B		A	C	A
Approach Delay (s/veh)		10.7			16.6			15.9			21.5	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		1			64		22	91		3	173	0
Queue Length 95th (ft)		11			145		45	157		10	#327	32
Internal Link Dist (ft)		1400			22912			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		548			565		294	697		461	698	699
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.02			0.63		0.45	0.49		0.03	0.79	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 18.7		Intersection LOS: B	
Intersection Capacity Utilization 70.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	5	6	120	11	198	121	310	4	15	510	156
Future Volume (veh/h)	0	5	6	120	11	198	121	310	4	15	510	156
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	5	4	130	12	112	132	337	2	16	554	90
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	305	244	309	51	212	356	697	4	515	701	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.32	0.32	0.32	0.32	0.32	0.08	0.38	0.38	0.08	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	14.1	19.1	0.0	0.0	14.9	0.0	16.7	9.6	25.5	13.0
Ln Grp LOS			B	B			B		B	A	C	B
Approach Vol, veh/h		9			254			471			660	
Approach Delay, s/veh		14.1			19.1			16.2			23.4	
Approach LOS		B			B			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		23.5	9.5	27.0		23.5	9.5	27.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		19.0	5.0	22.5		19.0	5.0	22.5
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.1
Max Q Clear (g_c+I1), s		2.2	2.3	10.3		10.0	4.6	17.8
Green Ext Time (g_e), s		0.0	0.0	1.6		1.0	0.0	1.7
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		0	1781			690	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		962		1857		161		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		770		11		671		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment			L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	16	0	0	254	132	0
Grp Sat Flow (s), veh/h/ln	0	0	1781	0	0	1522	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.3	0.0	0.0	6.1	2.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.3	0.0	0.0	8.0	2.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1041	0	0	1428	786	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	22.5	0.0	0.0	19.0	22.5	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	14.2	0.0	0.0	18.8	6.7	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.1	0.0	0.0	6.1	3.2	0.0
Time to First Blk (g_f), s	0.0	19.0	0.0	0.0	0.0	1.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.51	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	515	0	0	573	356	0
V/C Ratio (X)	0.00	0.00	0.03	0.00	0.00	0.44	0.37	0.00
Avail Cap (c_a), veh/h	0	0	515	0	0	573	356	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	9.5	0.0	0.0	16.7	12.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	2.5	2.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	9.6	0.0	0.0	19.1	14.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	0.0	2.6	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.1	0.0	0.0	3.0	1.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	554
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.8
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	701
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.79
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	701
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	9	0	339	0	0	0	90
Grp Sat Flow (s), veh/h/ln	0	1732	0	1868	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.2	0.0	8.3	0.0	0.0	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	8.3	0.0	0.0	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.44	0.00	0.01	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	548	0	701	0	0	0	594
V/C Ratio (X)	0.00	0.02	0.00	0.48	0.00	0.00	0.00	0.15
Avail Cap (c_a), veh/h	0	548	0	701	0	0	0	594
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.1	0.0	14.3	0.0	0.0	0.0	12.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.4	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.1	0.0	16.7	0.0	0.0	0.0	13.0
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	3.1	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.6	0.0	0.0	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	20.1
HCM 7th LOS	C

Appendix D
FDOT D2 LOS Report

SR-24 / Archer Rd, RCI MP 3.733-6.316, Alachua County

Attribute	Value
Segment ID:	20153
Segment Length (miles):	2.582 mi
County:	Alachua
Roadway ID:	26090000
Begin MP:	3.733
End MP:	6.316
SHS System:	On-System
SIS Status:	Not SIS
SIS Type:	Not SIS
Standard K-Factor:	9.5
LOS Target:	C
Growth Rate:	2.0%

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=29.5557546890804,-82.4896568814192

Projected Values	2023	2029	2035	2040	2045
Number of Lanes	2	2	2	2	2
Context Classification	C2	C2	C2	C2	C2
AADT	13,000	14,527	16,055	17,327	18,600
Peak Hour Traffic Volume	1,235	1,380	1,525	1,646	1,767
Peak Hour Maximum Service Volume	780	780	780	780	780
Peak Hour LOS	D	E	E	E	E

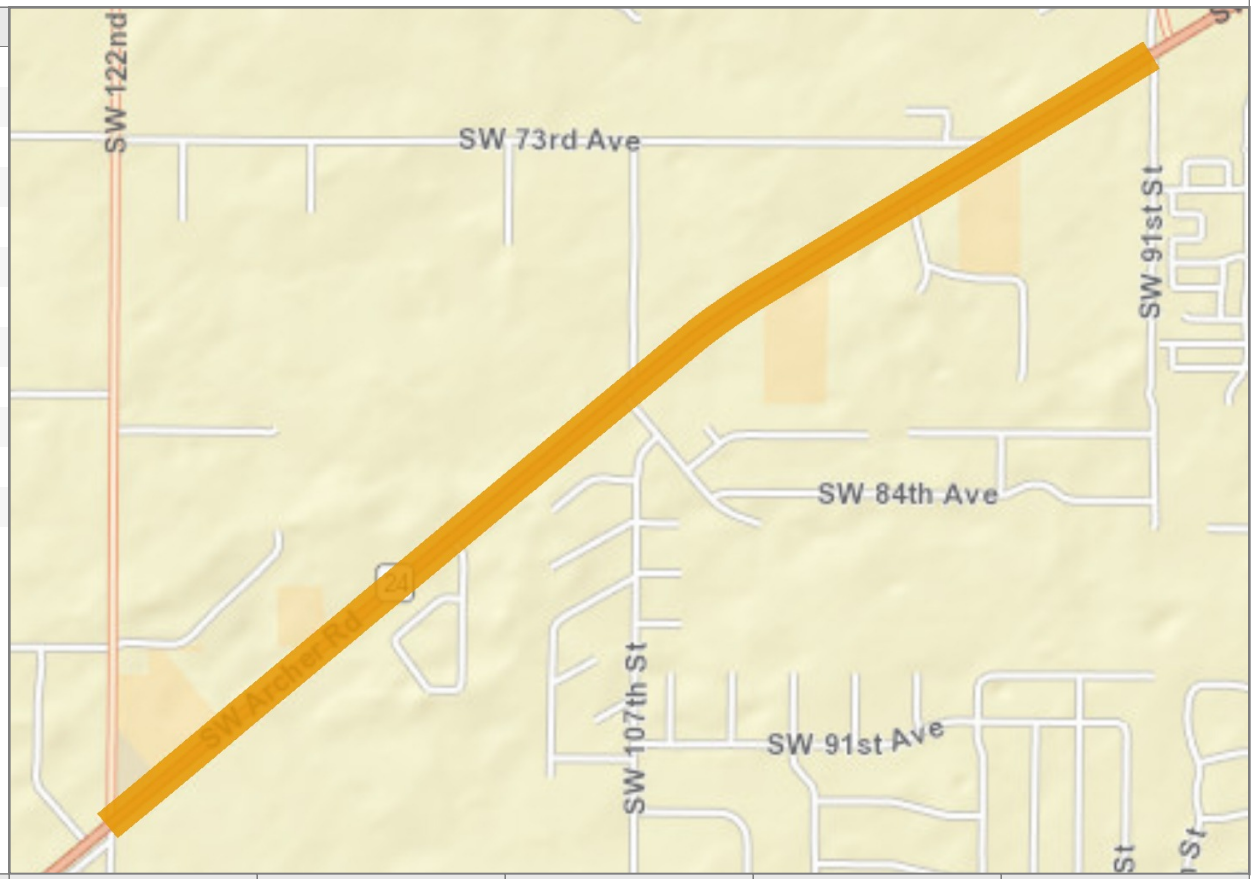
Notes:

SR-24 / Archer Rd, RCI MP 6.316-8.832, Alachua County

Attribute	Value
Segment ID:	20154
Segment Length (miles):	2.516 mi
County:	Alachua
Roadway ID:	26090000
Begin MP:	6.316
End MP:	8.832
SHS System:	On-System
SIS Status:	Not SIS
SIS Type:	Not SIS
Standard K-Factor:	9.0
LOS Target:	D
Growth Rate:	1.0%

Data Sources: RCI; TCI; NERPM AB; GUATS; FLSWM

Google Street View:
http://maps.google.com/maps?q=29.5793972808132,-82.4570842595877



Projected Values	2023	2029	2035	2040	2045
Number of Lanes	2	2	2	4	4
Context Classification	C2	C2	C2	C2	C2
AADT	23,500	24,918	26,336	27,518	28,700
Peak Hour Traffic Volume	2,115	2,243	2,370	2,477	2,583
Peak Hour Maximum Service Volume	1,330	1,330	1,330	5,290	5,290
Peak Hour LOS	E	E	E	B	B

Notes: Potential Widening to 4 Lanes By 2040

Appendix E
Background Traffic Conditions – Synchro

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	34	247	244	42	246	363
Future Volume (vph)	34	247	244	42	246	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1825	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1825	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		22992			5311
Travel Time (s)	37.4		522.5			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	268	265	46	267	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	268	311	0	267	395
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	247	244	42	246	363
Future Vol, veh/h	34	247	244	42	246	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	268	265	46	267	395

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1217	288	0	0	311	0
Stage 1	288	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	751	-	-	1250	-
Stage 1	761	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	751	-	-	1250	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.15	0	3.5
HCM LOS	C		

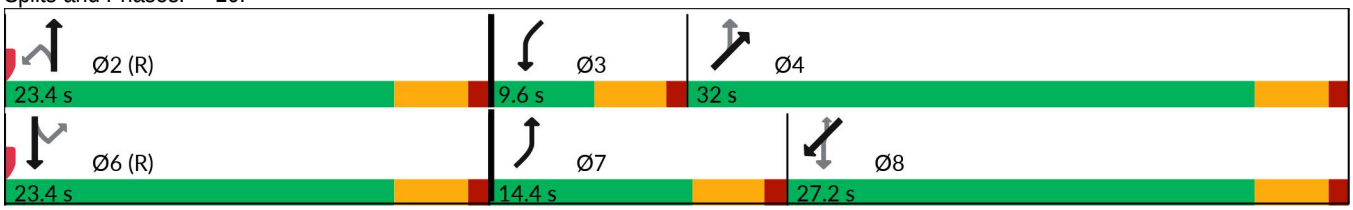
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	751	1250	-
HCM Lane V/C Ratio	-	-	0.236	0.357	0.214	-
HCM Ctrl Dly (s/v)	-	-	34.9	12.4	8.7	-
HCM Lane LOS	-	-	D	B	A	-
HCM 95th %tile Q(veh)	-	-	0.9	1.6	0.8	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	11	17	172	6	79	228	626	10	16	253	182
Future Volume (vph)	6	11	17	172	6	79	228	626	10	16	253	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.959			0.998				0.850
Flt Protected		0.991			0.968		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1729	0	1770	1859	0	1770	1863	1583
Flt Permitted		0.938			0.777		0.425			0.176		
Satd. Flow (perm)	0	1632	0	0	1388	0	792	1859	0	328	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			35			2				198
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			22992			2061			2095	
Travel Time (s)		33.6			522.5			46.8			47.6	
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
Adj. Flow (vph)	7	12	18	187	7	86	248	680	11	17	275	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	280	0	248	691	0	17	275	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	23.4	23.4		23.4	23.4		14.4	32.0		9.6	27.2	27.2
Total Split (%)	36.0%	36.0%		36.0%	36.0%		22.2%	49.2%		14.8%	41.8%	41.8%
Maximum Green (s)	18.9	18.9		18.9	18.9		9.9	27.5		5.1	22.7	22.7
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		18.9			18.9		37.1	27.5		27.8	22.7	22.7
Actuated g/C Ratio		0.29			0.29		0.57	0.42		0.43	0.35	0.35
v/c Ratio		0.08			0.65		0.41	0.88		0.07	0.42	0.29

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		11.7			26.2		9.3	32.5		7.4	18.7	3.9
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.7			26.2		9.3	32.5		7.4	18.7	3.9
LOS		B			C		A	C		A	B	A
Approach Delay (s/veh)		11.7			26.2			26.3			12.3	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		5			84		44	240		3	81	0
Queue Length 95th (ft)		24			#167		78	#442		10	141	37
Internal Link Dist (ft)		1400			22912			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		487			428		601	787		253	650	681
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.08			0.65		0.41	0.88		0.07	0.42	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.1		Intersection LOS: C	
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	11	17	172	6	79	228	626	10	16	253	182
Future Volume (veh/h)	6	11	17	172	6	79	228	626	10	16	253	182
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	12	9	187	7	45	248	680	7	17	275	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	155	251	159	416	24	79	620	782	8	316	653	554
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.15	0.42	0.42	0.08	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.8	0.0	0.0	22.4	0.0	0.0	11.1	0.0	29.7	13.4	18.1	15.5
Ln Grp LOS	B			C			B		C	B	B	B
Approach Vol, veh/h		28			239			935			395	
Approach Delay, s/veh		16.8			22.4			24.7			17.2	
Approach LOS		B			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		23.4	9.6	32.0		23.4	14.4	27.2
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		18.9	5.1	27.5		18.9	9.9	22.7
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.3	3.8	4.9
Max Q Clear (g_c+I1), s		2.7	2.4	23.8		11.0	6.9	9.3
Green Ext Time (g_e), s		0.1	0.0	1.6		0.8	0.2	1.6
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		295	1781			1092	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		862		1848		84		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		548		19		273		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	28	17	0	0	239	248	0
Grp Sat Flow (s), veh/h/ln	0	1705	1781	0	0	1449	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.4	0.0	0.0	8.2	4.9	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	0.4	0.0	0.0	9.0	4.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1374	755	0	0	1413	1005	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1847	0	0	0	1800	0	0
Perm LT Eff Green (g_p), s	0.0	18.9	22.7	0.0	0.0	18.9	24.7	0.0
Perm LT Serve Time (g_u), s	0.0	9.9	5.7	0.0	0.0	18.2	15.4	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.4	0.0	0.0	8.2	3.0	0.0
Time to First Blk (g_f), s	0.0	5.6	0.0	0.0	0.0	0.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.7	0.0	0.0	0.0	0.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.25	1.00	0.00	0.00	0.78	1.00	0.00
Lane Grp Cap (c), veh/h	0	565	316	0	0	520	620	0
V/C Ratio (X)	0.00	0.05	0.05	0.00	0.00	0.46	0.40	0.00
Avail Cap (c_a), veh/h	0	565	316	0	0	520	620	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	13.0	0.0	0.0	19.5	9.1	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	0.0	2.9	1.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	13.4	0.0	0.0	22.4	11.1	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.1	0.0	0.0	2.8	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.2	0.0	0.0	3.3	1.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.02	0.00	0.00	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	275
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	653
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	653
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	687	0	0	0	103
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	21.8	0.0	0.0	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	21.8	0.0	0.0	0.0	2.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.01	0.00	0.19	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	790	0	0	0	554
V/C Ratio (X)	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.19
Avail Cap (c_a), veh/h	0	0	0	790	0	0	0	554
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.1	0.0	0.0	0.0	14.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	29.7	0.0	0.0	0.0	15.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	8.2	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	10.9	0.0	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.22
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.4
HCM 7th LOS	C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	48	285	244	42	246	363
Future Volume (vph)	48	285	244	42	246	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.980			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1825	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1825	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		22992			5311
Travel Time (s)	37.4		522.5			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	310	265	46	267	395
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	310	311	0	267	395
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	48	285	244	42	246	363
Future Vol, veh/h	48	285	244	42	246	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	310	265	46	267	395

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1217	288	0	0	311	0
Stage 1	288	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	200	751	-	-	1250	-
Stage 1	761	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	157	751	-	-	1250	-
Mov Cap-2 Maneuver	157	-	-	-	-	-
Stage 1	761	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.84	0	3.5
HCM LOS	C		

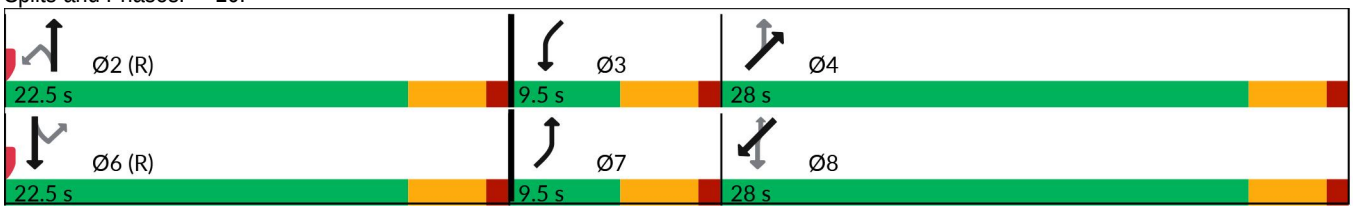
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	157	751	1250	-
HCM Lane V/C Ratio	-	-	0.333	0.412	0.214	-
HCM Ctrl Dly (s/v)	-	-	39	13.1	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.4	2	0.8	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	5	6	120	11	198	133	340	4	16	536	164
Future Volume (vph)	0	5	6	120	11	198	133	340	4	16	536	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.919			0.998				0.850
Flt Protected					0.982		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1681	0	1770	1859	0	1770	1863	1583
Flt Permitted					0.875		0.199			0.423		
Satd. Flow (perm)	0	1716	0	0	1498	0	371	1859	0	788	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			130			1				178
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			22992			2061			2095	
Travel Time (s)		33.6			522.5			46.8			47.6	
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
Adj. Flow (vph)	0	5	7	130	12	215	145	370	4	17	583	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	357	0	145	374	0	17	583	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		15.8%	46.7%		15.8%	46.7%	46.7%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	23.5		5.0	23.5	23.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		18.0			18.0		28.5	23.5		28.5	23.5	23.5
Actuated g/C Ratio		0.30			0.30		0.48	0.39		0.48	0.39	0.39
v/c Ratio		0.02			0.66		0.50	0.51		0.04	0.80	0.24

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		11.3			18.4		13.1	17.0		6.6	26.9	3.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.3			18.4		13.1	17.0		6.6	26.9	3.3
LOS		B			B		B	B		A	C	A
Approach Delay (s/veh)		11.3			18.4			15.9			21.0	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		1			67		23	99		3	180	0
Queue Length 95th (ft)		11			151		46	168		10	#340	31
Internal Link Dist (ft)		1400			22912			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		519			540		292	728		456	729	728
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.02			0.66		0.50	0.51		0.04	0.80	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 18.8		Intersection LOS: B	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	5	6	120	11	198	133	340	4	16	536	164
Future Volume (veh/h)	0	5	6	120	11	198	133	340	4	16	536	164
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	5	4	130	12	112	145	370	2	17	583	98
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	289	231	296	50	201	357	728	4	511	733	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.30	0.08	0.39	0.39	0.08	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	14.8	20.3	0.0	0.0	15.2	0.0	16.4	9.2	24.9	12.4
Ln Grp LOS			B	C			B		B	A	C	B
Approach Vol, veh/h		9			254			517			698	
Approach Delay, s/veh		14.8			20.3			16.1			22.7	
Approach LOS		B			C			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		22.5	9.5	28.0		22.5	9.5	28.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		18.0	5.0	23.5		18.0	5.0	23.5
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.1
Max Q Clear (g_c+I1), s		2.2	2.3	11.1		10.2	4.8	18.5
Green Ext Time (g_e), s		0.0	0.0	1.8		0.9	0.0	1.9
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		0	1781			686	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		962		1859		166		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		770		10		672		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment			L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	17	0	0	254	145	0
Grp Sat Flow (s), veh/h/ln	0	0	1781	0	0	1523	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.3	0.0	0.0	6.3	2.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.3	0.0	0.0	8.2	2.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1010	0	0	1428	759	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	23.5	0.0	0.0	18.0	23.5	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	14.4	0.0	0.0	17.8	7.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.2	0.0	0.0	6.3	3.9	0.0
Time to First Blk (g_f), s	0.0	18.0	0.0	0.0	0.0	1.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.51	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	511	0	0	548	357	0
V/C Ratio (X)	0.00	0.00	0.03	0.00	0.00	0.46	0.41	0.00
Avail Cap (c_a), veh/h	0	0	511	0	0	548	357	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	9.0	0.0	0.0	17.5	11.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.0	0.0	2.8	3.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	9.2	0.0	0.0	20.3	15.2	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	0.0	2.7	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.1	0.0	0.0	3.1	1.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.01	0.00	0.00	0.00	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	583
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	733
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	733
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

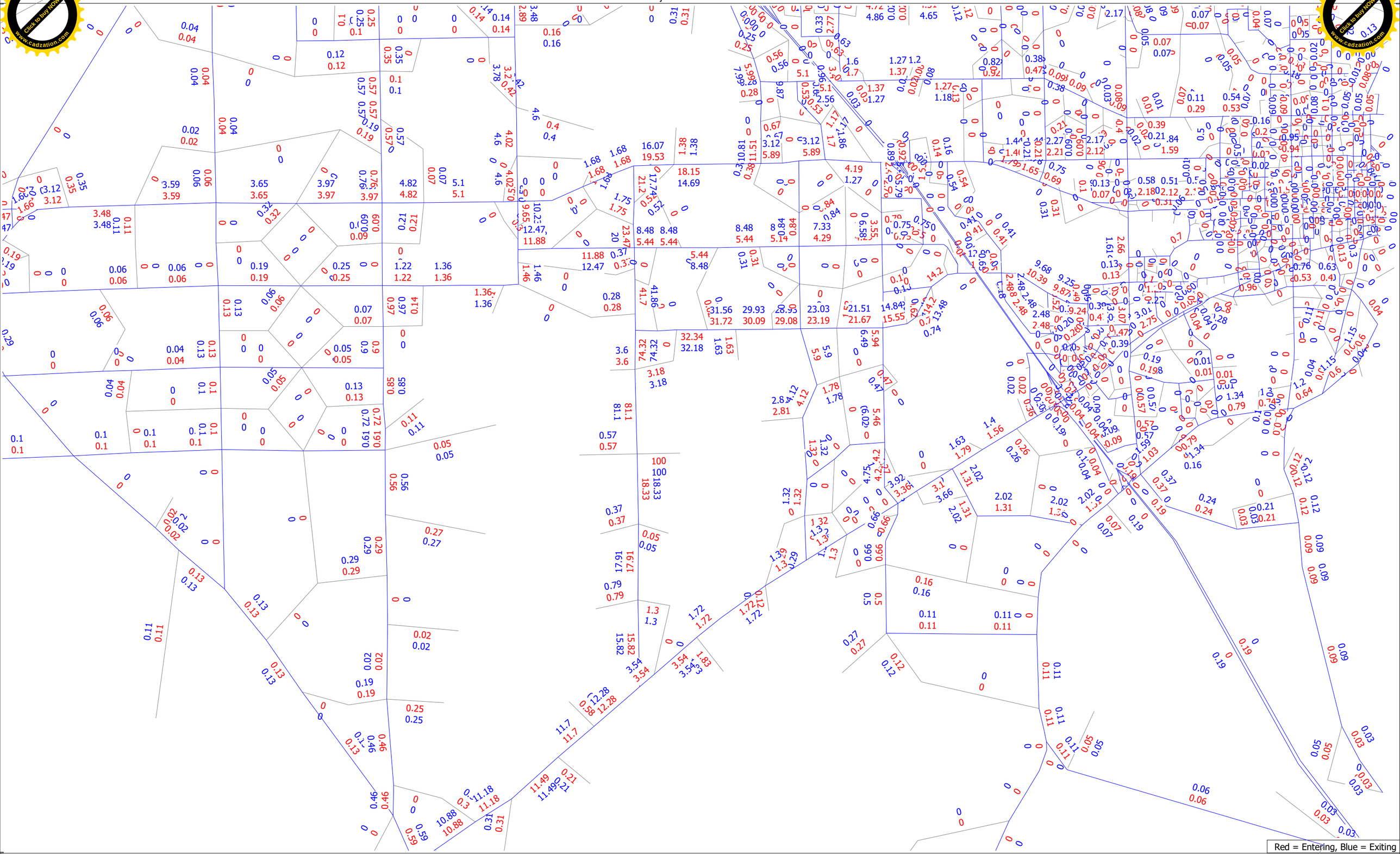
Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	9	0	372	0	0	0	98
Grp Sat Flow (s), veh/h/ln	0	1732	0	1869	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.2	0.0	9.1	0.0	0.0	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	9.1	0.0	0.0	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.44	0.00	0.01	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	520	0	732	0	0	0	621
V/C Ratio (X)	0.00	0.02	0.00	0.51	0.00	0.00	0.00	0.16
Avail Cap (c_a), veh/h	0	520	0	732	0	0	0	621
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	13.9	0.0	0.0	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.5	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.8	0.0	16.4	0.0	0.0	0.0	12.4
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	3.4	0.0	0.0	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.9	0.0	0.0	0.0	0.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B

Appendix F
NERPM Distribution Printout

UF Golf

Project Traffic Distribution



Red = Entering, Blue = Exiting

Appendix G
Buildout Traffic Conditions – Synchro

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	1	363	1	3	249
Future Volume (vph)	0	1	363	1	3	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.999
Satd. Flow (prot)	1611	0	1863	0	0	1861
Flt Permitted						0.999
Satd. Flow (perm)	1611	0	1863	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	961		1330			6613
Travel Time (s)	21.8		30.2			150.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1	395	1	3	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	0	396	0	0	274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	363	1	3	249
Future Vol, veh/h	0	1	363	1	3	249
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1	395	1	3	271

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	672	395	0	0	396	0
Stage 1	395	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	421	654	-	-	1163	-
Stage 1	680	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	420	654	-	-	1163	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	767	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.51	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	654	21	-
HCM Lane V/C Ratio	-	-	0.002	0.003	-
HCM Ctrl Dly (s/v)	-	-	10.5	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	247	249	46	246	377
Future Volume (vph)	45	247	249	46	246	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.979			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1824	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1824	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		6613			5311
Travel Time (s)	37.4		150.3			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	268	271	50	267	410
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	268	321	0	267	410
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	45	247	249	46	246	377
Future Vol, veh/h	45	247	249	46	246	377
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	268	271	50	267	410

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1240	296	0	0	321	0
Stage 1	296	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	193	744	-	-	1239	-
Stage 1	755	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	152	744	-	-	1239	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	296	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.73	0	3.44
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	152	744	1239	-
HCM Lane V/C Ratio	-	-	0.323	0.361	0.216	-
HCM Ctrl Dly (s/v)	-	-	39.7	12.5	8.7	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	1.3	1.6	0.8	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	8	356	6	25	224
Future Volume (vph)	2	8	356	6	25	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.998			
Flt Protected	0.991					0.995
Satd. Flow (prot)	1643	0	1859	0	0	1853
Flt Permitted	0.991					0.995
Satd. Flow (perm)	1643	0	1859	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	736		15050			1330
Travel Time (s)	16.7		342.0			30.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	9	387	7	27	243
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	394	0	0	270
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	8	356	6	25	224
Future Vol, veh/h	2	8	356	6	25	224
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	9	387	7	27	243

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	688	390	0	0	393	0
Stage 1	390	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	412	658	-	-	1165	-
Stage 1	684	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	658	-	-	1165	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.29	0	0.82
HCM LOS	B		

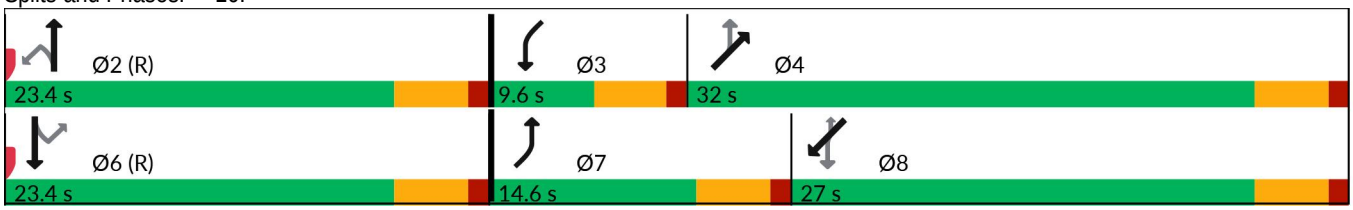
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	583	181	-
HCM Lane V/C Ratio	-	-	0.019	0.023	-
HCM Ctrl Dly (s/v)	-	-	11.3	8.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	6	11	17	172	6	80	232	626	10	16	253	183
Future Volume (vph)	6	11	17	172	6	80	232	626	10	16	253	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.934			0.958			0.998				0.850
Flt Protected		0.991			0.968		0.950			0.950		
Satd. Flow (prot)	0	1724	0	0	1727	0	1770	1859	0	1770	1863	1583
Flt Permitted		0.938			0.777		0.423			0.178		
Satd. Flow (perm)	0	1632	0	0	1387	0	788	1859	0	332	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			35			2				199
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			15050			2061			2095	
Travel Time (s)		33.6			342.0			46.8			47.6	
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
Adj. Flow (vph)	7	12	18	187	7	87	252	680	11	17	275	199
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	281	0	252	691	0	17	275	199
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	23.4	23.4		23.4	23.4		14.6	32.0		9.6	27.0	27.0
Total Split (%)	36.0%	36.0%		36.0%	36.0%		22.5%	49.2%		14.8%	41.5%	41.5%
Maximum Green (s)	18.9	18.9		18.9	18.9		10.1	27.5		5.1	22.5	22.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		18.9			18.9		37.1	27.5		27.6	22.5	22.5
Actuated g/C Ratio		0.29			0.29		0.57	0.42		0.42	0.35	0.35
v/c Ratio		0.08			0.66		0.42	0.88		0.07	0.43	0.29

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		11.7			26.3		9.3	32.5		7.4	18.9	4.0
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.7			26.3		9.3	32.5		7.4	18.9	4.0
LOS		B			C		A	C		A	B	A
Approach Delay (s/veh)		11.7			26.3			26.3			12.4	
Approach LOS		B			C			C			B	
Queue Length 50th (ft)		5			84		45	240		3	82	0
Queue Length 95th (ft)		24			#167		79	#442		10	142	38
Internal Link Dist (ft)		1400			14970			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		487			428		602	787		253	644	678
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.08			0.66		0.42	0.88		0.07	0.43	0.29

Intersection Summary			
Area Type:	Other		
Cycle Length: 65			
Actuated Cycle Length: 65			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 65			
Control Type: Pretimed			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 22.1		Intersection LOS: C	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	6	11	17	172	6	80	232	626	10	16	253	183
Future Volume (veh/h)	6	11	17	172	6	80	232	626	10	16	253	183
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	12	9	187	7	44	252	680	6	17	275	104
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	155	251	159	418	24	78	622	783	7	317	647	549
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.16	0.42	0.42	0.08	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	16.8	0.0	0.0	22.3	0.0	0.0	11.1	0.0	29.5	13.4	18.3	15.6
Ln Grp LOS	B			C			B		C	B	B	B
Approach Vol, veh/h		28			238			938			396	
Approach Delay, s/veh		16.8			22.3			24.6			17.4	
Approach LOS		B			C			C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		23.4	9.6	32.0		23.4	14.6	27.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		18.9	5.1	27.5		18.9	10.1	22.5
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.3	3.8	4.9
Max Q Clear (g_c+I1), s		2.7	2.4	23.8		10.9	7.0	9.3
Green Ext Time (g_e), s		0.1	0.0	1.6		0.8	0.2	1.6
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		295	1781			1097	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		862		1851		84		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		548		16		268		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment		L+T+R	L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	28	17	0	0	238	252	0
Grp Sat Flow (s), veh/h/ln	0	1705	1781	0	0	1449	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.4	0.0	0.0	8.2	5.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	0.4	0.0	0.0	8.9	5.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1375	756	0	0	1413	1004	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	1847	0	0	0	1800	0	0
Perm LT Eff Green (g_p), s	0.0	18.9	22.5	0.0	0.0	18.9	24.5	0.0
Perm LT Serve Time (g_u), s	0.0	10.0	5.7	0.0	0.0	18.2	15.2	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.4	0.0	0.0	8.2	3.1	0.0
Time to First Blk (g_f), s	0.0	5.6	0.0	0.0	0.0	0.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.7	0.0	0.0	0.0	0.5	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.25	1.00	0.00	0.00	0.79	1.00	0.00
Lane Grp Cap (c), veh/h	0	565	317	0	0	520	622	0
V/C Ratio (X)	0.00	0.05	0.05	0.00	0.00	0.46	0.41	0.00
Avail Cap (c_a), veh/h	0	565	317	0	0	520	622	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	13.1	0.0	0.0	19.4	9.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.3	0.0	0.0	2.9	2.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	13.4	0.0	0.0	22.3	11.1	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.1	0.0	0.0	2.8	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.2	0.0	0.0	3.2	2.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.02	0.00	0.00	0.01	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	275
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	647
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	647
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	686	0	0	0	104
Grp Sat Flow (s), veh/h/ln	0	0	0	1867	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	21.8	0.0	0.0	0.0	3.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	21.8	0.0	0.0	0.0	3.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.32	0.00	0.01	0.00	0.18	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	790	0	0	0	549
V/C Ratio (X)	0.00	0.00	0.00	0.87	0.00	0.00	0.00	0.19
Avail Cap (c_a), veh/h	0	0	0	790	0	0	0	549
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.1	0.0	0.0	0.0	14.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	29.5	0.0	0.0	0.0	15.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	8.2	0.0	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	10.9	0.0	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.3
HCM 7th LOS	C

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	1	3	266	1	3	327
Future Volume (vph)	1	3	266	1	3	327
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899					
Flt Protected	0.988					
Satd. Flow (prot)	1655	0	1863	0	0	1863
Flt Permitted	0.988					
Satd. Flow (perm)	1655	0	1863	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	961		1330			6613
Travel Time (s)	21.8		30.2			150.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	3	289	1	3	355
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	290	0	0	358
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	3	266	1	3	327
Future Vol, veh/h	1	3	266	1	3	327
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	3	289	1	3	355

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	652	290	0	0	290	0
Stage 1	290	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	433	749	-	-	1272	-
Stage 1	760	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	431	749	-	-	1272	-
Mov Cap-2 Maneuver	431	-	-	-	-	-
Stage 1	760	-	-	-	-	-
Stage 2	702	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.73	0	0.07
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	633	16	-
HCM Lane V/C Ratio	-	-	0.007	0.003	-
HCM Ctrl Dly (s/v)	-	-	10.7	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	60	285	257	52	246	378
Future Volume (vph)	60	285	257	52	246	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	525	0		0	425	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850	0.977			
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1820	0	1770	1863
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1820	0	1770	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	1647		6613			5311
Travel Time (s)	37.4		150.3			120.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	310	279	57	267	411
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	310	336	0	267	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	285	257	52	246	378
Future Vol, veh/h	60	285	257	52	246	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	525	0	-	-	425	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	65	310	279	57	267	411

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1253	308	0	0	336	0
Stage 1	308	-	-	-	-	-
Stage 2	946	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	190	732	-	-	1223	-
Stage 1	746	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	148	732	-	-	1223	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	295	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.31	0	3.45
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	148	732	1223	-
HCM Lane V/C Ratio	-	-	0.44	0.423	0.219	-
HCM Ctrl Dly (s/v)	-	-	47	13.5	8.8	-
HCM Lane LOS	-	-	E	B	A	-
HCM 95th %tile Q(veh)	-	-	2	2.1	0.8	-

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	23	244	6	26	301
Future Volume (vph)	5	23	244	6	26	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		350	350	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1770	1583	1863	1583	1681	1770
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1770	1583	1863	1583	1681	1770
Link Speed (mph)	30		30			30
Link Distance (ft)	736		15050			1330
Travel Time (s)	16.7		342.0			30.2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	25	265	7	28	327
Shared Lane Traffic (%)					10%	
Lane Group Flow (vph)	5	25	265	7	25	330
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	23	244	6	26	301
Future Vol, veh/h	5	23	244	6	26	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	350	350	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	25	265	7	28	327

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	649	265	0	0	272	0
Stage 1	265	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	434	773	-	-	1292	-
Stage 1	779	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	773	-	-	1292	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	674	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.48	0	0.62
HCM LOS	B		

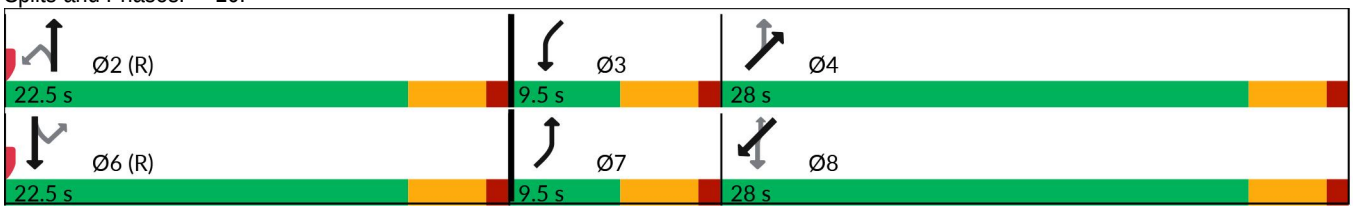
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	425	773	1292	-
HCM Lane V/C Ratio	-	-	0.013	0.032	0.022	-
HCM Ctrl Dly (s/v)	-	-	13.6	9.8	7.8	0
HCM Lane LOS	-	-	B	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	0.1	-

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	5	6	121	11	202	133	340	5	20	536	164
Future Volume (vph)	0	5	6	121	11	202	133	340	5	20	536	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	385		0	245		125
Storage Lanes	0		0	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.921			0.918			0.998				0.850
Flt Protected					0.982		0.950			0.950		
Satd. Flow (prot)	0	1716	0	0	1679	0	1770	1859	0	1770	1863	1583
Flt Permitted					0.875		0.199			0.422		
Satd. Flow (perm)	0	1716	0	0	1496	0	371	1859	0	786	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			131			1				178
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1480			15050			2061			2095	
Travel Time (s)		33.6			342.0			46.8			47.6	
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
Adj. Flow (vph)	0	5	7	132	12	220	145	370	5	22	583	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	364	0	145	375	0	22	583	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type		NA		Perm	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Minimum Split (s)	22.5	22.5		22.5	22.5		9.5	22.5		9.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		9.5	28.0		9.5	28.0	28.0
Total Split (%)	37.5%	37.5%		37.5%	37.5%		15.8%	46.7%		15.8%	46.7%	46.7%
Maximum Green (s)	18.0	18.0		18.0	18.0		5.0	23.5		5.0	23.5	23.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
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
Total Lost Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	4.5
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	7.0
Flash Don't Walk (s)	11.0	11.0		11.0	11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0			0			0	0
Act Effct Green (s)		18.0			18.0		28.5	23.5		28.5	23.5	23.5
Actuated g/C Ratio		0.30			0.30		0.48	0.39		0.48	0.39	0.39
v/c Ratio		0.02			0.67		0.50	0.52		0.05	0.80	0.24

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Control Delay (s/veh)		11.3			19.0		13.1	17.0		6.6	26.9	3.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)		11.3			19.0		13.1	17.0		6.6	26.9	3.3
LOS		B			B		B	B		A	C	A
Approach Delay (s/veh)		11.3			19.0			15.9			20.9	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		1			70		23	99		3	180	0
Queue Length 95th (ft)		11			#159		46	170		11	#340	31
Internal Link Dist (ft)		1400			14970			1981			2015	
Turn Bay Length (ft)							385			245		125
Base Capacity (vph)		519			540		292	728		455	729	728
Starvation Cap Reductn		0			0		0	0		0	0	0
Spillback Cap Reductn		0			0		0	0		0	0	0
Storage Cap Reductn		0			0		0	0		0	0	0
Reduced v/c Ratio		0.02			0.67		0.50	0.52		0.05	0.80	0.24

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Pretimed			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 18.9		Intersection LOS: B	
Intersection Capacity Utilization 73.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 16:



Movement	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	5	6	121	11	202	133	340	5	20	536	164
Future Volume (veh/h)	0	5	6	121	11	202	133	340	5	20	536	164
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	5	4	132	12	111	145	370	3	22	583	93
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	289	231	300	49	199	357	726	6	511	733	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.30	0.30	0.30	0.30	0.30	0.08	0.39	0.39	0.08	0.39	0.39
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	14.8	20.3	0.0	0.0	15.2	0.0	16.4	9.2	24.9	12.3
Ln Grp LOS			B	C			B		B	A	C	B
Approach Vol, veh/h		9			255			518			698	
Approach Delay, s/veh		14.8			20.3			16.1			22.7	
Approach LOS		B			C			B			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4		6	7	8
Case No		8.0	1.1	4.0		8.0	1.1	3.0
Phs Duration (G+Y+Rc), s		22.5	9.5	28.0		22.5	9.5	28.0
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5
Max Green (Gmax), s		18.0	5.0	23.5		18.0	5.0	23.5
Max Allow Headway (MAH), s		5.4	3.8	5.2		5.4	3.8	5.1
Max Q Clear (g_c+I1), s		2.2	2.4	11.1		10.3	4.8	18.5
Green Ext Time (g_e), s		0.0	0.0	1.8		0.9	0.0	1.8
Prob of Phs Call (p_c)		1.00	1.00	1.00		1.00	1.00	1.00
Prob of Max Out (p_x)		0.00	0.00	0.00		0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt		5	3			1	7	
Mvmt Sat Flow, veh/h		0	1781			695	1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		962		1853		164		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		770		15		662		1585

Left Lane Group Data								
Assigned Mvmt	0	5	3	0	0	1	7	0

Lane Assignment			L (Pr/Pm)			L+T+R	L (Pr/Pm)	
Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	22	0	0	255	145	0
Grp Sat Flow (s), veh/h/ln	0	0	1781	0	0	1522	1781	0
Q Serve Time (g_s), s	0.0	0.0	0.4	0.0	0.0	6.4	2.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.4	0.0	0.0	8.3	2.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1009	0	0	1428	763	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	23.5	0.0	0.0	18.0	23.5	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	14.4	0.0	0.0	17.8	7.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.2	0.0	0.0	6.4	3.9	0.0
Time to First Blk (g_f), s	0.0	18.0	0.0	0.0	0.0	1.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.52	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	511	0	0	548	357	0
V/C Ratio (X)	0.00	0.00	0.04	0.00	0.00	0.47	0.41	0.00
Avail Cap (c_a), veh/h	0	0	511	0	0	548	357	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	9.1	0.0	0.0	17.5	11.8	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	2.8	3.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	9.2	0.0	0.0	20.3	15.2	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.1	0.0	0.0	2.7	0.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.2	0.0	0.0	3.1	1.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.00	0.01	0.08	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	583
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.5
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	733
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	733
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1

2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R				R
Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	9	0	373	0	0	0	93
Grp Sat Flow (s), veh/h/ln	0	1732	0	1868	0	0	0	1585
Q Serve Time (g_s), s	0.0	0.2	0.0	9.1	0.0	0.0	0.0	2.3
Cycle Q Clear Time (g_c), s	0.0	0.2	0.0	9.1	0.0	0.0	0.0	2.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.44	0.00	0.01	0.00	0.44	0.00	1.00
Lane Grp Cap (c), veh/h	0	520	0	731	0	0	0	621
V/C Ratio (X)	0.00	0.02	0.00	0.51	0.00	0.00	0.00	0.15
Avail Cap (c_a), veh/h	0	520	0	731	0	0	0	621
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	13.9	0.0	0.0	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.1	0.0	2.5	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.8	0.0	16.4	0.0	0.0	0.0	12.3
1st-Term Q (Q1), veh/ln	0.0	0.1	0.0	3.4	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	3.9	0.0	0.0	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	19.9
HCM 7th LOS	B