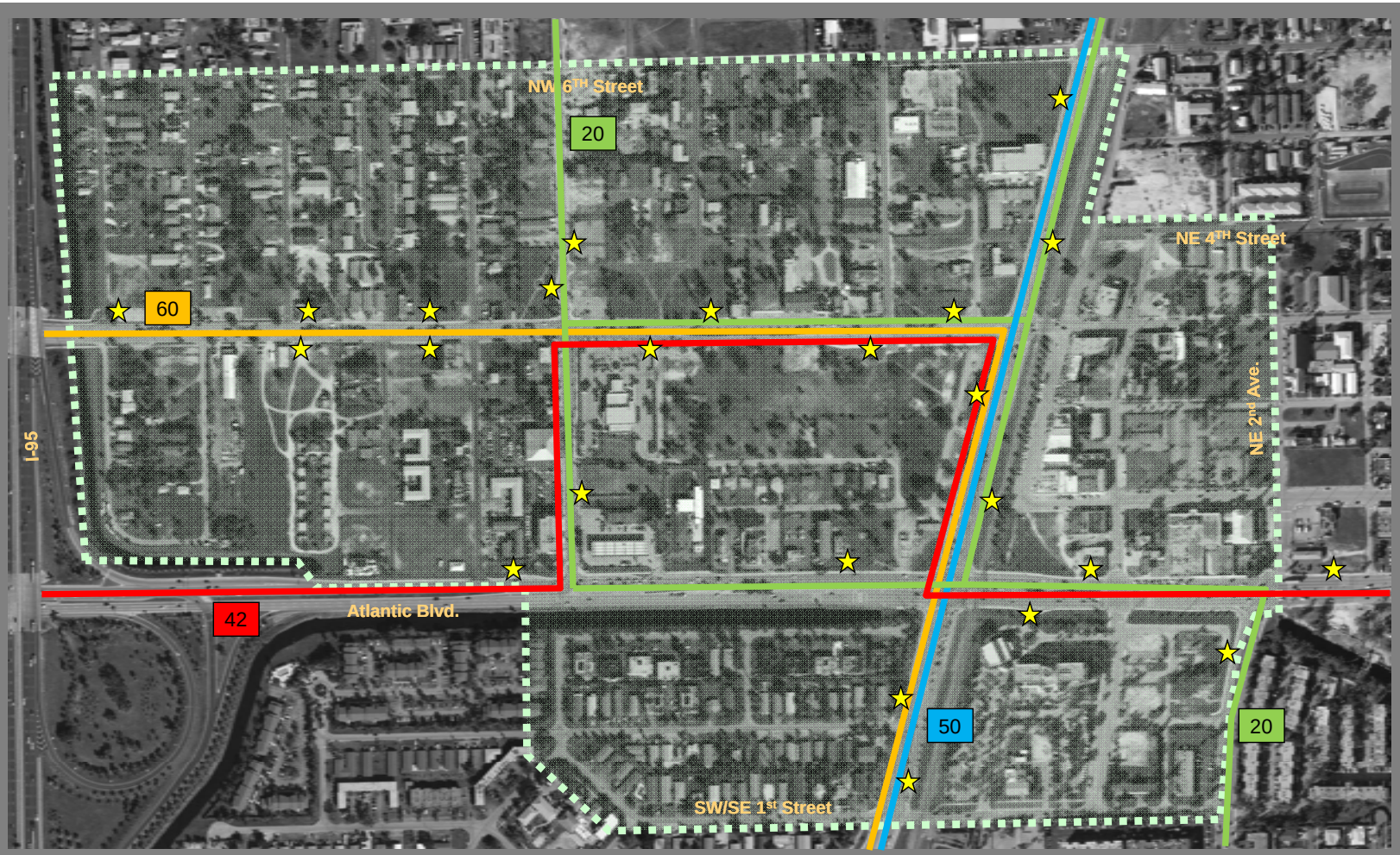
APPENDIX A

Bus Routes

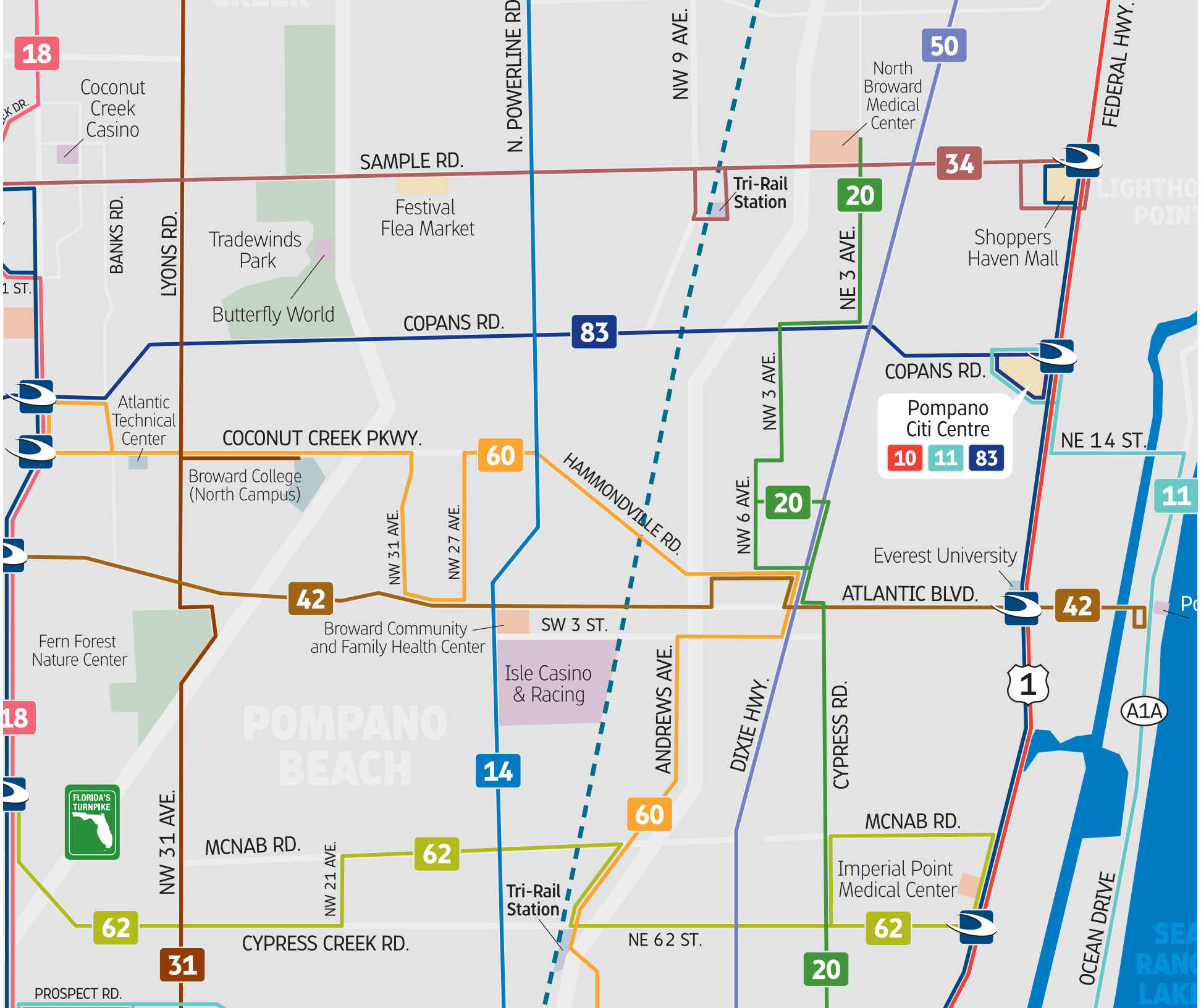


Existing Bus Transit Routes

+ There are currently 4 transit buses within the Downtown study area.

Bus Stop Locations

20 Bus Route Number


18
Coconut Creek Casino
SAMPLE RD.
34
Festival Flea Market
Tradewinds Park
Butterfly World
BANKS RD.
LYONS RD.
N. POWERLINE RD.
NW 9 AVE.
50
North Broward Medical Center
FEDERAL HWY.
Tri-Rail Station
20
NE 3 AVE.
Shoppers Haven Mall
COPANS RD.
83
NW 3 AVE.
COPANS RD.
Pompano Citi Centre
10
11
83
NE 14 ST.
Atlantic Technical Center
COCONUT CREEK PKWY.
60
HAMMONDVILLE RD.
Broward College (North Campus)
NW 31 AVE.
NW 27 AVE.
NW 6 AVE.
20
11
Everest University
42
ATLANTIC BLVD.
42
Fern Forest Nature Center
Broward Community and Family Health Center
SW 3 ST.
Isle Casino & Racing
POMPANO BEACH
ANDREWS AVE.
DIXIE HWY.
CYPRESS RD.
1
A1A
18
14
60
FLORIDA'S TURNPIKE
NW 31 AVE.
MCNAB RD.
62
NW 21 AVE.
MCNAB RD.
Imperial Point Medical Center
Tri-Rail Station
62
62
CYPRESS CREEK RD.
NE 62 ST.
20
OCEAN DRIVE
31
PROSPECT RD.

APPENDIX B

FDOT Data and Trend Analysis

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 0025 - SR 811 / OLD DIXIE HWY - S OF ATLANTIC BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	23000 C	N 11500	S 11500	8.53	53.89	3.30
2008	25000 C	N 12000	S 13000	8.81	54.16	4.30
2007	25000 C	N 12500	S 12500	8.63	55.75	4.30
2006	24500 C	N 12500	S 12000	8.40	55.34	6.30
2005	25500 C	N 13000	S 12500	8.20	51.70	4.90
2004	25000 C	N 12500	S 12500	9.10	55.30	4.90
2003	24500 C	N 12500	S 12000	8.60	57.50	7.00
2002	24000 C	N 12000	S 12000	8.70	56.40	7.00
2001	23500 C	N 11500	S 12000	9.00	60.20	4.40
2000	24000 C	N 11500	S 12500	8.90	57.80	5.40
1999	24500 C	N 12000	S 12500	9.60	62.50	4.60
1998	26500 C	N 13000	S 13500	8.70	56.10	3.50
1997	22000 C	N 11000	S 11000	9.60	54.90	3.80
1996	20700 C	N 9700	S 11000	10.20	55.50	6.70
1995	20300 C	N 9800	S 10500	9.90	59.80	8.70
1994	22000 C	N 11500	S 10500	9.60	60.30	3.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 0071 - SR 814 / ATLANTIC BLVD - W OF SE 9 AVE

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	39000 C	E 18500	W 20500	8.53	53.89	3.50
2008	43500 C	E 21500	W 22000	8.81	54.16	3.50
2007	44500 C	E 22000	W 22500	8.63	55.75	2.60
2006	43500 C	E 21000	W 22500	8.40	55.34	4.70
2005	49000 C	E 24500	W 24500	8.20	51.70	4.40
2004	46500 C	E 23000	W 23500	9.10	55.30	4.40
2003	44500 C	E 22000	W 22500	8.60	57.50	4.40
2002	44500 C	E 22000	W 22500	8.70	56.40	3.50
2001	46500 C	E 23500	W 23000	9.00	60.20	3.70
2000	45000 C	E 22500	W 22500	8.90	57.80	3.10
1999	47000 C	E 23000	W 24000	9.60	62.50	3.20
1998	46500 C	E 23000	W 23500	8.70	56.10	3.00
1997	41500 C	E 20000	W 21500	9.60	54.90	4.20
1996	47000 C	E 22500	W 24500	10.20	55.50	2.80
1995	43500 C	E 21000	W 22500	9.90	59.80	6.40
1994	49500 C	E 23500	W 26000	9.60	60.30	4.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 0174 - SR 814/ATLANTIC BLVD - W OF I95 & E OF ANDREWS AVE

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	62500 C	E 35000	W 27500	8.53	53.89	6.50
2008	60000 C	E 29500	W 30500	8.81	54.16	4.00
2007	62000 C	E 30500	W 31500	8.63	55.75	4.00
2006	60500 C	E 30000	W 30500	8.40	55.34	3.60
2005	59500 C	E 30000	W 29500	8.20	51.70	4.20
2004	58500 C	E 28500	W 30000	9.10	55.30	4.20
2003	52000 C	E 26000	W 26000	8.60	57.50	4.60
2002	52500 C	E 25500	W 27000	8.70	56.40	4.60
2001	55000 C	E 27000	W 28000	9.00	60.20	3.70
2000	61000 C	E 30000	W 31000	8.90	57.80	3.40
1999	57000 C	E 28000	W 29000	9.60	62.50	4.20
1998	56000 C	E 26500	W 29500	8.70	56.10	3.60
1997	54000 C	E 26500	W 27500	9.60	54.90	7.60
1996	59500 C	E 28000	W 31500	10.20	55.50	7.80
1995	57000 C	E 26500	W 30500	9.90	59.80	5.50
1994	56000 C	E 27000	W 29000	9.60	60.30	7.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 2503 - SR 9 / I-95 - S OF SR 814/ATLANTIC BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	221000 C	N 109000	S 112000	7.63	50.58	5.60
2008	250000 C	N 124000	S 126000	7.59	51.31	5.70
2007	246000 F	N 122000	S 124000	7.35	50.95	5.10
2006	246000 C	N 122000	S 124000	7.10	50.81	5.90
2005	244000 C	N 122000	S 122000	8.80	55.40	12.80
2004	239000 C	N 122000	S 117000	7.70	50.90	6.50
2003	246000 C	N 125000	S 121000	7.80	51.50	6.70
2002	231000 C	N 114000	S 117000	7.80	51.20	9.70
2001	239000 C	N 121000	S 118000	7.40	50.80	5.20
2000	238000 C	N 119000	S 119000	7.60	51.00	5.30
1999	230000 C	N 117000	S 113000	9.90	54.40	7.40
1998	207000 C	N 104000	S 103000	7.80	51.00	6.30
1997	231000 C	N 115000	S 116000	7.90	50.80	9.10
1996	231000 C	N 118000	S 113000	8.70	51.50	10.60
1995	217000 C	N 109000	S 108000	9.00	52.10	9.50
1994	198000 C	N 96000	S 102000	7.70	51.30	10.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 2504 - SR 9 / I-95 - S OF COPANS RD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	224000 C	N 112000	S 112000	7.63	50.58	8.00
2008	208000 C	N 103000	S 105000	7.59	51.31	8.00
2007	239000 F	N 121000	S 118000	7.35	50.95	5.10
2006	239000 C	N 121000	S 118000	7.10	50.81	5.90
2005	245000 C	N 121000	S 124000	8.80	55.40	12.80
2004	240000 C	N 120000	S 120000	7.70	50.90	6.50
2003	243000 C	N 123000	S 120000	7.80	51.50	6.70
2002	233000 C	N 115000	S 118000	7.80	51.20	9.70
2001	242000 C	N 121000	S 121000	7.40	50.80	5.20
2000	234000 C	N 115000	S 119000	7.60	51.00	5.30
1999	218000 C	N 108000	S 110000	9.90	54.40	7.40
1998	229000 C	N 115000	S 114000	7.80	51.00	6.30
1997	226000 C	N 112000	S 114000	7.90	50.80	9.10
1996	228000 C	N 116000	S 112000	8.70	51.50	10.60
1995	212000 C	N 101000	S 111000	9.00	52.10	9.50
1994	197500 C	N 95500	S 102000	7.70	51.30	10.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 5054 - SR 814 / ATLANTIC BLVD - W OF SR 811/DIXIE HWY

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	44500 C	E 22000	W 22500	8.53	53.89	5.30
2008	51000 C	E 24000	W 27000	8.81	54.16	6.20
2007	51500 C	E 25000	W 26500	8.63	55.75	6.20
2006	57500 C	E 29000	W 28500	8.40	55.34	6.20
2005	55500 C	E 27000	W 28500	8.20	51.70	3.80
2004	59000 C	E 29000	W 30000	9.10	55.30	3.80
2003	57500 C	E 27500	W 30000	8.60	57.50	3.80
2002	54500 C	E 26500	W 28000	8.70	56.40	3.50
2001	56500 C	E 27000	W 29500	9.00	60.20	3.70
2000	57000 C	E 28500	W 28500	8.90	57.80	4.40
1999	57500 C	E 28000	W 29500	9.60	62.50	3.20
1998	55000 C	E 26500	W 28500	8.70	56.10	3.60
1997	52000 C	E 25000	W 27000	9.60	54.90	3.30
1996	52000 C	E 25000	W 27000	7.60	55.50	5.70
1995	56500 C	E 28500	W 28000	9.90	59.80	5.50
1994	55000 C	E 26000	W 29000	9.60	60.30	3.20

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 7171 - HAMMONDVILLE RD, W OF DIXIE HWY

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
2009	12800 C	E	7000	W	5800	8.53	53.89	5.30
2008	11900 C	E	6200	W	5700	8.81	54.16	6.50
2007	13000 C	E	6900	W	6100	8.63	55.75	4.80
2006	15700 C	E	8000	W	7700	8.40	55.34	2.90
2005	16500 C	E	8800	W	7700	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 7191 - NE 5 AVE, N OF ATLANTIC BLVD

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
2009	2800 C	N	0	S	0	8.53	53.89	5.30
2008	2600 F		0		0	8.81	54.16	6.50
2007	2700 C	N	0	S	0	8.63	55.75	4.80
2006	2800 C	N	0	S	0	8.40	55.34	2.90
2005	2900 C	N		S		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 7194 - NE 5 AVE, N OF NE 10 ST/POMPANO

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
2009	3300 C	N	0	S	0	8.53	53.89	5.30
2008	4000 F		0		0	8.81	54.16	6.50
2007	4100 C	N	0	S	0	8.63	55.75	4.80
2006	4400 C	N	0	S	0	8.40	55.34	2.90
2005	4200 C	N		S		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 7424 - CYPRESS RD, S OF ATLANTIC BLVD

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	19500 C	N 9900	S 9600	8.53	53.89	5.30
2008	21000 F	N 10000	S 11000	8.81	54.16	6.50
2007	22000 C	N 10500	S 11500	8.63	55.75	4.80
2006	21500 C	N 11500	S 10000	8.40	55.34	2.90
2005	22000 C	N 11500	S 10500	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 7773 - HAMMONDVILLE RD, W OF NW 15 AVE

Year	AADT	Direction 1	Direction 2	K Factor	D Factor	T Factor
2009	18000 F	E 8900	W 9100	8.53	53.89	5.30
2008	18500 C	E 9100	W 9400	8.81	54.16	6.50
2007	22000 C	E 10500	W 11500	8.63	55.75	4.80
2006	29500 C	E 15000	W 14500	8.40	55.34	2.90
2005	24000 C	E 11500	W 12500	8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

Florida Department of Transportation
Transportation Statistics Office
2009 Historical AADT Report

County: 86 - BROWARD

Site: 9562 - NW 6TH AVENUE, N OF HAMMONDVILLE ROAD

Year	AADT	Direction 1		Direction 2		K Factor	D Factor	T Factor
2009	7500 F		0		0	8.53	53.89	5.30
2008	7700 C	N	0	S	0	8.81	54.16	6.50
2007	9200 C	N	0	S	0	8.63	55.75	4.80
2006	8700 C	N	0	S	0	8.40	55.34	2.90
2005	6200 C	N		S		8.20	51.70	0.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; X = Unknown

2009 Peak Season Factor Category Report - Report Type: ALL

Category: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.96

Week	Dates	SF	PSCF
1	01/01/2009 - 01/03/2009	0.99	1.03
2	01/04/2009 - 01/10/2009	0.99	1.03
3	01/11/2009 - 01/17/2009	0.98	1.02
4	01/18/2009 - 01/24/2009	0.98	1.02
* 5	01/25/2009 - 01/31/2009	0.97	1.01
* 6	02/01/2009 - 02/07/2009	0.96	1.00
* 7	02/08/2009 - 02/14/2009	0.95	0.99
* 8	02/15/2009 - 02/21/2009	0.94	0.98
* 9	02/22/2009 - 02/28/2009	0.95	0.99
*10	03/01/2009 - 03/07/2009	0.95	0.99
*11	03/08/2009 - 03/14/2009	0.95	0.99
*12	03/15/2009 - 03/21/2009	0.95	0.99
*13	03/22/2009 - 03/28/2009	0.95	0.99
*14	03/29/2009 - 04/04/2009	0.96	1.00
*15	04/05/2009 - 04/11/2009	0.97	1.01
*16	04/12/2009 - 04/18/2009	0.98	1.02
*17	04/19/2009 - 04/25/2009	0.98	1.02
18	04/26/2009 - 05/02/2009	0.99	1.03
19	05/03/2009 - 05/09/2009	1.00	1.04
20	05/10/2009 - 05/16/2009	1.01	1.05
21	05/17/2009 - 05/23/2009	1.01	1.05
22	05/24/2009 - 05/30/2009	1.02	1.06
23	05/31/2009 - 06/06/2009	1.02	1.06
24	06/07/2009 - 06/13/2009	1.02	1.06
25	06/14/2009 - 06/20/2009	1.02	1.06
26	06/21/2009 - 06/27/2009	1.03	1.07
27	06/28/2009 - 07/04/2009	1.03	1.07
28	07/05/2009 - 07/11/2009	1.04	1.09
29	07/12/2009 - 07/18/2009	1.04	1.09
30	07/19/2009 - 07/25/2009	1.04	1.09
31	07/26/2009 - 08/01/2009	1.03	1.07
32	08/02/2009 - 08/08/2009	1.03	1.07
33	08/09/2009 - 08/15/2009	1.02	1.06
34	08/16/2009 - 08/22/2009	1.03	1.07
35	08/23/2009 - 08/29/2009	1.03	1.07
36	08/30/2009 - 09/05/2009	1.04	1.09
37	09/06/2009 - 09/12/2009	1.04	1.09
38	09/13/2009 - 09/19/2009	1.04	1.09
39	09/20/2009 - 09/26/2009	1.03	1.07
40	09/27/2009 - 10/03/2009	1.02	1.06
41	10/04/2009 - 10/10/2009	1.01	1.05
42	10/11/2009 - 10/17/2009	1.00	1.04
43	10/18/2009 - 10/24/2009	1.00	1.04
44	10/25/2009 - 10/31/2009	1.00	1.04
45	11/01/2009 - 11/07/2009	1.00	1.04
46	11/08/2009 - 11/14/2009	1.00	1.04
47	11/15/2009 - 11/21/2009	1.00	1.04
48	11/22/2009 - 11/28/2009	1.00	1.04
49	11/29/2009 - 12/05/2009	1.00	1.04
50	12/06/2009 - 12/12/2009	0.99	1.03
51	12/13/2009 - 12/19/2009	0.99	1.03
52	12/20/2009 - 12/26/2009	0.99	1.03
53	12/27/2009 - 12/31/2009	0.98	1.02

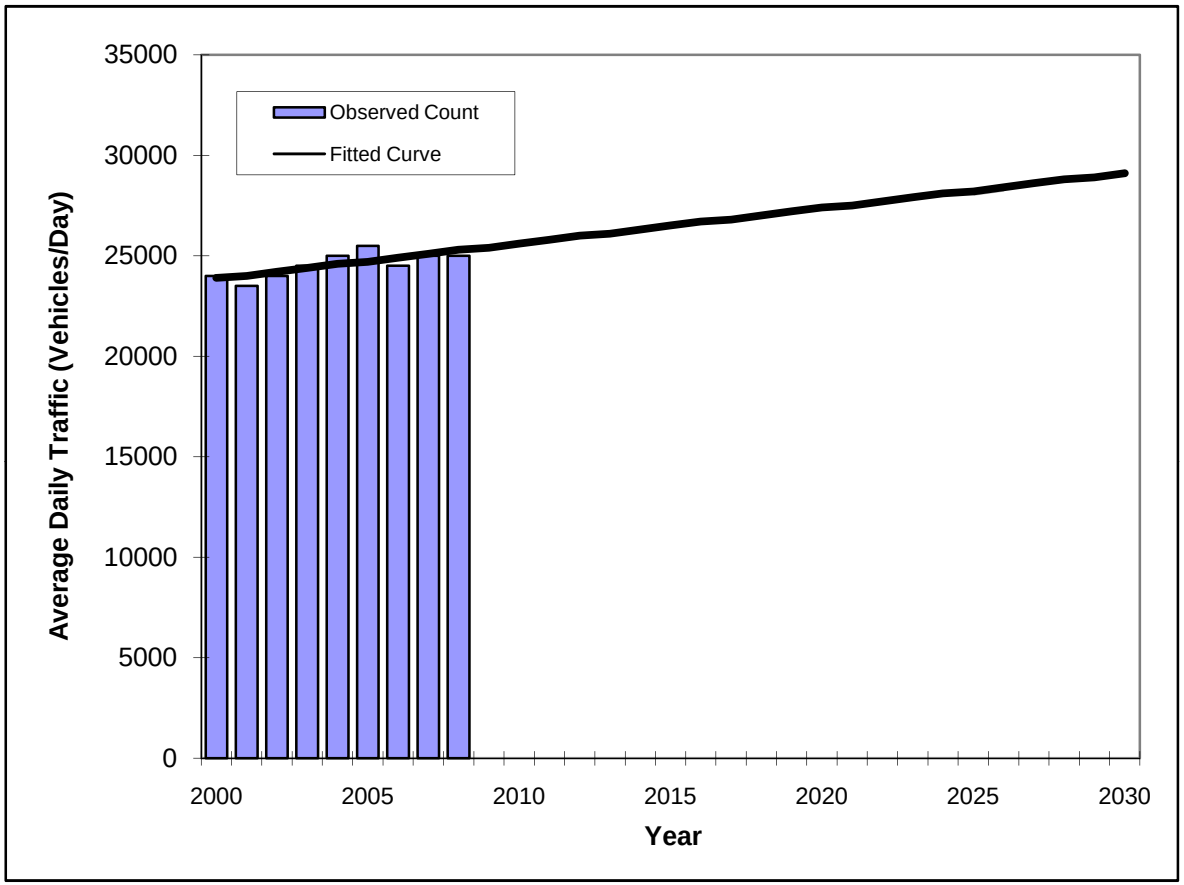
* Peak Season

Traffic Trends - V2.0

DIXIE HIGHWAY -- S. of Atlantic Blvd

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-0025
Highway:	DIXIE HIGHWAY



Year	Traffic (ADT/AADT) Count*	Trend**
2000	24000	23900
2001	23500	24000
2002	24000	24200
2003	24500	24400
2004	25000	24600
2005	25500	24700
2006	24500	24900
2007	25000	25100
2008	25000	25300
2015 Opening Year Trend		
2015	N/A	26500
2023 Mid-Year Trend		
2023	N/A	27900
2030 Design Year Trend		
2030	N/A	29100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	175
Trend R-squared:	57.03%
Trend Annual Historic Growth Rate:	0.73%
Trend Growth Rate (2008 to Design Year):	0.68%
Printed:	6-Aug-10

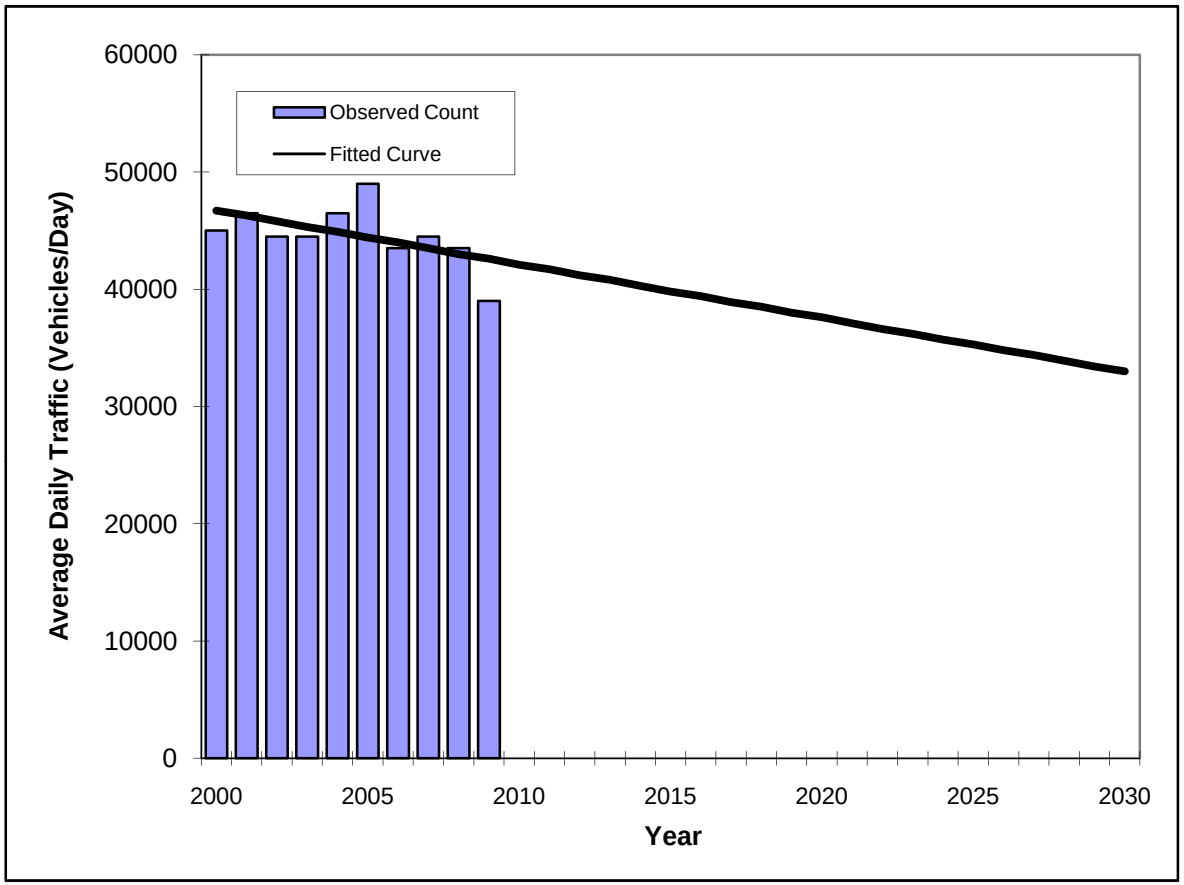
Straight Line Growth Option

Traffic Trends - V2.0

ATLANTIC BLVD -- W. of SE 9th Ave

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-0071
Highway:	ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2000	45000	46700
2001	46500	46300
2002	44500	45800
2003	44500	45300
2004	46500	44900
2005	49000	44400
2006	43500	44000
2007	44500	43500
2008	43500	43000
2009	39000	42600
2015 Opening Year Trend		
2015	N/A	39800
2023 Mid-Year Trend		
2023	N/A	36200
2030 Design Year Trend		
2030	N/A	33000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-458
Trend R-squared:	28.54%
Trend Annual Historic Growth Rate:	-0.98%
Trend Growth Rate (2009 to Design Year):	-1.07%
Printed:	6-Aug-10

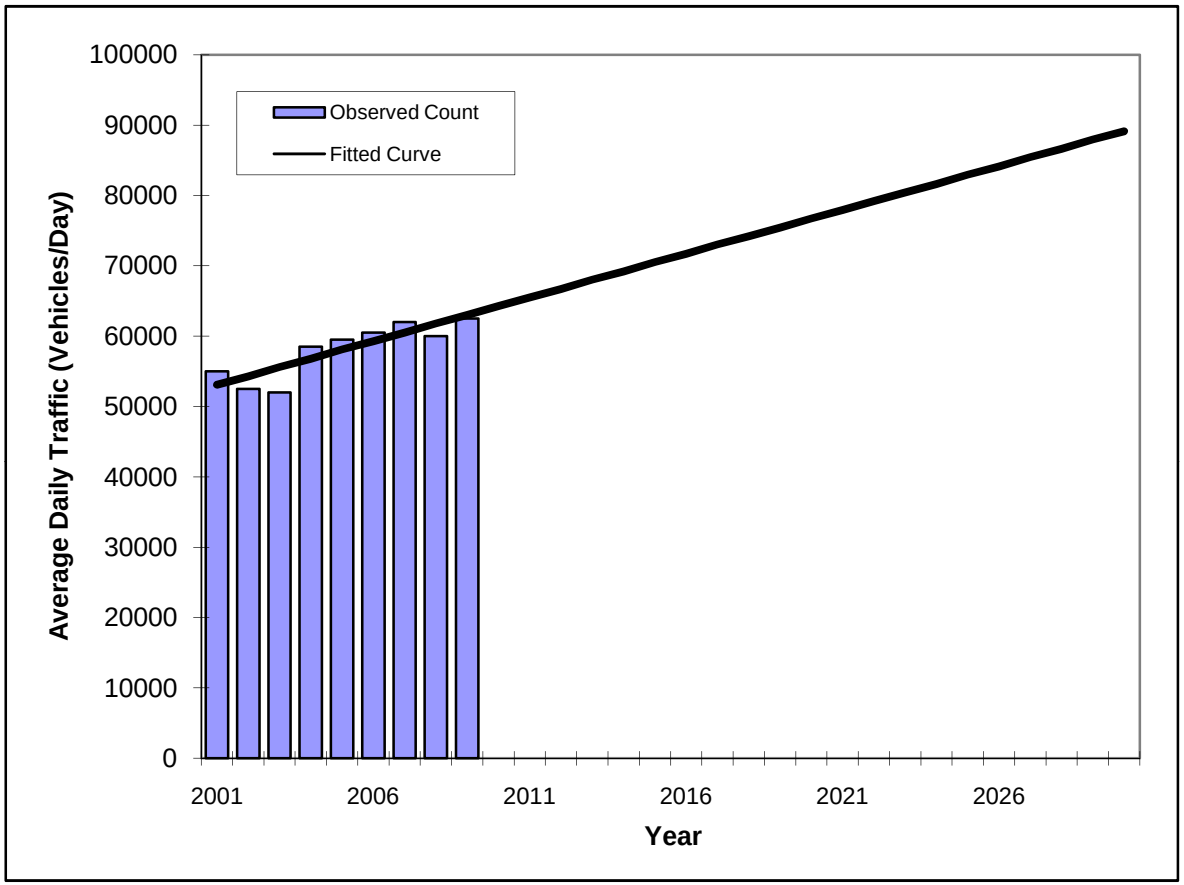
Straight Line Growth Option

Traffic Trends - V2.0

ATLANTIC BLVD -- W. of I-95

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-0174
Highway:	ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2001	55000	53100
2002	52500	54300
2003	52000	55600
2004	58500	56800
2005	59500	58100
2006	60500	59300
2007	62000	60500
2008	60000	61800
2009	62500	63000
2015 Opening Year Trend		
2015	N/A	70500
2023 Mid-Year Trend		
2023	N/A	80400
2030 Design Year Trend		
2030	N/A	89100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,242
Trend R-squared:	74.47%
Trend Annual Historic Growth Rate:	2.33%
Trend Growth Rate (2009 to Design Year):	1.97%
Printed:	6-Aug-10

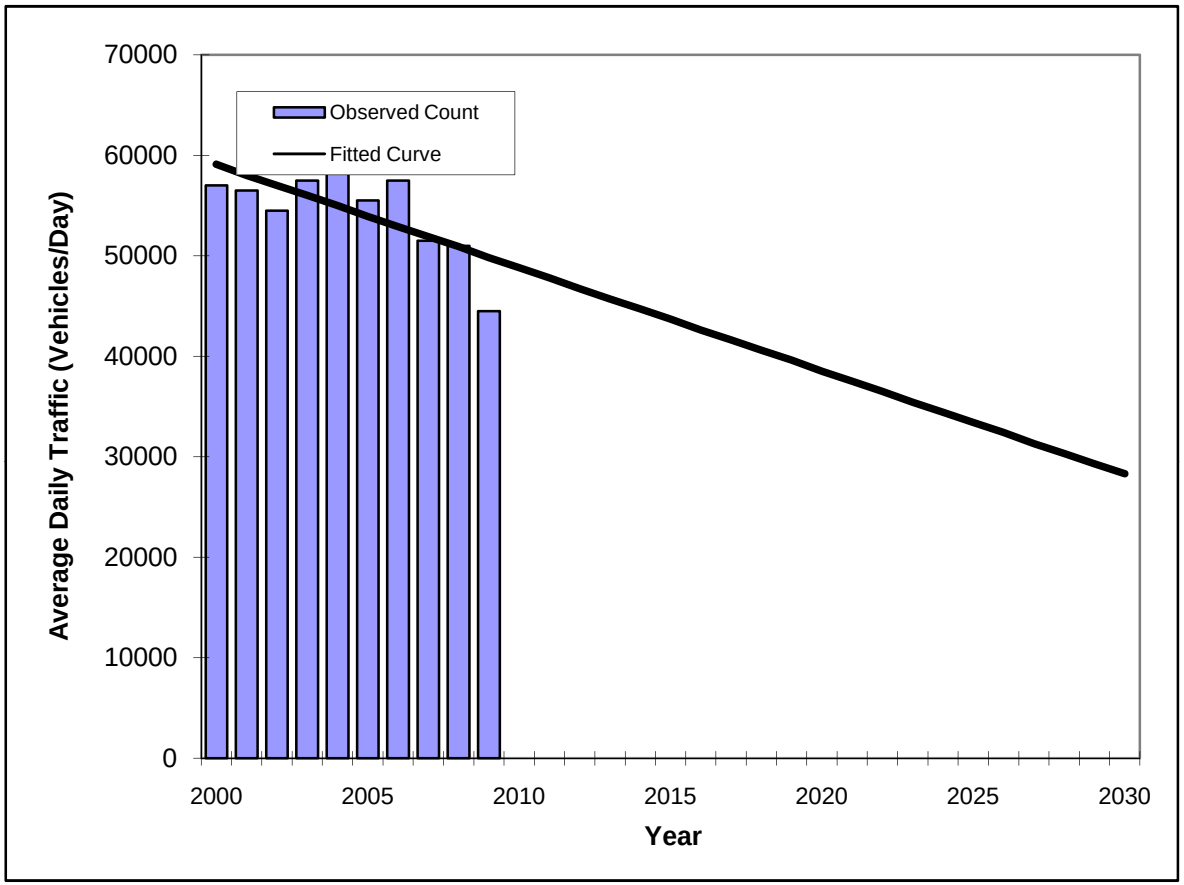
Straight Line Growth Option

Traffic Trends - V2.0

ATLANTIC BLVD -- W. of Dixie Hwy

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-5054
Highway:	ATLANTIC BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2000	57000	59100
2001	56500	58000
2002	54500	57000
2003	57500	56000
2004	59000	55000
2005	55500	53900
2006	57500	52900
2007	51500	51900
2008	51000	50900
2009	44500	49800
2015 Opening Year Trend		
2015	N/A	43700
2023 Mid-Year Trend		
2023	N/A	35400
2030 Design Year Trend		
2030	N/A	28300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-1,027
Trend R-squared:	51.00%
Trend Annual Historic Growth Rate:	-1.75%
Trend Growth Rate (2009 to Design Year):	-2.06%
Printed:	6-Aug-10

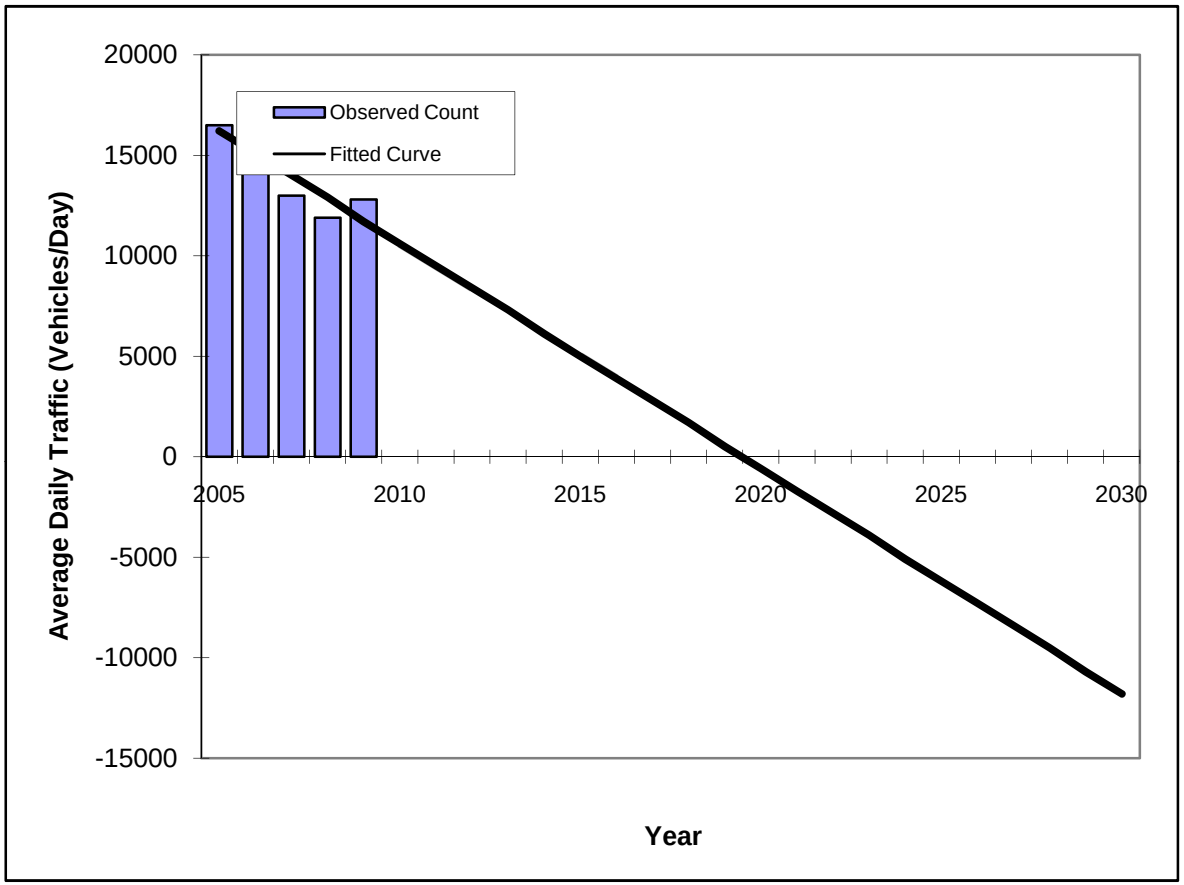
Straight Line Growth Option

Traffic Trends - V2.0

HAMMONDVILLE RD -- W. of Dixie Hwy

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-7171
Highway:	HAMMONDVILLE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	16500	16200
2006	15700	15100
2007	13000	14000
2008	11900	12900
2009	12800	11700
2015 Opening Year Trend		
2015	N/A	5000
2023 Mid-Year Trend		
2023	N/A	-3900
2030 Design Year Trend		
2030	N/A	-11800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-1,120
Trend R-squared:	78.46%
Trend Annual Historic Growth Rate:	-6.94%
Trend Growth Rate (2009 to Design Year):	-9.56%
Printed:	6-Aug-10

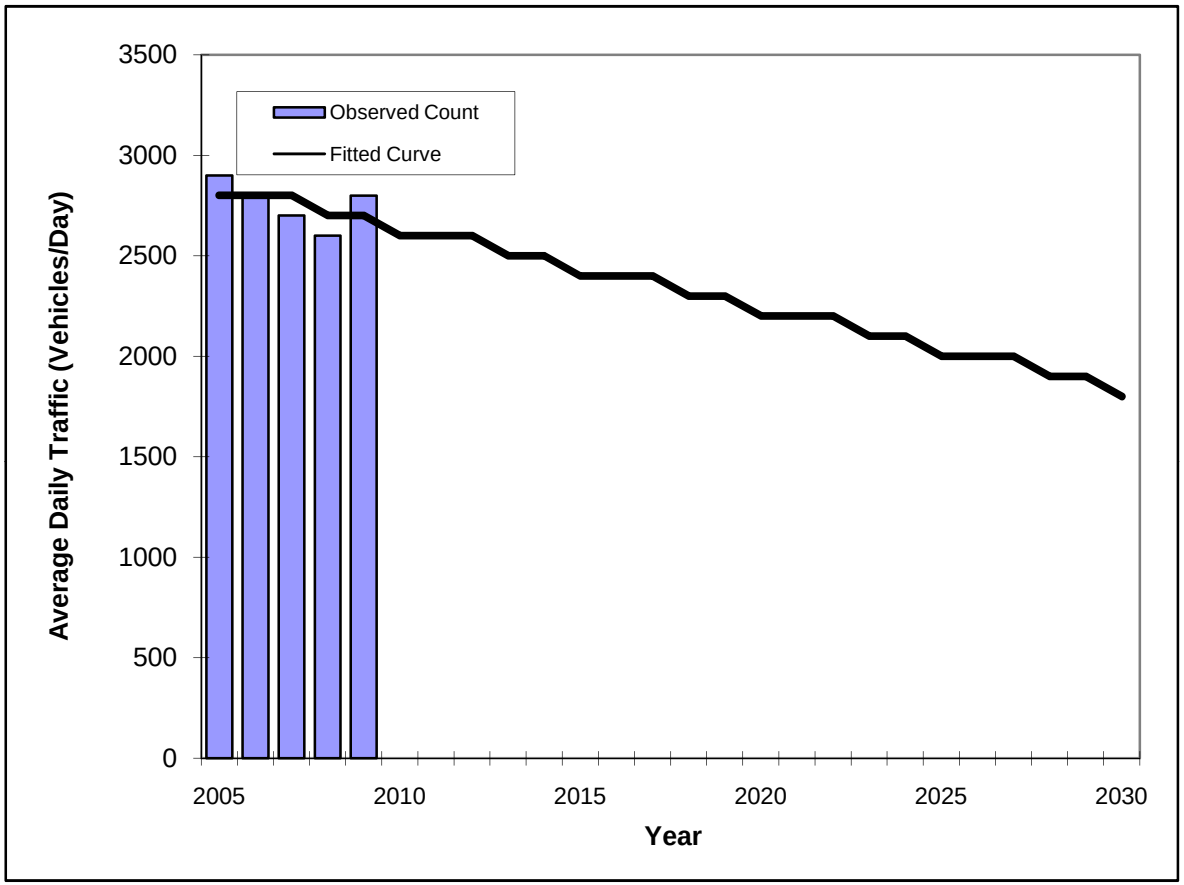
Straight Line Growth Option

Traffic Trends - V2.0

NE 5TH AVE -- N. of Atlantic Blvd

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-7191
Highway:	NE 5TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	2900	2800
2006	2800	2800
2007	2700	2800
2008	2600	2700
2009	2800	2700
2015 Opening Year Trend		
2015	N/A	2400
2023 Mid-Year Trend		
2023	N/A	2100
2030 Design Year Trend		
2030	N/A	1800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-40
Trend R-squared:	30.77%
Trend Annual Historic Growth Rate:	-0.89%
Trend Growth Rate (2009 to Design Year):	-1.59%
Printed:	6-Aug-10

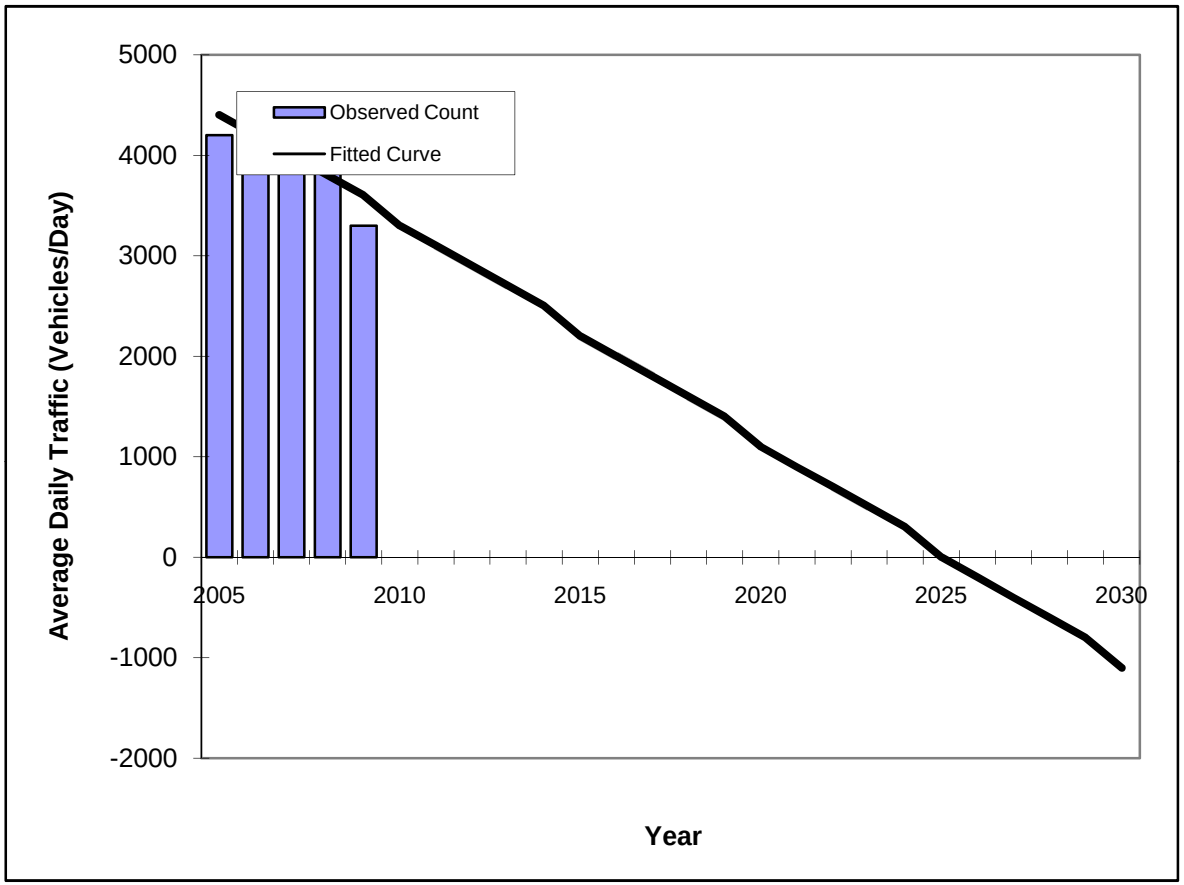
Straight Line Growth Option

Traffic Trends - V2.0

NE 5TH AVE -- N. of NE 10th St

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-7194
Highway:	NE 5TH AVE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	4200	4400
2006	4400	4200
2007	4100	4000
2008	4000	3800
2009	3300	3600
2015 Opening Year Trend		
2015	N/A	2200
2023 Mid-Year Trend		
2023	N/A	500
2030 Design Year Trend		
2030	N/A	-1100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-220
Trend R-squared:	69.14%
Trend Annual Historic Growth Rate:	-4.55%
Trend Growth Rate (2009 to Design Year):	-6.22%
Printed:	6-Aug-10

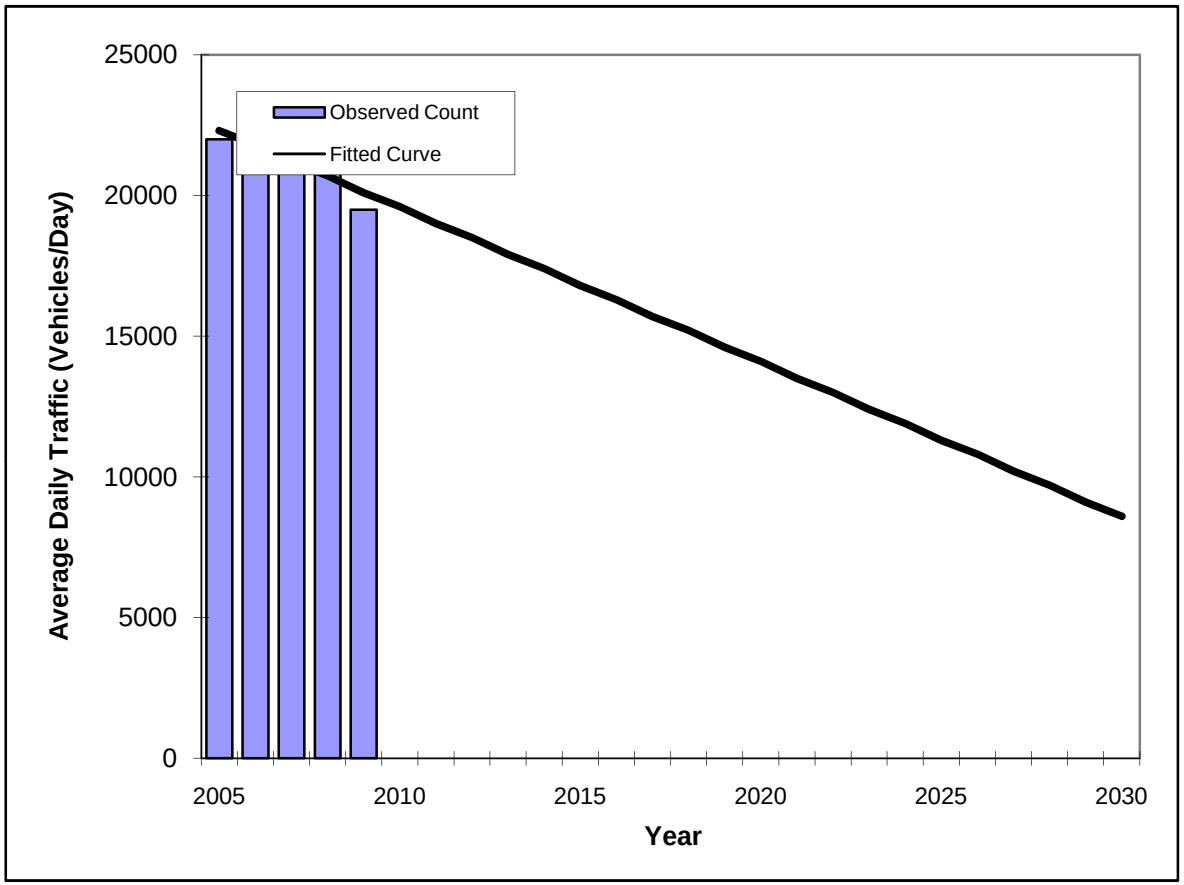
Straight Line Growth Option

Traffic Trends - V2.0

CYPRESS RD -- S. of Atlantic Blvd

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-7424
Highway:	CYPRESS RD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	22000	22300
2006	21500	21800
2007	22000	21200
2008	21000	20700
2009	19500	20100
2015 Opening Year Trend		
2015	N/A	16800
2023 Mid-Year Trend		
2023	N/A	12400
2030 Design Year Trend		
2030	N/A	8600
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-550
Trend R-squared:	70.35%
Trend Annual Historic Growth Rate:	-2.47%
Trend Growth Rate (2009 to Design Year):	-2.72%
Printed:	6-Aug-10

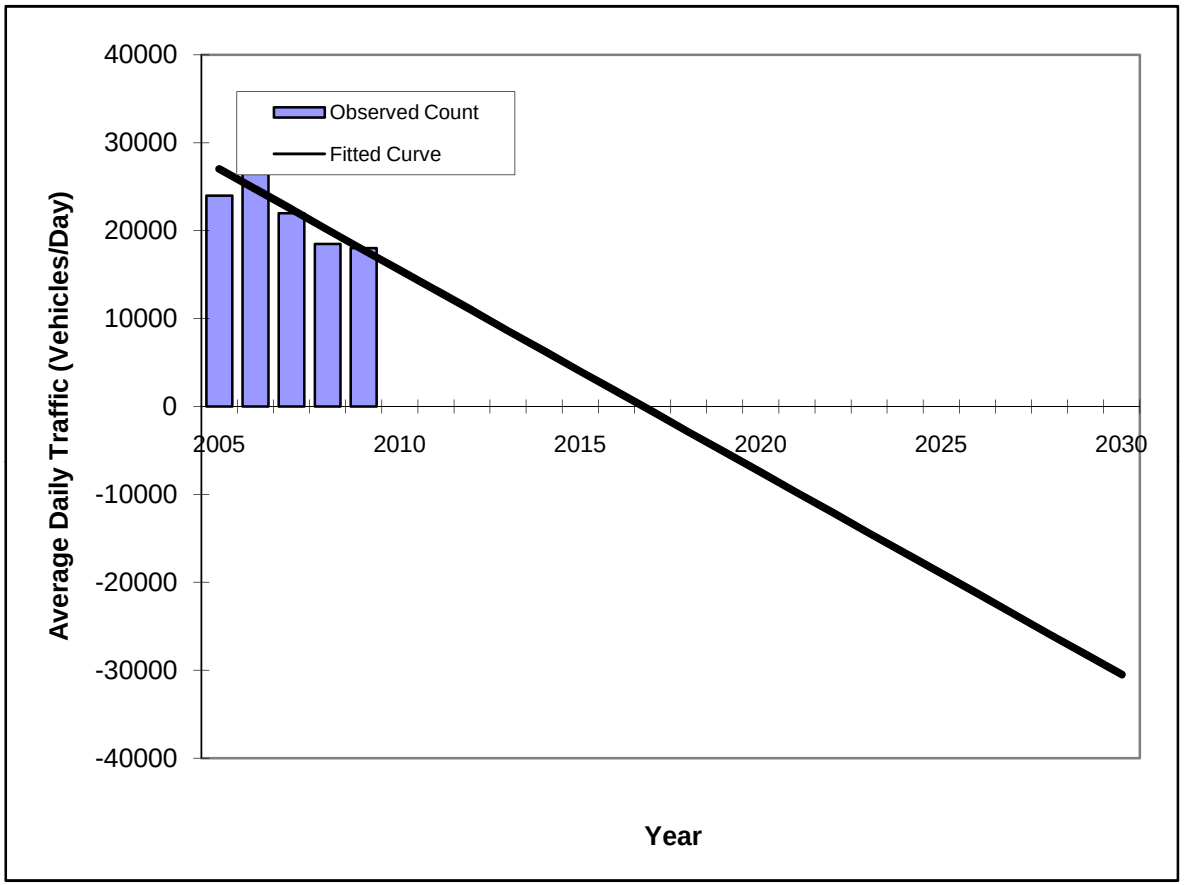
Straight Line Growth Option

Traffic Trends - V2.0

HAMMONDVILLE RD -- W. of NW 15th Ave

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-7773
Highway:	HAMMONDVILLE RD



Year	Traffic (ADT/AADT) Count*	Trend**
2005	24000	27000
2006	29500	24700
2007	22000	22400
2008	18500	20100
2009	18000	17800
2015 Opening Year Trend		
2015	N/A	4000
2023 Mid-Year Trend		
2023	N/A	-14400
2030 Design Year Trend		
2030	N/A	-30500
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-2,300
Trend R-squared:	60.32%
Trend Annual Historic Growth Rate:	-8.52%
Trend Growth Rate (2009 to Design Year):	-12.92%
Printed:	6-Aug-10

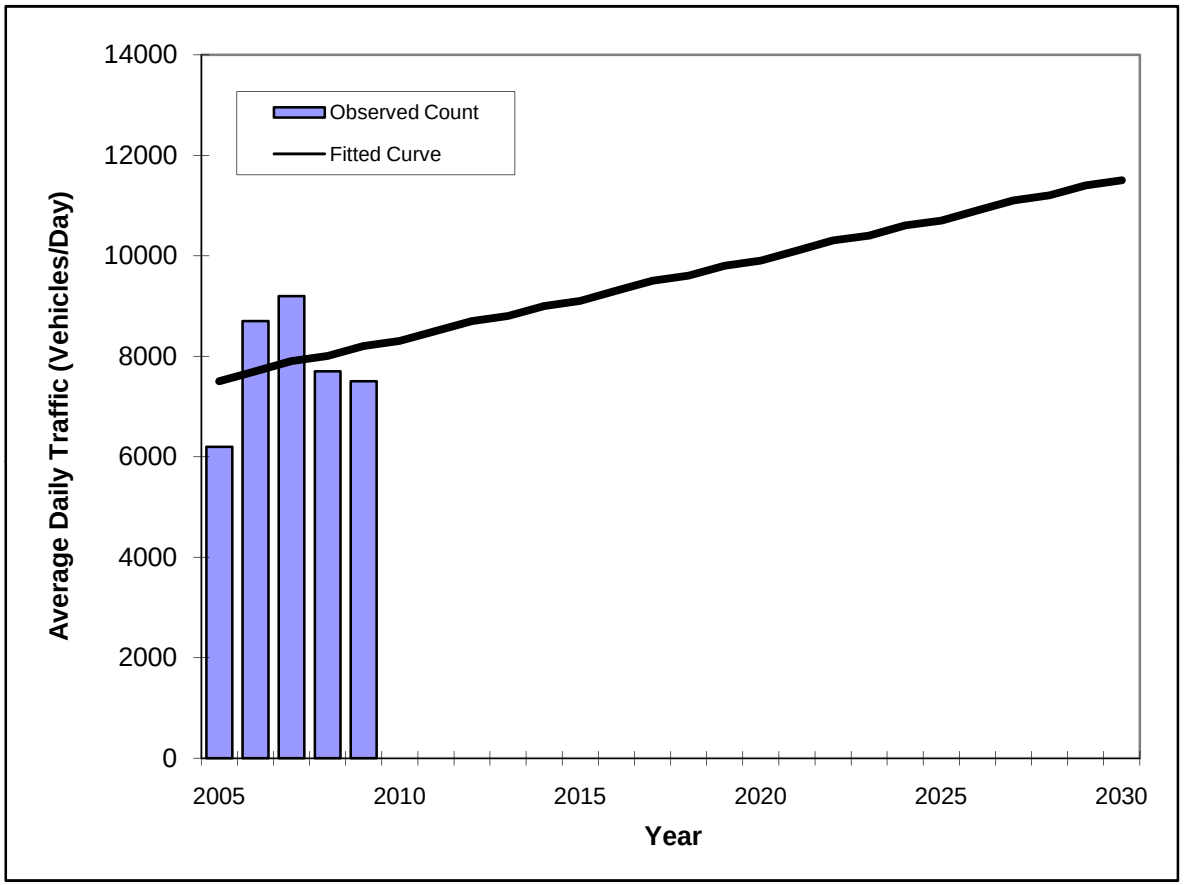
Straight Line Growth Option

Traffic Trends - V2.0

NW 6TH AVENUE -- N. of Hammondville Rd

PIN#	**973215-1**
Location	**1**

County:	Broward (86)
Station #:	86-9562
Highway:	NW 6TH AVENUE



Year	Traffic (ADT/AADT) Count*	Trend**
2005	6200	7500
2006	8700	7700
2007	9200	7900
2008	7700	8000
2009	7500	8200
2015 Opening Year Trend		
2015	N/A	9100
2023 Mid-Year Trend		
2023	N/A	10400
2030 Design Year Trend		
2030	N/A	11500
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	160
Trend R-squared:	4.73%
Trend Annual Historic Growth Rate:	2.33%
Trend Growth Rate (2009 to Design Year):	1.92%
Printed:	6-Aug-10

Straight Line Growth Option

*Axle-Adjusted

APPENDIX C

Raw Traffic Counts

Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 7/13/2010

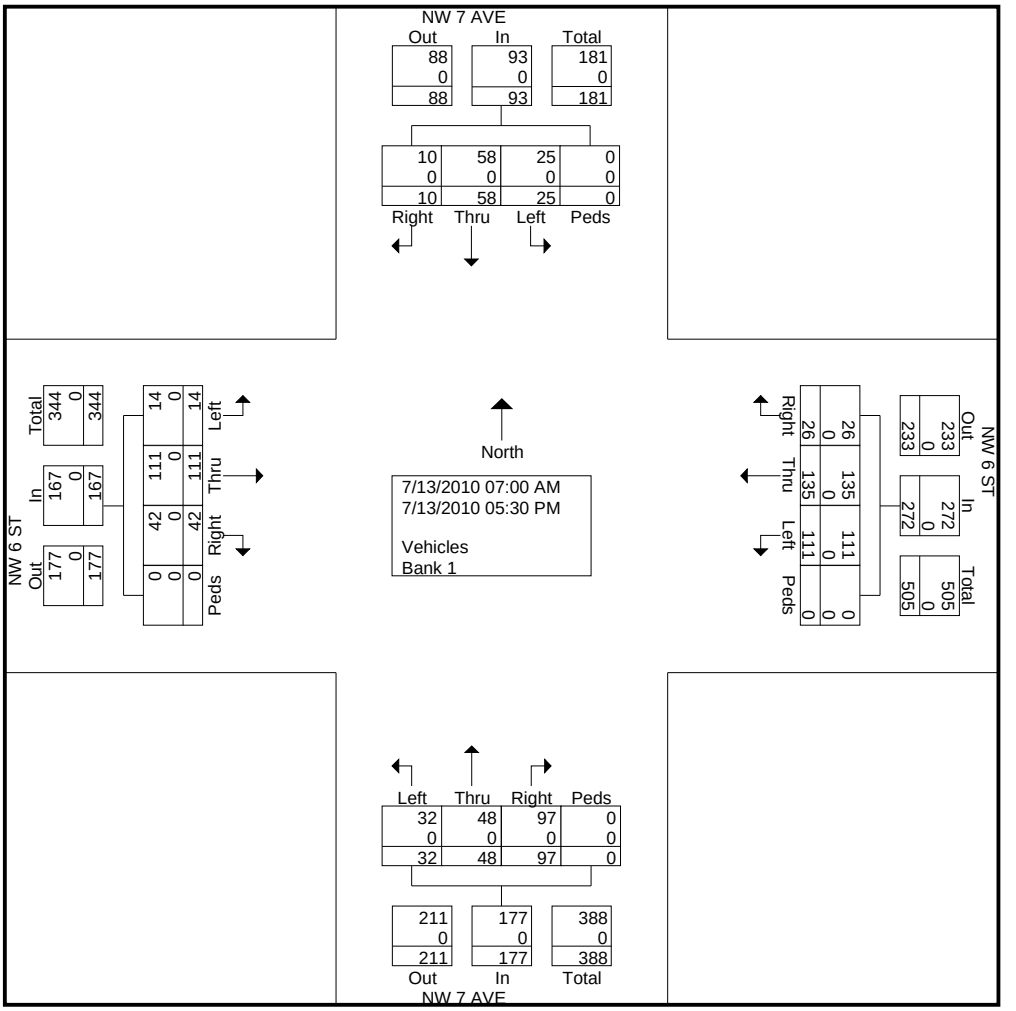
Groups Printed- Vehicles - Bank 1

	NW 7 AVE Southbound					NW 6 ST Westbound					NW 7 AVE Northbound					NW 6 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	0	4	0	6	4	0	10	1	1	1	0	3	3	5	0	0	8	25
07:15 AM	0	4	1	0	5	1	4	4	0	9	3	1	2	0	6	2	2	0	0	4	24
07:30 AM	0	1	1	0	2	2	6	5	0	13	1	2	0	0	3	2	5	0	0	7	25
07:45 AM	0	0	0	0	0	0	7	5	0	12	1	1	4	0	6	0	5	0	0	5	23
Total	0	9	2	0	11	3	23	18	0	44	6	5	7	0	18	7	17	0	0	24	97
08:00 AM	1	0	1	0	2	0	8	5	0	13	8	2	1	0	11	2	8	1	0	11	37
08:15 AM	1	2	1	0	4	0	5	6	0	11	1	3	0	0	4	2	2	0	0	4	23
08:30 AM	0	3	2	0	5	3	8	1	0	12	4	4	1	0	9	3	3	1	0	7	33
08:45 AM	0	1	1	0	2	1	7	4	0	12	5	1	0	0	6	0	8	2	0	10	30
Total	2	6	5	0	13	4	28	16	0	48	18	10	2	0	30	7	21	4	0	32	123
*** BREAK ***																					
03:45 PM	0	4	2	0	6	2	12	9	0	23	7	2	5	0	14	6	7	1	0	14	57
Total	0	4	2	0	6	2	12	9	0	23	7	2	5	0	14	6	7	1	0	14	57
04:00 PM	0	1	3	0	4	2	11	14	0	27	11	4	3	0	18	5	11	2	0	18	67
04:15 PM	1	7	5	0	13	2	10	7	0	19	7	7	2	0	16	1	4	2	0	7	55
04:30 PM	4	7	0	0	11	1	7	5	0	13	8	4	2	0	14	2	8	1	0	11	49
04:45 PM	0	7	1	0	8	2	14	9	0	25	10	4	3	0	17	5	5	1	0	11	61
Total	5	22	9	0	36	7	42	35	0	84	36	19	10	0	65	13	28	6	0	47	232
05:00 PM	1	5	0	0	6	2	10	10	0	22	12	1	2	0	15	5	10	2	0	17	60
05:15 PM	2	7	3	0	12	4	10	10	0	24	10	5	4	0	19	3	15	1	0	19	74
05:30 PM	0	5	4	0	9	4	10	13	0	27	8	6	2	0	16	1	13	0	0	14	66
Grand Total	10	58	25	0	93	26	135	111	0	272	97	48	32	0	177	42	111	14	0	167	709
Apprch %	10.8	62.4	26.9	0		9.6	49.6	40.8	0		54.8	27.1	18.1	0		25.1	66.5	8.4	0		
Total %	1.4	8.2	3.5	0	13.1	3.7	19	15.7	0	38.4	13.7	6.8	4.5	0	25	5.9	15.7	2	0	23.6	
Vehicles	10	58	25	0	93	26	135	111	0	272	97	48	32	0	177	42	111	14	0	167	709
% Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 7/13/2010
Page No : 2

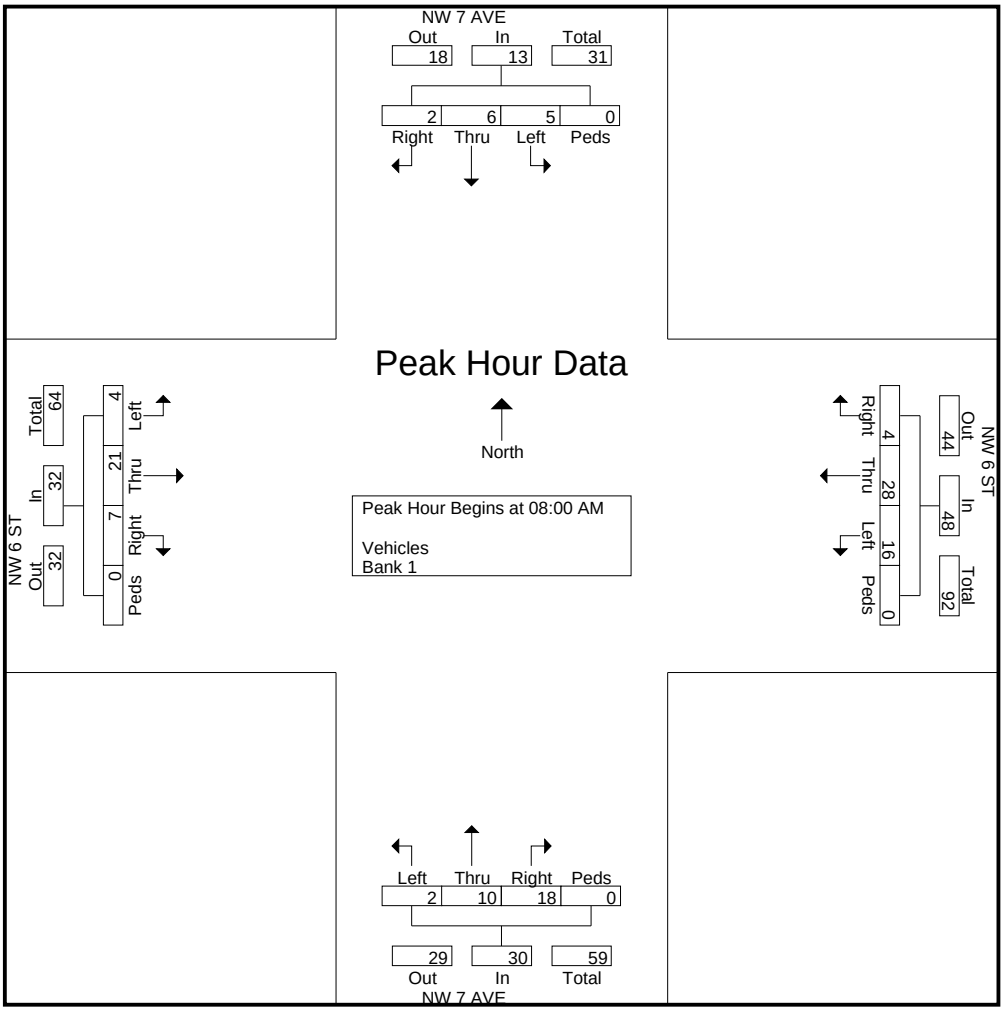


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 7/13/2010

	NW 7 AVE Southbound					NW 6 ST Westbound					NW 7 AVE Northbound					NW 6 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	0	1	0	2	0	**8**	5	0	**13**	**8**	2	**1**	0	**11**	2	**8**	1	0	**11**	**37**
08:15 AM	1	2	1	0	4	0	5	**6**	0	11	1	3	0	0	4	2	2	0	0	4	23
08:30 AM	0	**3**	**2**	0	**5**	**3**	8	1	0	12	4	**4**	1	0	9	**3**	3	1	0	7	33
08:45 AM	0	1	1	0	2	1	7	4	0	12	5	1	0	0	6	0	8	**2**	0	10	30
Total Volume	2	6	5	0	13	4	28	16	0	48	18	10	2	0	30	7	21	4	0	32	123
% App. Total	15.4	46.2	38.5	0		8.3	58.3	33.3	0		60	33.3	6.7	0		21.9	65.6	12.5	0		
PHF	.500	.500	.625	.000	.650	.333	.875	.667	.000	.923	.563	.625	.500	.000	.682	.583	.656	.500	.000	.727	.831

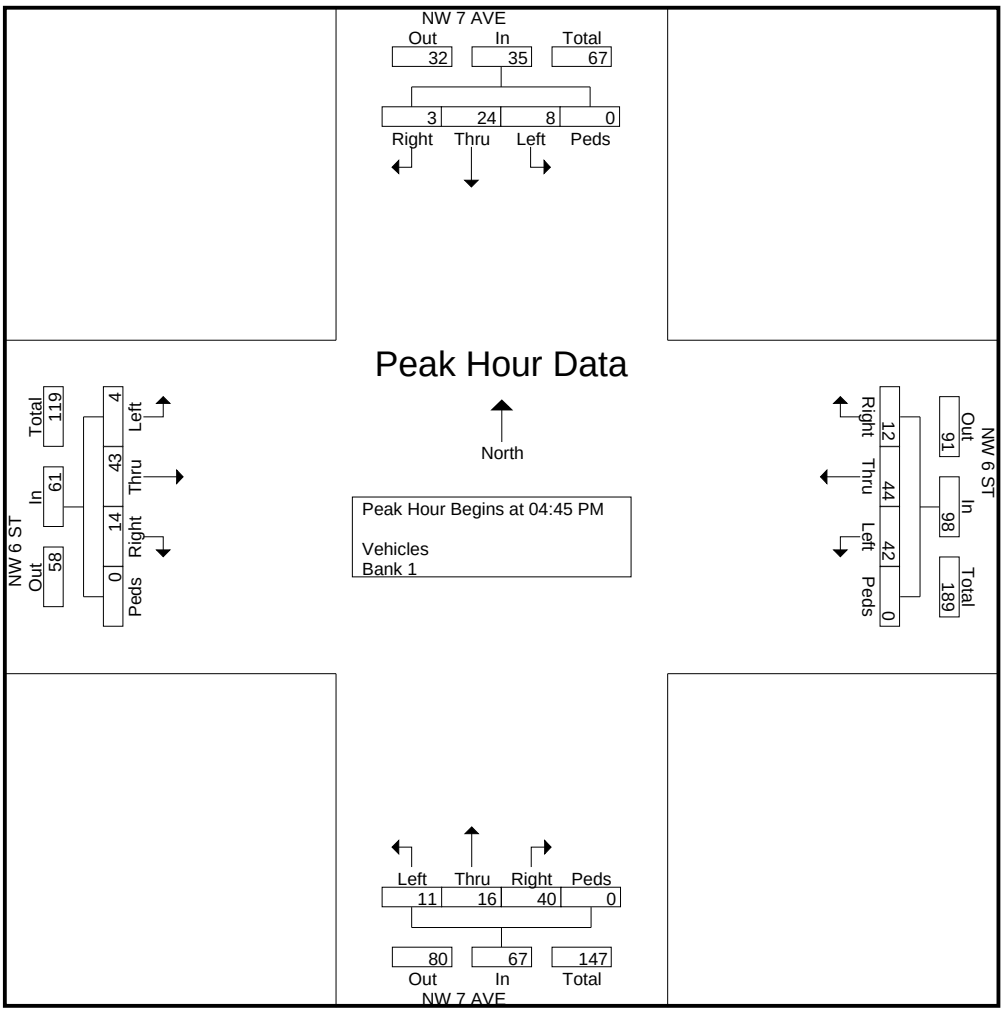


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NW 7th Ave & NW 6th St
Site Code : 00000000
Start Date : 7/13/2010

	NW 7 AVE Southbound					NW 6 ST Westbound					NW 7 AVE Northbound					NW 6 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	**7**	1	0	8	2	**14**	9	0	25	10	4	3	0	17	**5**	5	1	0	11	61
05:00 PM	1	5	0	0	6	2	10	10	0	22	**12**	1	2	0	15	5	10	**2**	0	17	60
05:15 PM	**2**	7	3	0	**12**	**4**	10	10	0	24	10	5	**4**	0	**19**	3	**15**	1	0	**19**	**74**
05:30 PM	0	5	**4**	0	9	4	10	**13**	0	**27**	8	**6**	2	0	16	1	13	0	0	14	66
Total Volume	3	24	8	0	35	12	44	42	0	98	40	16	11	0	67	14	43	4	0	61	261
% App. Total	8.6	68.6	22.9	0		12.2	44.9	42.9	0		59.7	23.9	16.4	0		23	70.5	6.6	0		
PHF	.375	.857	.500	.000	.729	.750	.786	.808	.000	.907	.833	.667	.688	.000	.882	.700	.717	.500	.000	.803	.882



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

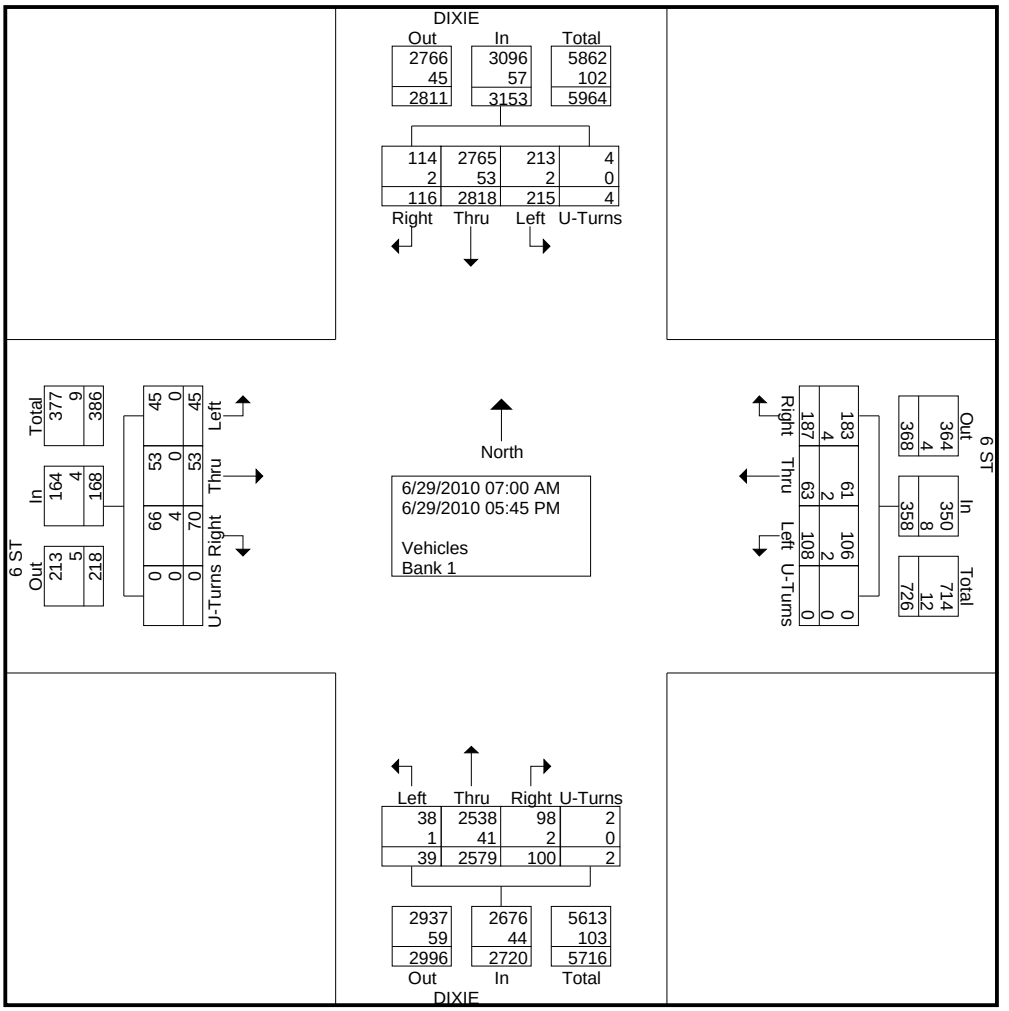
File Name : NW 6th St & Dixie Hwy
Site Code : 00000000
Start Date : 6/29/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	DIXIE From North					6 ST From East					DIXIE From South					6 ST From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	3	103	4	0	110	3	2	2	0	7	2	97	2	0	101	5	1	2	0	8	226
07:15 AM	6	129	3	0	138	8	0	10	0	18	2	96	0	0	98	1	2	2	0	5	259
07:30 AM	7	165	9	0	181	8	0	7	0	15	5	111	0	0	116	3	2	2	0	7	319
07:45 AM	11	183	14	0	208	13	5	11	0	29	8	106	2	0	116	8	3	2	0	13	366
Total	27	580	30	0	637	32	7	30	0	69	17	410	4	0	431	17	8	8	0	33	1170
08:00 AM	8	192	19	0	219	9	8	4	0	21	11	116	0	0	127	4	4	0	0	8	375
08:15 AM	12	188	14	0	214	11	2	11	0	24	5	139	6	0	150	4	6	1	0	11	399
08:30 AM	7	144	10	1	162	11	3	8	0	22	4	139	3	0	146	4	3	1	0	8	338
08:45 AM	15	186	20	1	222	6	4	6	0	16	5	127	3	0	135	2	2	5	0	9	382
Total	42	710	63	2	817	37	17	29	0	83	25	521	12	0	558	14	15	7	0	36	1494
*** BREAK ***																					
04:00 PM	5	172	14	0	191	13	4	10	0	27	9	184	2	0	195	4	6	3	0	13	426
04:15 PM	6	179	12	0	197	8	4	3	0	15	5	174	1	0	180	5	2	6	0	13	405
04:30 PM	3	200	21	1	225	15	4	3	0	22	8	208	2	0	218	7	4	1	0	12	477
04:45 PM	3	180	18	0	201	14	3	7	0	24	2	206	5	0	213	6	7	2	0	15	453
Total	17	731	65	1	814	50	15	23	0	88	24	772	10	0	806	22	19	12	0	53	1761
05:00 PM	11	208	13	0	232	15	9	4	0	28	8	280	4	0	292	5	1	4	0	10	562
05:15 PM	4	200	20	0	224	14	8	10	0	32	11	212	4	1	228	1	7	6	0	14	498
05:30 PM	8	194	17	0	219	19	3	7	0	29	7	207	3	0	217	3	0	3	0	6	471
05:45 PM	7	195	7	1	210	20	4	5	0	29	8	177	2	1	188	8	3	5	0	16	443
Total	30	797	57	1	885	68	24	26	0	118	34	876	13	2	925	17	11	18	0	46	1974
Grand Total	116	2818	215	4	3153	187	63	108	0	358	100	2579	39	2	2720	70	53	45	0	168	6399
Apprch %	3.7	89.4	6.8	0.1		52.2	17.6	30.2	0		3.7	94.8	1.4	0.1		41.7	31.5	26.8	0		
Total %	1.8	44	3.4	0.1	49.3	2.9	1	1.7	0	5.6	1.6	40.3	0.6	0	42.5	1.1	0.8	0.7	0	2.6	
Vehicles	114	2765	213	4	3096	183	61	106	0	350	98	2538	38	2	2676	66	53	45	0	164	6286
% Vehicles	98.3	98.1	99.1	100	98.2	97.9	96.8	98.1	0	97.8	98	98.4	97.4	100	98.4	94.3	100	100	0	97.6	98.2
Bank 1	2	53	2	0	57	4	2	2	0	8	2	41	1	0	44	4	0	0	0	4	113
% Bank 1	1.7	1.9	0.9	0	1.8	2.1	3.2	1.9	0	2.2	2	1.6	2.6	0	1.6	5.7	0	0	0	2.4	1.8

Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

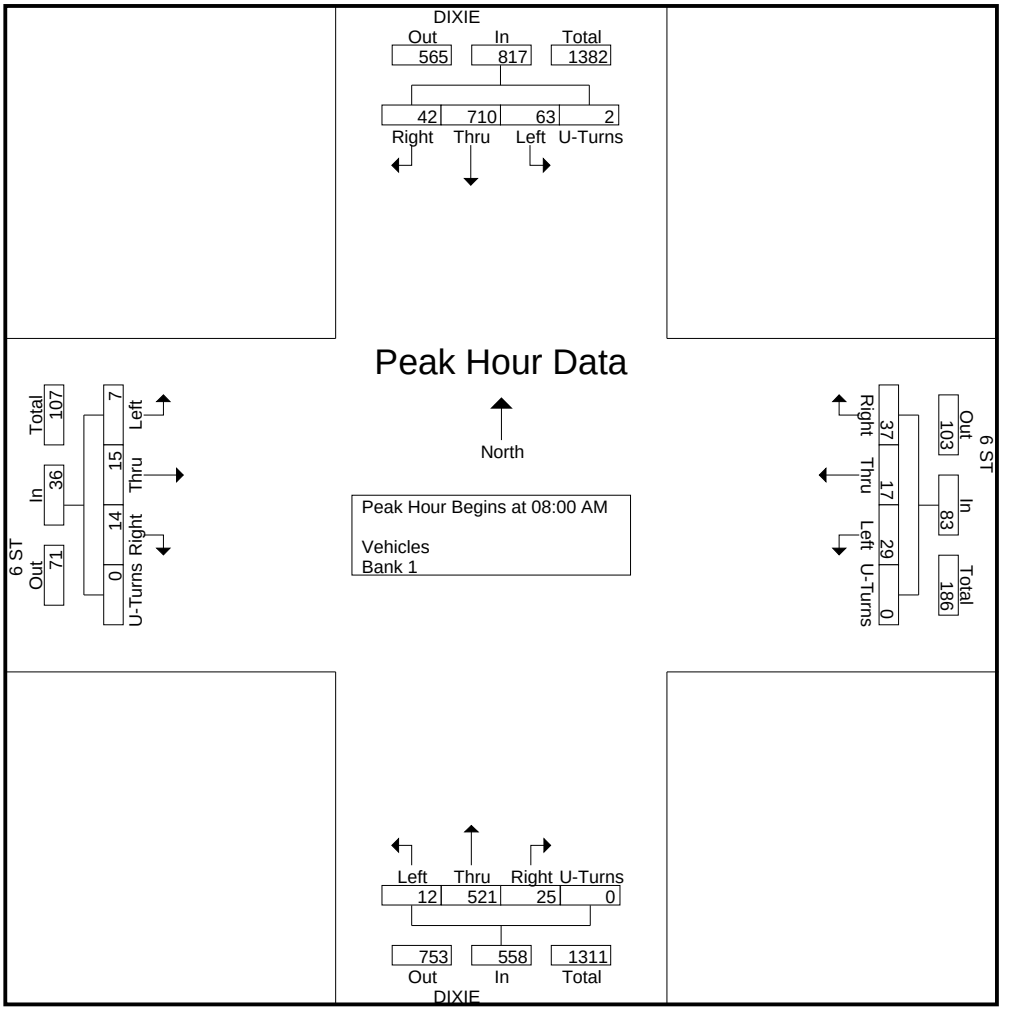
File Name : NW 6th St & Dixie Hwy
Site Code : 00000000
Start Date : 6/29/2010
Page No : 2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NW 6th St & Dixie Hwy
Site Code : 00000000
Start Date : 6/29/2010
Page No : 3

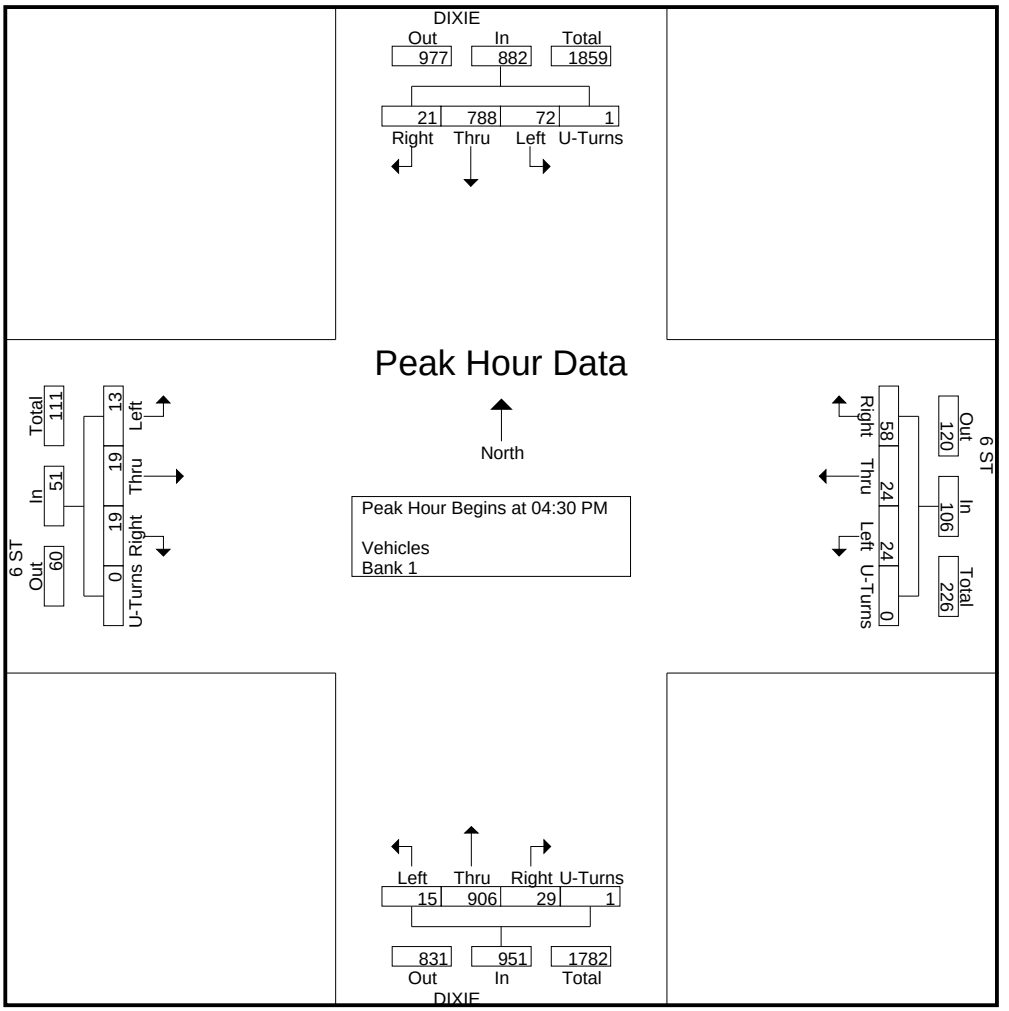
	DIXIE From North					6 ST From East					DIXIE From South					6 ST From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	**192**	19	0	219	9	**8**	4	0	21	**11**	116	0	0	127	**4**	4	0	0	8	375
08:15 AM	12	188	14	0	214	**11**	2	**11**	0	**24**	5	**139**	**6**	0	**150**	4	**6**	1	0	**11**	**399**
08:30 AM	7	144	10	**1**	162	11	3	8	0	22	4	139	3	0	146	4	3	1	0	8	338
08:45 AM	**15**	186	**20**	1	**222**	6	4	6	0	16	5	127	3	0	135	2	2	**5**	0	9	382
Total Volume	42	710	63	2	817	37	17	29	0	83	25	521	12	0	558	14	15	7	0	36	1494
% App. Total	5.1	86.9	7.7	0.2		44.6	20.5	34.9	0		4.5	93.4	2.2	0		38.9	41.7	19.4	0		
PHF	.700	.924	.788	.500	.920	.841	.531	.659	.000	.865	.568	.937	.500	.000	.930	.875	.625	.350	.000	.818	.936



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NW 6th St & Dixie Hwy
Site Code : 00000000
Start Date : 6/29/2010
Page No : 4

	DIXIE From North					6 ST From East					DIXIE From South					6 ST From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	200	**21**	**1**	225	**15**	4	3	0	22	8	208	2	0	218	**7**	4	1	0	12	477
04:45 PM	3	180	18	0	201	14	3	7	0	24	2	206	**5**	0	213	6	**7**	2	0	**15**	453
05:00 PM	**11**	**208**	13	0	**232**	15	**9**	4	0	28	8	**280**	4	0	**292**	5	1	4	0	10	**562**
05:15 PM	4	200	20	0	224	14	8	**10**	0	**32**	**11**	212	4	**1**	228	1	7	**6**	0	14	498
Total Volume	21	788	72	1	882	58	24	24	0	106	29	906	15	1	951	19	19	13	0	51	1990
% App. Total	2.4	89.3	8.2	0.1		54.7	22.6	22.6	0		3	95.3	1.6	0.1		37.3	37.3	25.5	0		
PHF	.477	.947	.857	.250	.950	.967	.667	.600	.000	.828	.659	.809	.750	.250	.814	.679	.679	.542	.000	.850	.885

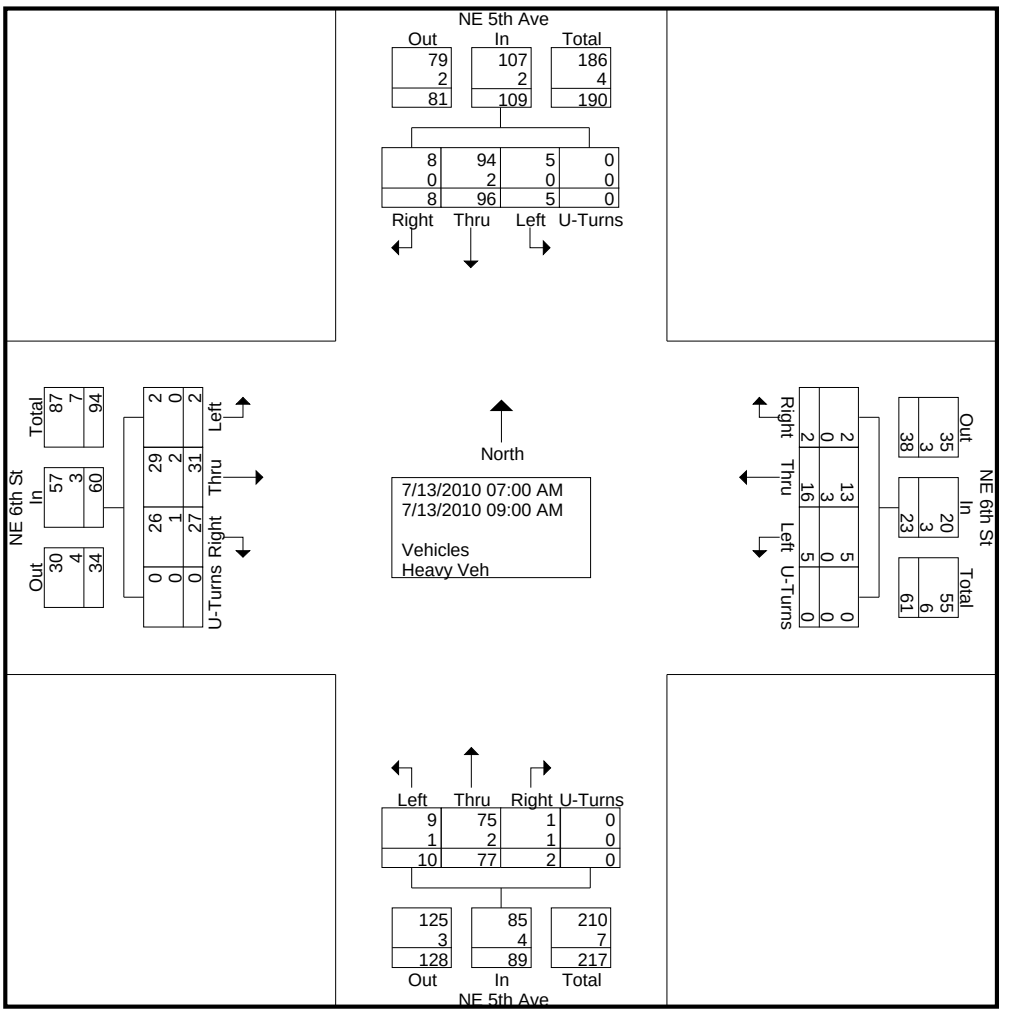


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 6th St at NE 5th Ave
Site Code : 00000000
Start Date : 7/13/2010
Page No : 1

Groups Printed- Vehicles - Heavy Veh

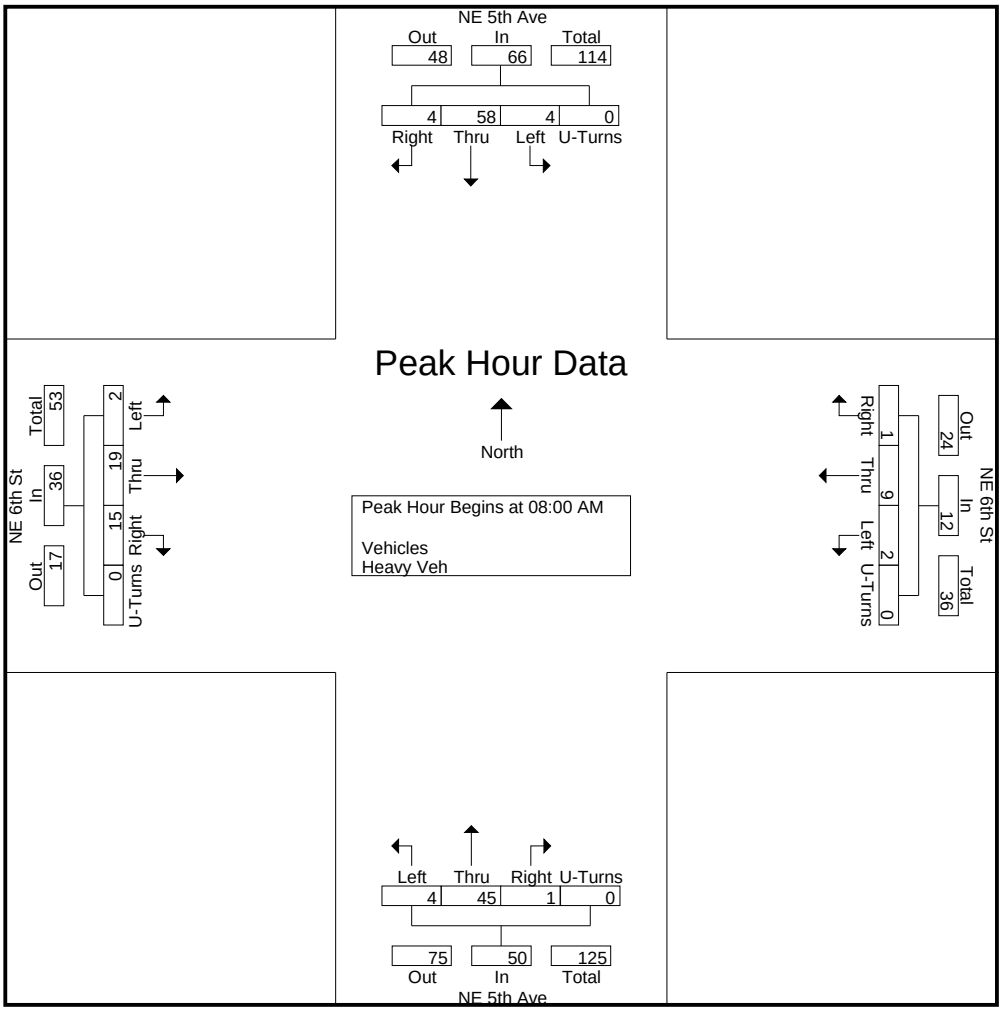
	NE 5th Ave From North					NE 6th St From East					NE 5th Ave From South					NE 6th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	0	11	0	0	11	0	2	0	0	2	0	6	0	0	6	1	5	0	0	6	25
07:15 AM	2	9	1	0	12	0	0	2	0	2	1	2	3	0	6	4	2	0	0	6	26
07:30 AM	1	5	0	0	6	0	2	0	0	2	0	12	1	0	13	3	1	0	0	4	25
07:45 AM	1	13	0	0	14	1	3	1	0	5	0	12	2	0	14	4	4	0	0	8	41
Total	4	38	1	0	43	1	7	3	0	11	1	32	6	0	39	12	12	0	0	24	117
08:00 AM	1	15	2	0	18	1	3	1	0	5	0	11	0	0	11	3	4	0	0	7	41
08:15 AM	0	17	1	0	18	0	4	1	0	5	0	11	0	0	11	3	4	0	0	7	41
08:30 AM	2	10	1	0	13	0	2	0	0	2	1	12	1	0	14	3	5	1	0	9	38
08:45 AM	1	16	0	0	17	0	0	0	0	0	0	11	3	0	14	6	6	1	0	13	44
Total	4	58	4	0	66	1	9	2	0	12	1	45	4	0	50	15	19	2	0	36	164
*** BREAK ***																					
Grand Total	8	96	5	0	109	2	16	5	0	23	2	77	10	0	89	27	31	2	0	60	281
Apprch %	7.3	88.1	4.6	0		8.7	69.6	21.7	0		2.2	86.5	11.2	0		45	51.7	3.3	0		
Total %	2.8	34.2	1.8	0	38.8	0.7	5.7	1.8	0	8.2	0.7	27.4	3.6	0	31.7	9.6	11	0.7	0	21.4	
Vehicles	8	94	5	0	107	2	13	5	0	20	1	75	9	0	85	26	29	2	0	57	269
% Vehicles	100	97.9	100	0	98.2	100	81.2	100	0	87	50	97.4	90	0	95.5	96.3	93.5	100	0	95	95.7
Heavy Veh	0	2	0	0	2	0	3	0	0	3	1	2	1	0	4	1	2	0	0	3	12
% Heavy Veh	0	2.1	0	0	1.8	0	18.8	0	0	13	50	2.6	10	0	4.5	3.7	6.5	0	0	5	4.3



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 6th St at NE 5th Ave
Site Code : 00000000
Start Date : 7/13/2010
Page No : 2

	NE 5th Ave From North					NE 6th St From East					NE 5th Ave From South					NE 6th St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	1	15	**2**	0	**18**	**1**	3	**1**	0	**5**	0	11	0	0	11	3	4	0	0	7	41
08:15 AM	0	**17**	1	0	18	0	**4**	1	0	5	0	11	0	0	11	3	4	0	0	7	41
08:30 AM	**2**	10	1	0	13	0	2	0	0	2	**1**	**12**	1	0	**14**	3	5	**1**	0	9	38
08:45 AM	1	16	0	0	17	0	0	0	0	0	0	11	**3**	0	14	**6**	**6**	1	0	**13**	**44**
Total Volume	4	58	4	0	66	1	9	2	0	12	1	45	4	0	50	15	19	2	0	36	164
% App. Total	6.1	87.9	6.1	0		8.3	75	16.7	0		2	90	8	0		41.7	52.8	5.6	0		
PHF	.500	.853	.500	.000	.917	.250	.563	.500	.000	.600	.250	.938	.333	.000	.893	.625	.792	.500	.000	.692	.932

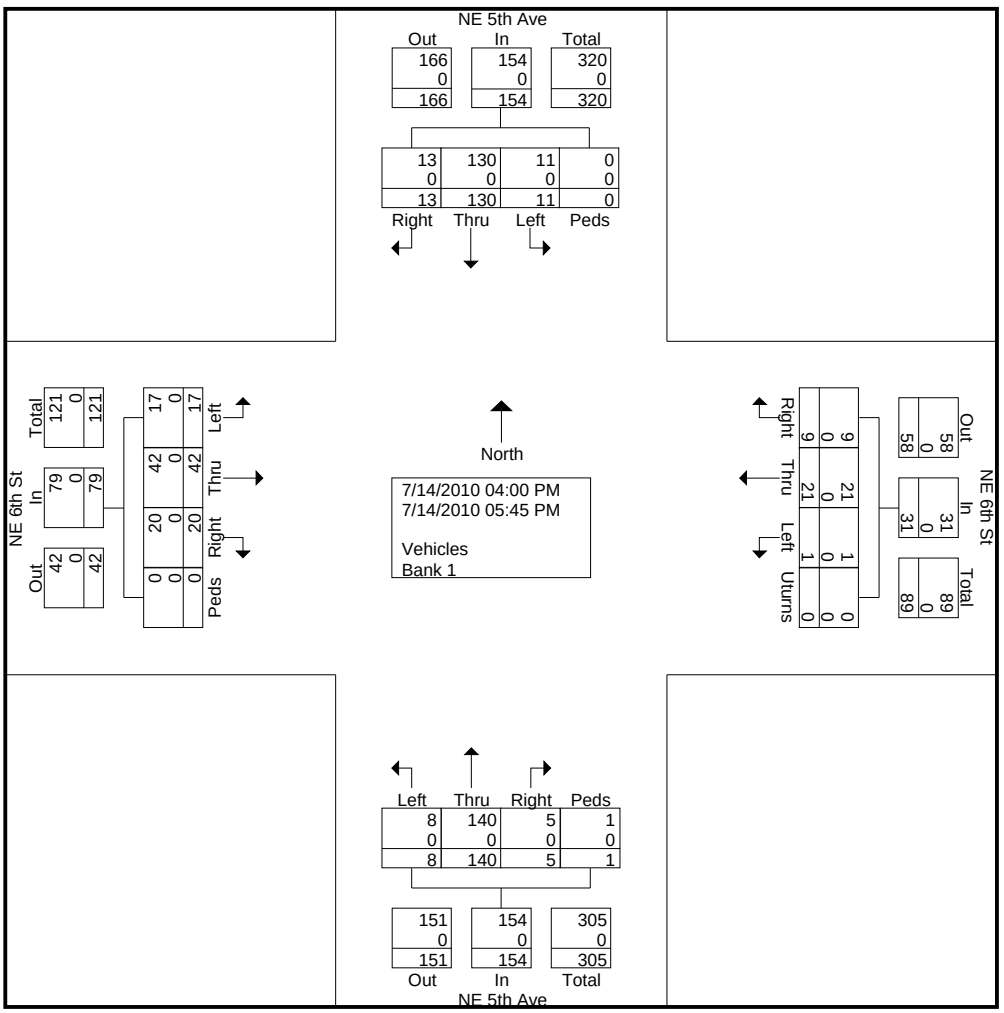


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 6th St at NE 5th Ave PM Only
Site Code : 00000000
Start Date : 7/14/2010

Groups Printed- Vehicles - Bank 1

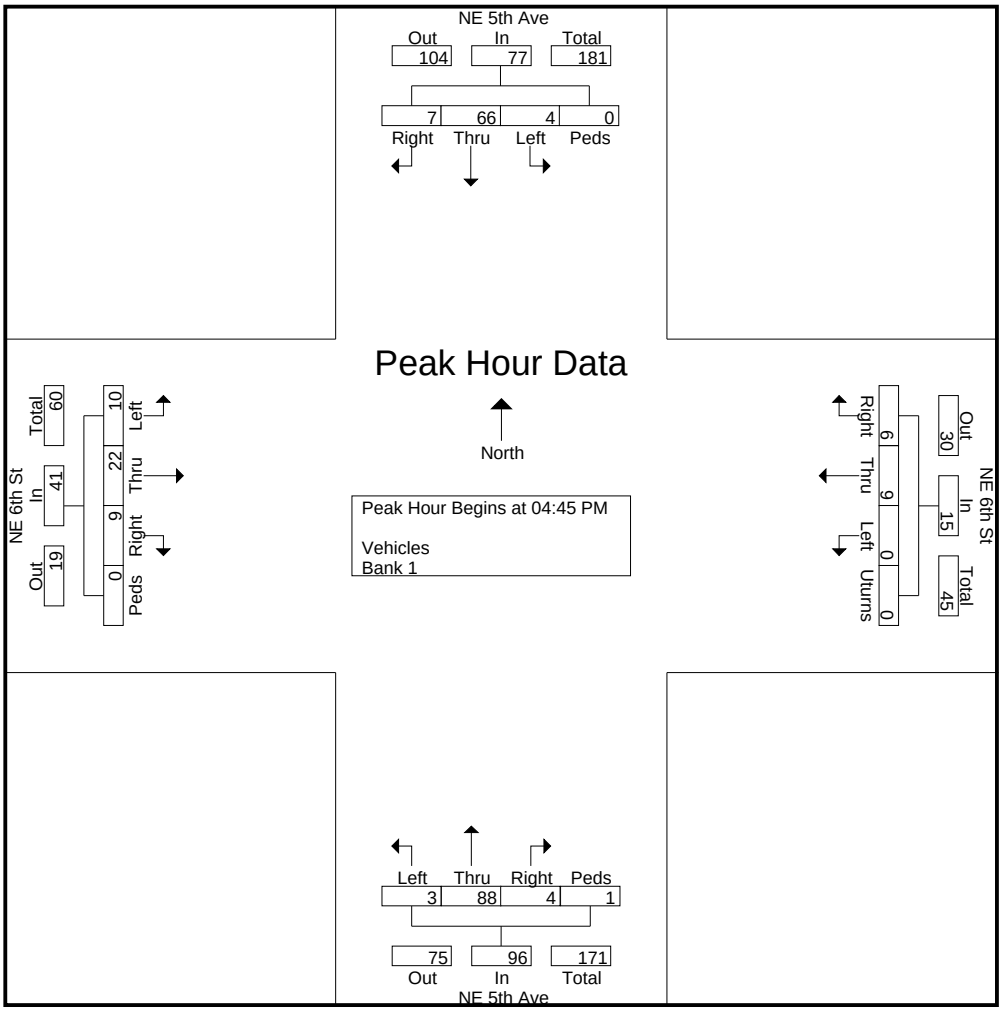
	NE 5th Ave From North					NE 6th St From East					NE 5th Ave From South					NE 6th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	2	17	3	0	22	2	2	0	0	4	1	9	2	0	12	3	6	3	0	12	50
04:15 PM	0	14	2	0	16	1	3	1	0	5	0	15	1	0	16	3	8	1	0	12	49
04:30 PM	3	24	0	0	27	0	2	0	0	2	0	12	1	0	13	1	3	1	0	5	47
04:45 PM	4	13	2	0	19	1	0	0	0	1	2	13	1	1	17	4	6	2	0	12	49
Total	9	68	7	0	84	4	7	1	0	12	3	49	5	1	58	11	23	7	0	41	195
05:00 PM	1	14	2	0	17	1	2	0	0	3	0	21	0	0	21	2	2	3	0	7	48
05:15 PM	0	22	0	0	22	0	2	0	0	2	0	28	0	0	28	2	5	2	0	9	61
05:30 PM	2	17	0	0	19	4	5	0	0	9	2	26	2	0	30	1	9	3	0	13	71
05:45 PM	1	9	2	0	12	0	5	0	0	5	0	16	1	0	17	4	3	2	0	9	43
Total	4	62	4	0	70	5	14	0	0	19	2	91	3	0	96	9	19	10	0	38	223
Grand Total	13	130	11	0	154	9	21	1	0	31	5	140	8	1	154	20	42	17	0	79	418
Apprch %	8.4	84.4	7.1	0		29	67.7	3.2	0		3.2	90.9	5.2	0.6		25.3	53.2	21.5	0		
Total %	3.1	31.1	2.6	0	36.8	2.2	5	0.2	0	7.4	1.2	33.5	1.9	0.2	36.8	4.8	10	4.1	0	18.9	
Vehicles	13	130	11	0	154	9	21	1	0	31	5	140	8	1	154	20	42	17	0	79	418
% Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 6th St at NE 5th Ave PM Only
Site Code : 00000000
Start Date : 7/14/2010

	NE 5th Ave From North					NE 6th St From East					NE 5th Ave From South					NE 6th St From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**4**	13	**2**	0	19	1	0	0	0	1	**2**	13	1	**1**	17	**4**	6	2	0	12	49
05:00 PM	1	14	2	0	17	1	2	0	0	3	0	21	0	0	21	2	2	**3**	0	7	48
05:15 PM	0	**22**	0	0	**22**	0	2	0	0	2	0	**28**	0	0	28	2	5	2	0	9	61
05:30 PM	2	17	0	0	19	**4**	**5**	0	0	**9**	2	26	**2**	0	**30**	1	**9**	3	0	**13**	**71**
Total Volume	7	66	4	0	77	6	9	0	0	15	4	88	3	1	96	9	22	10	0	41	229
% App. Total	9.1	85.7	5.2	0		40	60	0	0		4.2	91.7	3.1	1		22	53.7	24.4	0		
PHF	.438	.750	.500	.000	.875	.375	.450	.000	.000	.417	.500	.786	.375	.250	.800	.563	.611	.833	.000	.788	.806



Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : MLK & NW 7th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NW 7 AVE Southbound					MLK BLVD Westbound					NW 7 AVE Northbound					MLK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	4	5	0	12	0	61	6	0	67	3	0	2	0	5	6	64	3	0	73	157
07:15 AM	4	1	1	0	6	3	75	6	0	84	1	0	3	0	4	6	79	4	0	89	183
07:30 AM	7	4	0	0	11	5	102	2	0	109	3	0	2	0	5	9	102	2	0	113	238
07:45 AM	7	1	1	0	9	2	107	3	0	112	4	0	4	0	8	13	141	5	0	159	288
Total	21	10	7	0	38	10	345	17	0	372	11	0	11	0	22	34	386	14	0	434	866
08:00 AM	4	4	1	0	9	5	97	4	0	106	1	1	4	0	6	17	126	3	0	146	267
08:15 AM	5	2	0	0	7	1	85	6	0	92	0	0	0	0	0	8	115	1	0	124	223
08:30 AM	6	4	1	0	11	1	72	5	1	79	2	0	1	0	3	8	124	4	0	136	229
08:45 AM	5	6	0	0	11	2	79	4	0	85	6	3	4	0	13	5	121	4	1	131	240
Total	20	16	2	0	38	9	333	19	1	362	9	4	9	0	22	38	486	12	1	537	959
*** BREAK ***																					
04:00 PM	4	8	1	0	13	2	103	6	0	111	1	3	3	0	7	12	111	11	0	134	265
04:15 PM	15	3	1	0	19	7	100	6	0	113	3	3	1	0	7	8	104	8	0	120	259
04:30 PM	9	3	2	0	14	13	112	7	0	132	2	3	3	0	8	13	138	7	0	158	312
04:45 PM	6	8	2	0	16	10	125	8	0	143	5	3	4	0	12	11	112	11	0	134	305
Total	34	22	6	0	62	32	440	27	0	499	11	12	11	0	34	44	465	37	0	546	1141
05:00 PM	7	3	2	0	12	7	155	9	0	171	7	2	4	0	13	16	120	10	0	146	342
05:15 PM	11	6	4	0	21	3	117	7	0	127	2	1	3	0	6	8	115	15	0	138	292
05:30 PM	8	7	2	0	17	6	159	10	0	175	5	3	2	0	10	16	120	6	0	142	344
05:45 PM	8	3	3	0	14	9	79	4	0	92	8	0	2	0	10	5	117	7	0	129	245
Total	34	19	11	0	64	25	510	30	0	565	22	6	11	0	39	45	472	38	0	555	1223
Grand Total	109	67	26	0	202	76	1628	93	1	1798	53	22	42	0	117	161	1809	101	1	2072	4189
Apprch %	54	33.2	12.9	0		4.2	90.5	5.2	0.1		45.3	18.8	35.9	0		7.8	87.3	4.9	0		
Total %	2.6	1.6	0.6	0	4.8	1.8	38.9	2.2	0	42.9	1.3	0.5	1	0	2.8	3.8	43.2	2.4	0	49.5	
Vehicles	109	67	26	0	202	76	1628	93	1	1798	53	22	42	0	117	161	1809	101	1	2072	4189
% Vehicles	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : MLK & NW 7th Ave
Site Code : 00000000
Start Date : 6/23/2010
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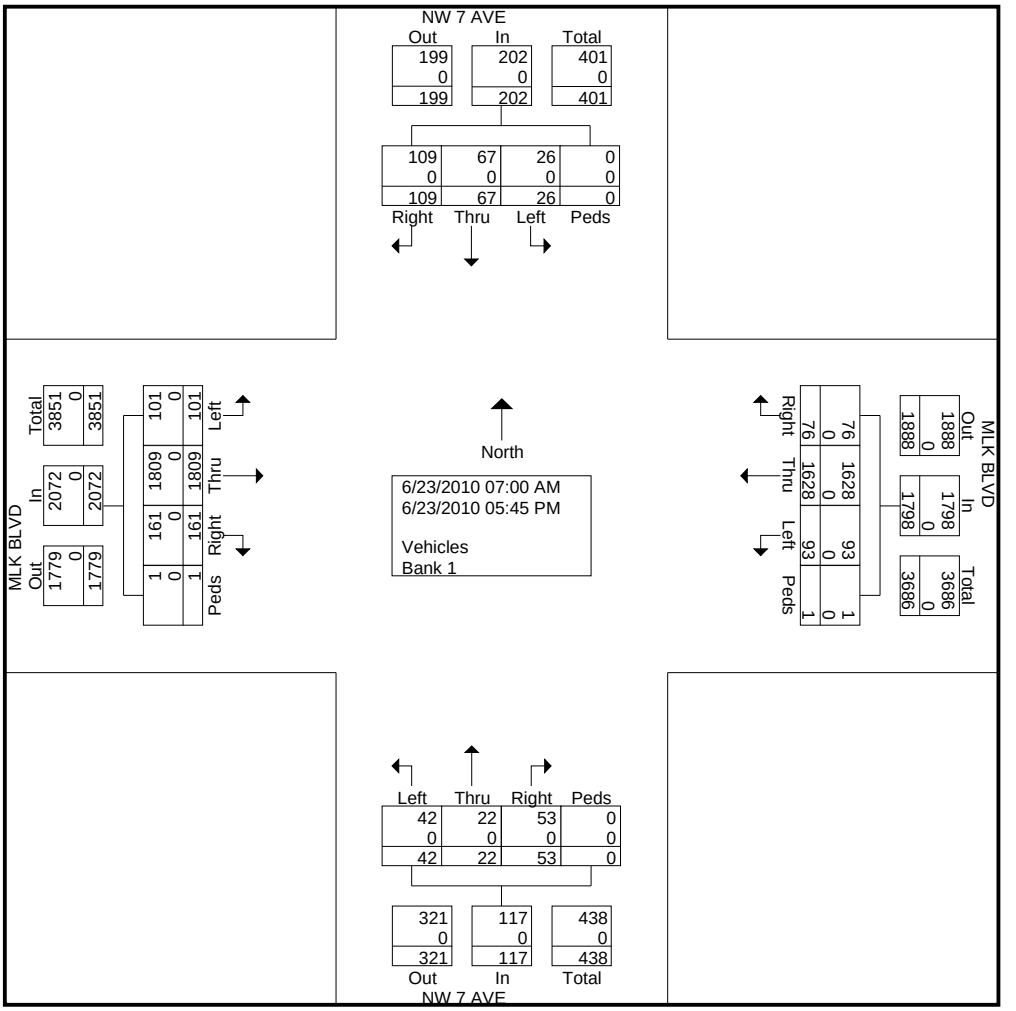
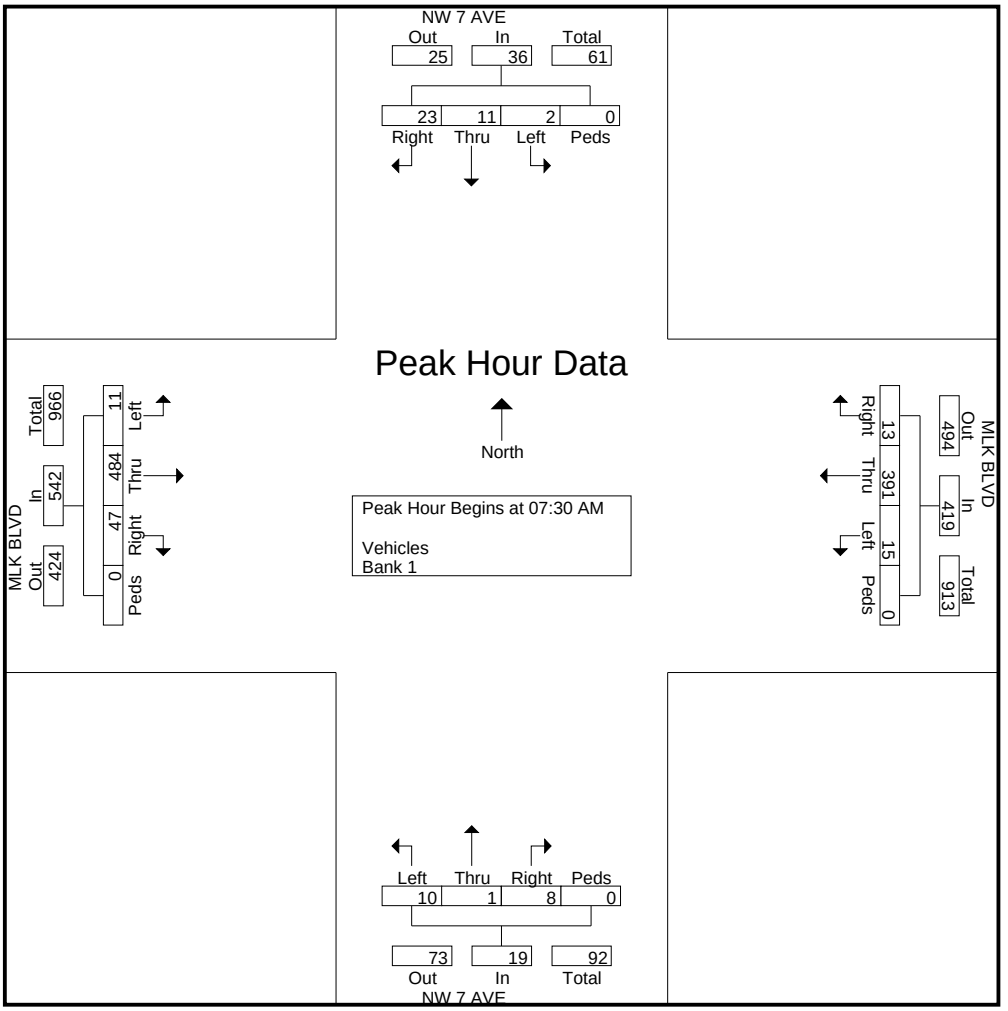


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : MLK & NW 7th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 3

	NW 7 AVE Southbound					MLK BLVD Westbound					NW 7 AVE Northbound					MLK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**7**	**4**	0	0	**11**	**5**	102	2	0	109	3	0	2	0	5	9	102	2	0	113	238
07:45 AM	7	1	**1**	0	9	2	**107**	3	0	**112**	**4**	0	**4**	0	**8**	13	**141**	**5**	0	**159**	**288**
08:00 AM	4	4	1	0	9	5	97	4	0	106	1	**1**	4	0	6	**17**	126	3	0	146	267
08:15 AM	5	2	0	0	7	1	85	**6**	0	92	0	0	0	0	0	8	115	1	0	124	223
Total Volume	23	11	2	0	36	13	391	15	0	419	8	1	10	0	19	47	484	11	0	542	1016
% App. Total	63.9	30.6	5.6	0		3.1	93.3	3.6	0		42.1	5.3	52.6	0		8.7	89.3	2	0		
PHF	.821	.688	.500	.000	.818	.650	.914	.625	.000	.935	.500	.250	.625	.000	.594	.691	.858	.550	.000	.852	.882

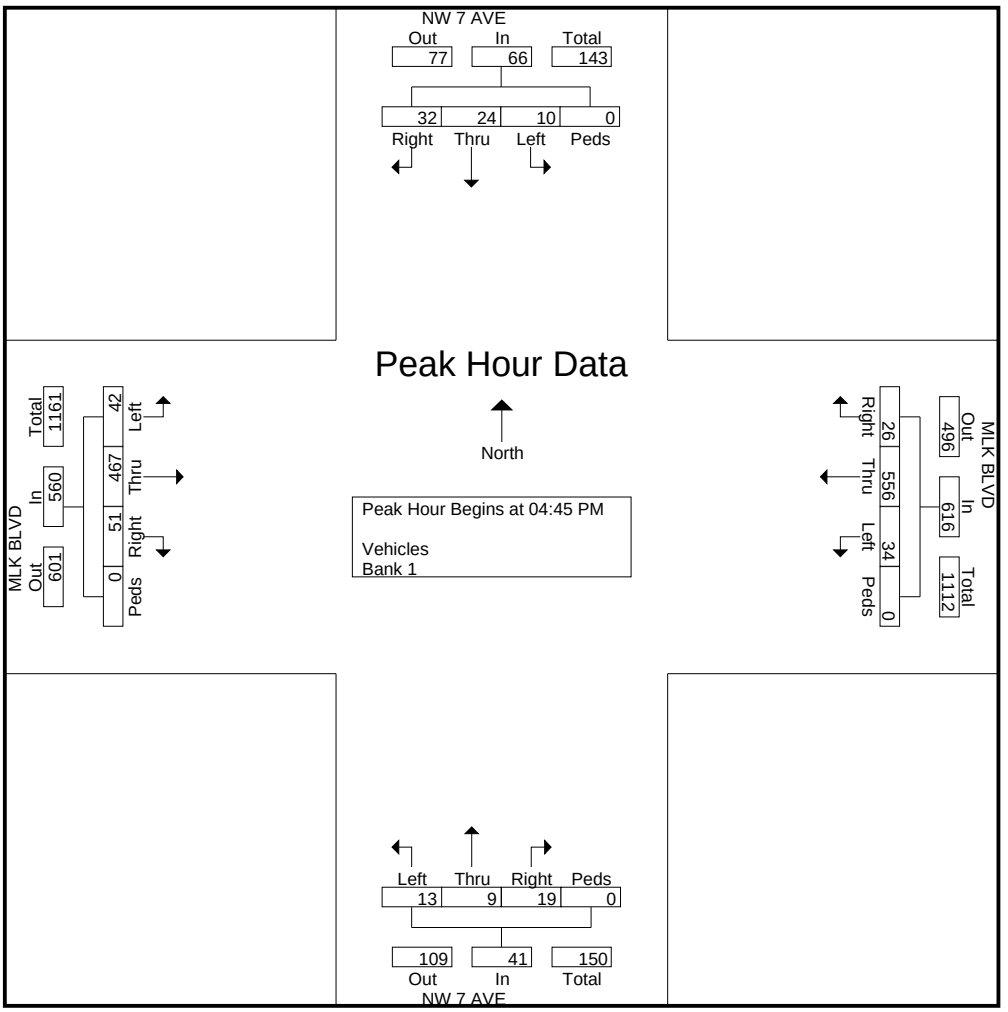


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : MLK & NW 7th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 4

	NW 7 AVE Southbound					MLK BLVD Westbound					NW 7 AVE Northbound					MLK BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	**8**	2	0	16	**10**	125	8	0	143	5	**3**	**4**	0	12	11	112	11	0	134	305
05:00 PM	7	3	2	0	12	7	155	9	0	171	**7**	2	4	0	**13**	**16**	**120**	10	0	**146**	342
05:15 PM	**11**	6	**4**	0	**21**	3	117	7	0	127	2	1	3	0	6	8	115	**15**	0	138	292
05:30 PM	8	7	2	0	17	6	**159**	**10**	0	**175**	5	3	2	0	10	16	120	6	0	142	**344**
Total Volume	32	24	10	0	66	26	556	34	0	616	19	9	13	0	41	51	467	42	0	560	1283
% App. Total	48.5	36.4	15.2	0		4.2	90.3	5.5	0		46.3	22	31.7	0		9.1	83.4	7.5	0		
PHF	.727	.750	.625	.000	.786	.650	.874	.850	.000	.880	.679	.750	.813	.000	.788	.797	.973	.700	.000	.959	.932



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

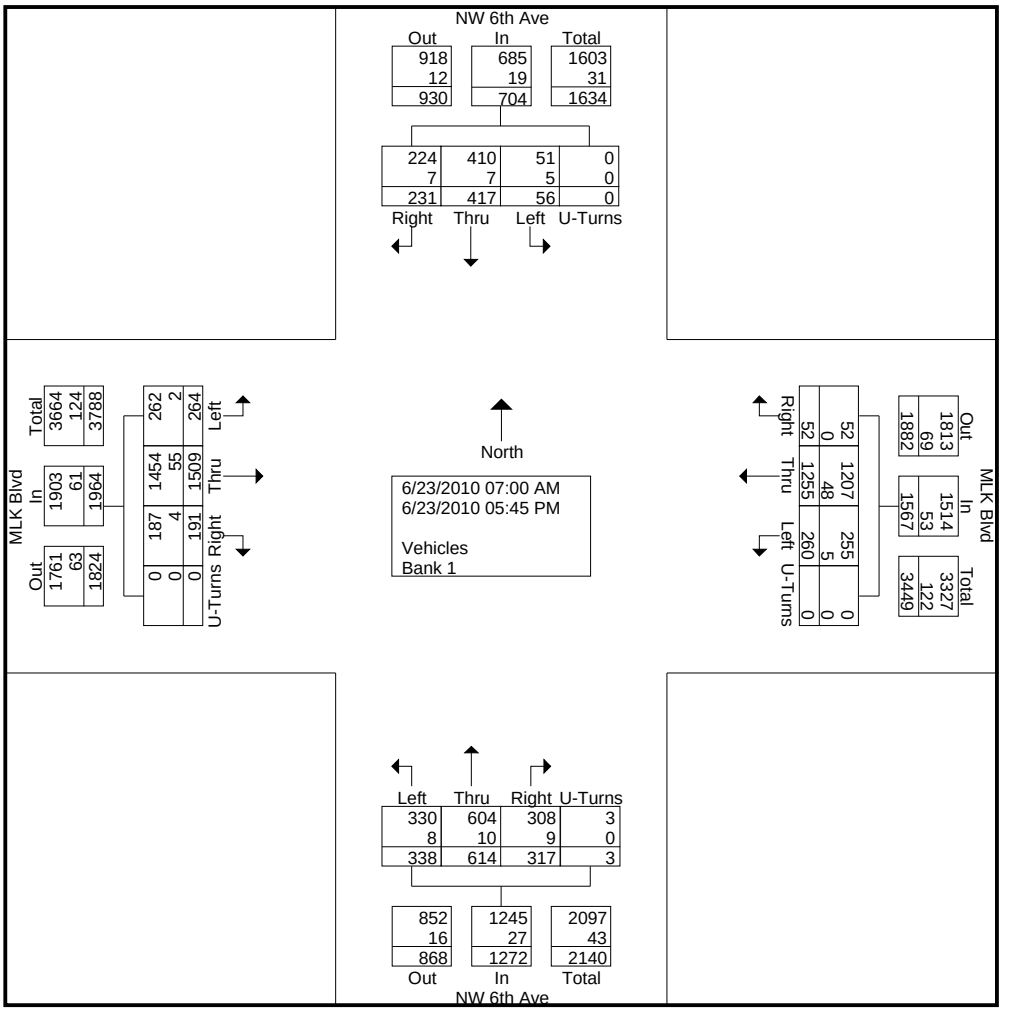
File Name : MLK & NW 6th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NW 6th Ave From North					MLK Blvd From East					NW 6th Ave From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	12	23	1	0	36	1	44	5	0	50	16	16	15	0	47	16	49	4	0	69	202
07:15 AM	7	20	4	0	31	1	57	14	0	72	15	22	23	0	60	8	68	1	0	77	240
07:30 AM	10	27	2	0	39	2	73	15	0	90	17	34	23	0	74	14	105	7	0	126	329
07:45 AM	15	31	2	0	48	4	78	26	0	108	17	36	26	0	79	10	111	20	0	141	376
Total	44	101	9	0	154	8	252	60	0	320	65	108	87	0	260	48	333	32	0	413	1147
08:00 AM	15	28	7	0	50	3	75	21	0	99	11	64	18	0	93	12	91	14	0	117	359
08:15 AM	14	23	3	0	40	3	57	16	0	76	16	76	16	1	109	12	93	13	0	118	343
08:30 AM	13	29	3	0	45	1	46	16	0	63	15	38	22	1	76	15	100	18	0	133	317
08:45 AM	12	26	6	0	44	3	51	14	0	68	15	25	19	0	59	16	103	15	0	134	305
Total	54	106	19	0	179	10	229	67	0	306	57	203	75	2	337	55	387	60	0	502	1324
*** BREAK ***																					
04:00 PM	8	24	2	0	34	1	92	17	0	110	28	37	23	0	88	15	90	30	0	135	367
04:15 PM	13	22	2	0	37	1	76	13	0	90	27	37	19	1	84	10	84	19	0	113	324
04:30 PM	21	27	3	0	51	5	100	21	0	126	26	34	20	0	80	12	117	17	0	146	403
04:45 PM	14	33	3	0	50	6	96	17	0	119	20	42	31	0	93	11	96	21	0	128	390
Total	56	106	10	0	172	13	364	68	0	445	101	150	93	1	345	48	387	87	0	522	1484
05:00 PM	25	20	4	0	49	4	129	16	0	149	23	45	22	0	90	11	111	21	0	143	431
05:15 PM	15	22	2	0	39	7	89	13	0	109	26	37	21	0	84	7	87	21	0	115	347
05:30 PM	24	28	4	0	56	2	122	20	0	144	18	38	25	0	81	8	110	21	0	139	420
05:45 PM	13	34	8	0	55	8	70	16	0	94	27	33	15	0	75	14	94	22	0	130	354
Total	77	104	18	0	199	21	410	65	0	496	94	153	83	0	330	40	402	85	0	527	1552
Grand Total	231	417	56	0	704	52	1255	260	0	1567	317	614	338	3	1272	191	1509	264	0	1964	5507
Apprch %	32.8	59.2	8	0		3.3	80.1	16.6	0		24.9	48.3	26.6	0.2		9.7	76.8	13.4	0		
Total %	4.2	7.6	1	0	12.8	0.9	22.8	4.7	0	28.5	5.8	11.1	6.1	0.1	23.1	3.5	27.4	4.8	0	35.7	
Vehicles	224	410	51	0	685	52	1207	255	0	1514	308	604	330	3	1245	187	1454	262	0	1903	5347
% Vehicles	97	98.3	91.1	0	97.3	100	96.2	98.1	0	96.6	97.2	98.4	97.6	100	97.9	97.9	96.4	99.2	0	96.9	97.1
Bank 1	7	7	5	0	19	0	48	5	0	53	9	10	8	0	27	4	55	2	0	61	160
% Bank 1	3	1.7	8.9	0	2.7	0	3.8	1.9	0	3.4	2.8	1.6	2.4	0	2.1	2.1	3.6	0.8	0	3.1	2.9

Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

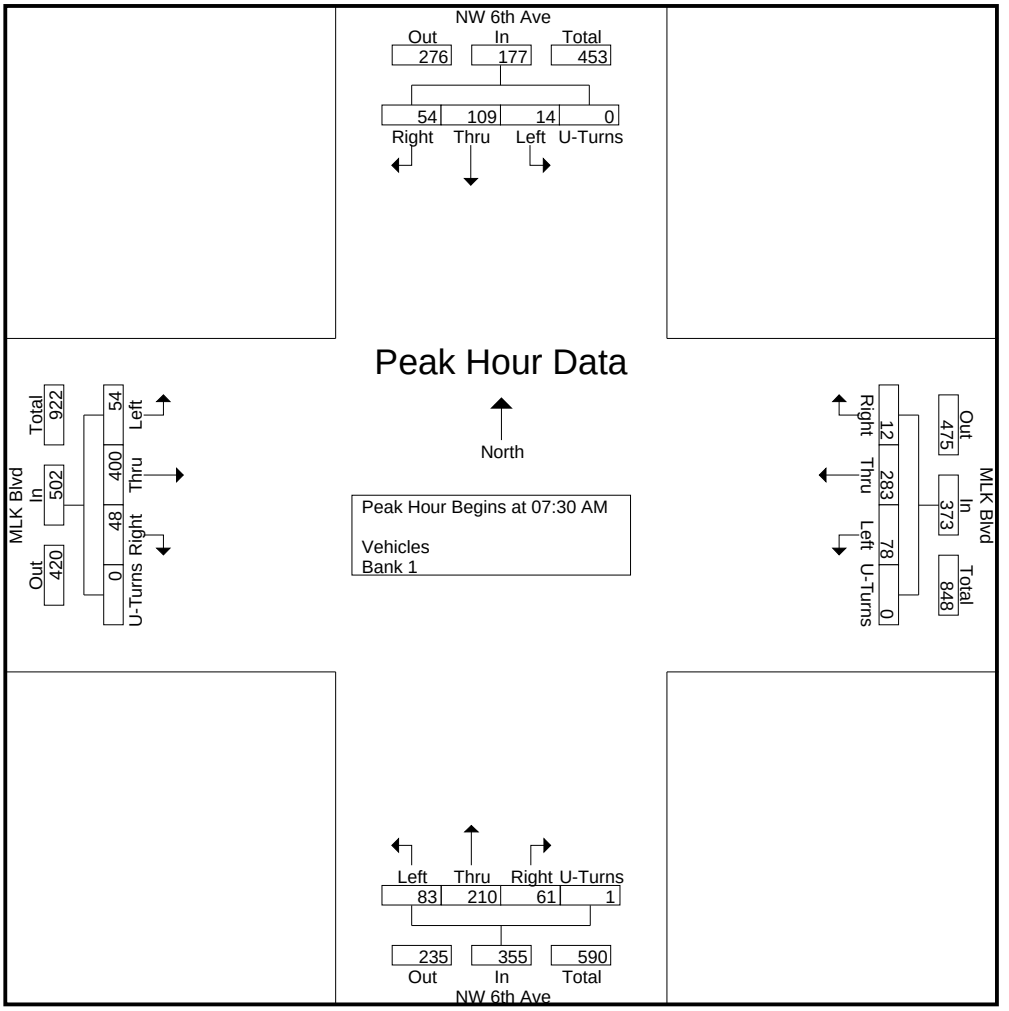
File Name : MLK & NW 6th Ave
Site Code : 00000000
Start Date : 6/23/2010



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : MLK & NW 6th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 3

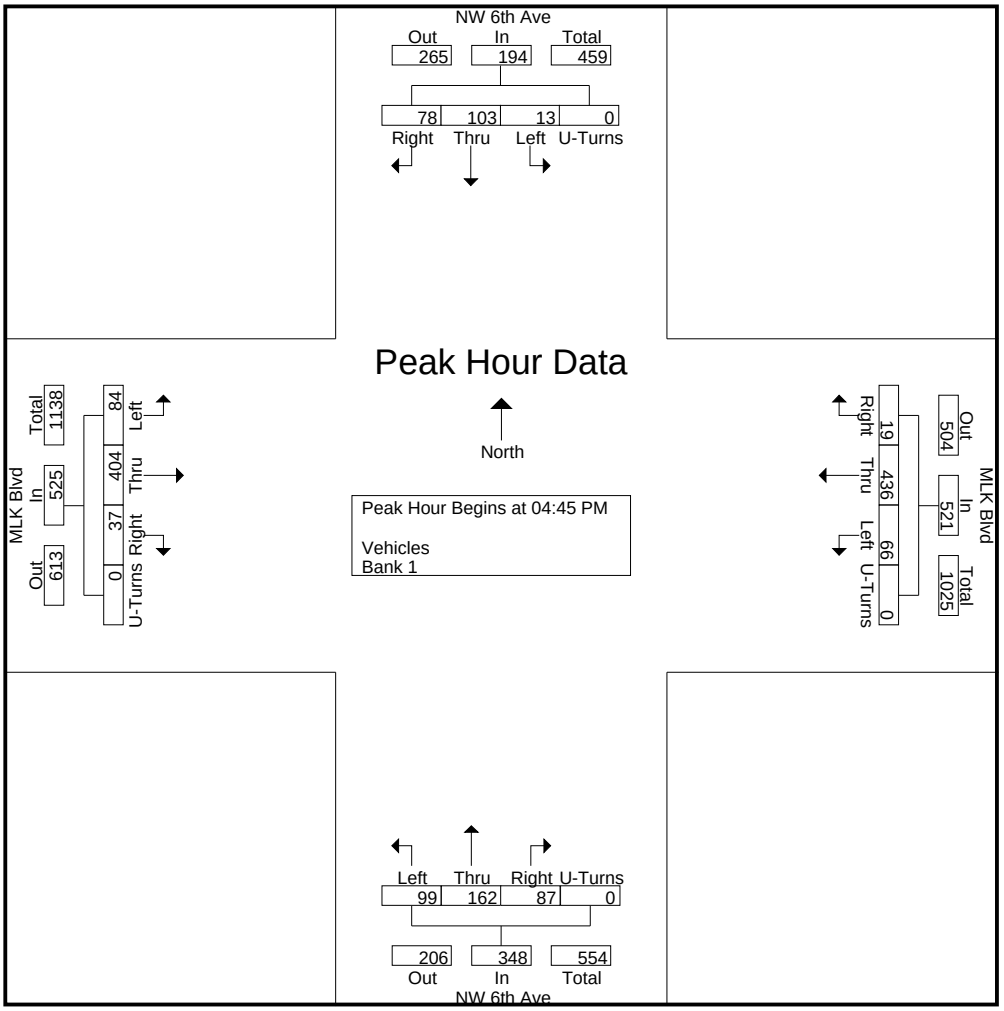
	NW 6th Ave From North					MLK Blvd From East					NW 6th Ave From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	10	27	2	0	39	2	73	15	0	90	**17**	34	23	0	74	**14**	105	7	0	126	329
07:45 AM	**15**	**31**	2	0	48	**4**	**78**	**26**	0	**108**	17	36	**26**	0	79	10	**111**	**20**	0	**141**	**376**
08:00 AM	15	28	**7**	0	**50**	3	75	21	0	99	11	64	18	0	93	12	91	14	0	117	359
08:15 AM	14	23	3	0	40	3	57	16	0	76	16	**76**	16	**1**	**109**	12	93	13	0	118	343
Total Volume	54	109	14	0	177	12	283	78	0	373	61	210	83	1	355	48	400	54	0	502	1407
% App. Total	30.5	61.6	7.9	0		3.2	75.9	20.9	0		17.2	59.2	23.4	0.3		9.6	79.7	10.8	0		
PHF	.900	.879	.500	.000	.885	.750	.907	.750	.000	.863	.897	.691	.798	.250	.814	.857	.901	.675	.000	.890	.936



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : MLK & NW 6th Ave
Site Code : 00000000
Start Date : 6/23/2010
Page No : 4

	NW 6th Ave From North					MLK Blvd From East					NW 6th Ave From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	14	**33**	3	0	50	6	96	17	0	119	20	42	**31**	0	**93**	**11**	96	**21**	0	128	390
05:00 PM	**25**	20	**4**	0	49	4	**129**	16	0	**149**	23	**45**	22	0	90	11	**111**	21	0	**143**	**431**
05:15 PM	15	22	2	0	39	**7**	89	13	0	109	**26**	37	21	0	84	7	87	21	0	115	347
05:30 PM	24	28	4	0	**56**	2	122	**20**	0	144	18	38	25	0	81	8	110	21	0	139	420
Total Volume	78	103	13	0	194	19	436	66	0	521	87	162	99	0	348	37	404	84	0	525	1588
% App. Total	40.2	53.1	6.7	0		3.6	83.7	12.7	0		25	46.6	28.4	0		7	77	16	0		
PHF	.780	.780	.813	.000	.866	.679	.845	.825	.000	.874	.837	.900	.798	.000	.935	.841	.910	1.000			



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

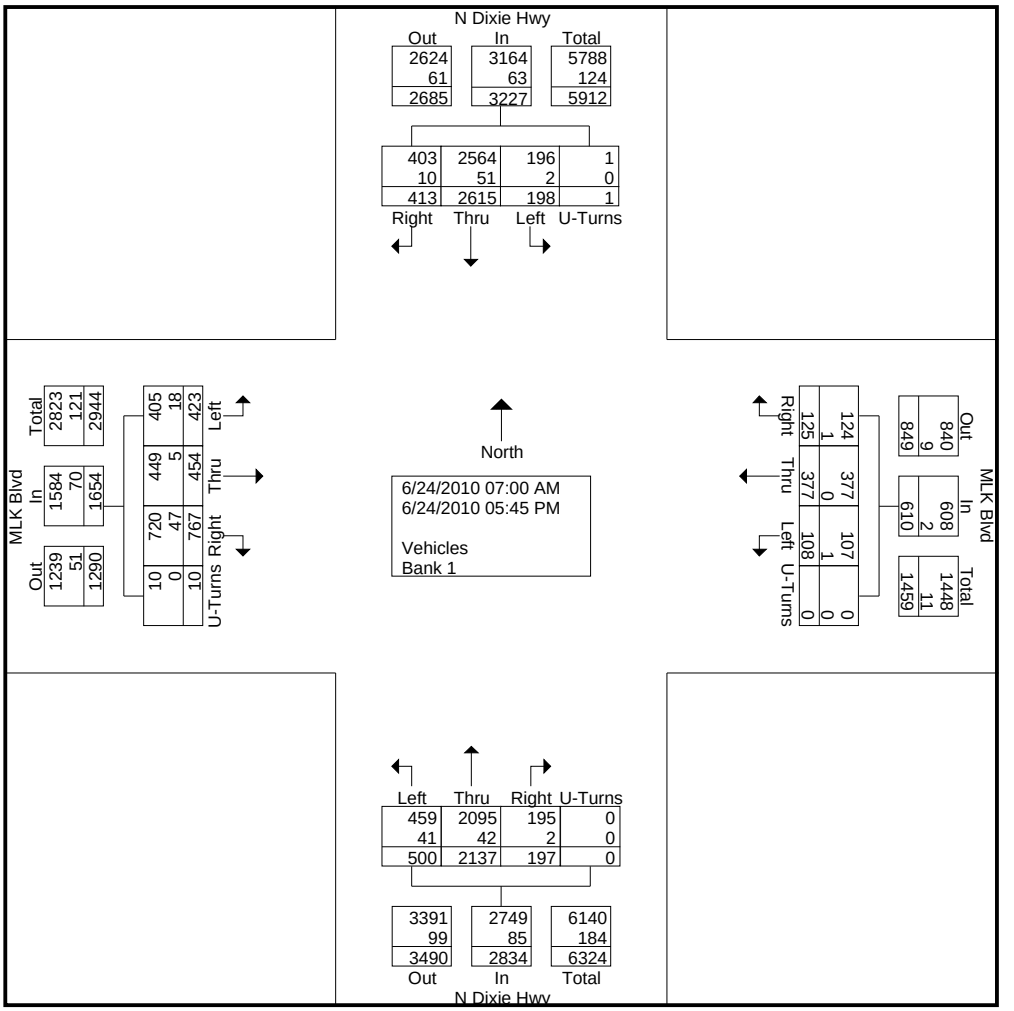
File Name : MLK & N Dixie Hwy
Site Code : 00000000
Start Date : 6/24/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	N Dixie Hwy From North					MLK Blvd From East					N Dixie Hwy From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	20	96	5	0	121	3	9	3	0	15	10	69	20	0	99	34	13	17	0	64	299
07:15 AM	23	111	7	0	141	3	12	3	0	18	9	82	28	0	119	39	22	22	0	83	361
07:30 AM	21	137	3	0	161	6	17	6	0	29	5	75	31	0	111	45	41	25	0	111	412
07:45 AM	28	171	16	0	215	7	14	4	0	25	7	120	36	0	163	43	24	22	2	91	494
Total	92	515	31	0	638	19	52	16	0	87	31	346	115	0	492	161	100	86	2	349	1566
08:00 AM	24	162	7	0	193	2	18	4	0	24	4	91	29	0	124	36	35	21	0	92	433
08:15 AM	16	167	8	0	191	4	13	4	0	21	9	118	16	0	143	54	38	22	1	115	470
08:30 AM	24	158	13	0	195	4	15	6	0	25	7	120	21	0	148	62	27	25	0	114	482
08:45 AM	24	158	18	0	200	10	21	11	0	42	8	111	24	0	143	57	35	33	2	127	512
Total	88	645	46	0	779	20	67	25	0	112	28	440	90	0	558	209	135	101	3	448	1897
*** BREAK ***																					
04:00 PM	34	167	12	0	213	12	22	11	0	45	17	164	33	0	214	51	20	24	0	95	567
04:15 PM	26	150	11	1	188	6	35	9	0	50	14	152	34	0	200	50	21	42	2	115	553
04:30 PM	31	163	17	0	211	11	36	7	0	54	21	184	40	0	245	44	20	31	1	96	606
04:45 PM	27	163	9	0	199	14	24	9	0	47	14	170	42	0	226	49	36	30	0	115	587
Total	118	643	49	1	811	43	117	36	0	196	66	670	149	0	885	194	97	127	3	421	2313
05:00 PM	32	158	14	0	204	10	45	10	0	65	22	175	40	0	237	51	37	29	1	118	624
05:15 PM	32	220	16	0	268	13	36	6	0	55	15	211	43	0	269	45	26	24	0	95	687
05:30 PM	17	209	22	0	248	10	41	7	0	58	17	146	39	0	202	54	38	31	1	124	632
05:45 PM	34	225	20	0	279	10	19	8	0	37	18	149	24	0	191	53	21	25	0	99	606
Total	115	812	72	0	999	43	141	31	0	215	72	681	146	0	899	203	122	109	2	436	2549
Grand Total	413	2615	198	1	3227	125	377	108	0	610	197	2137	500	0	2834	767	454	423	10	1654	8325
Apprch %	12.8	81	6.1	0		20.5	61.8	17.7	0		7	75.4	17.6	0		46.4	27.4	25.6	0.6		
Total %	5	31.4	2.4	0	38.8	1.5	4.5	1.3	0	7.3	2.4	25.7	6	0	34	9.2	5.5	5.1	0.1	19.9	
Vehicles	403	2564	196	1	3164	124	377	107	0	608	195	2095	459	0	2749	720	449	405	10	1584	8105
% Vehicles	97.6	98	99	100	98	99.2	100	99.1	0	99.7	99	98	91.8	0	97	93.9	98.9	95.7	100	95.8	97.4
Bank 1	10	51	2	0	63	1	0	1	0	2	2	42	41	0	85	47	5	18	0	70	220
% Bank 1	2.4	2	1	0	2	0.8	0	0.9	0	0.3	1	2	8.2	0	3	6.1	1.1	4.3	0	4.2	2.6

Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

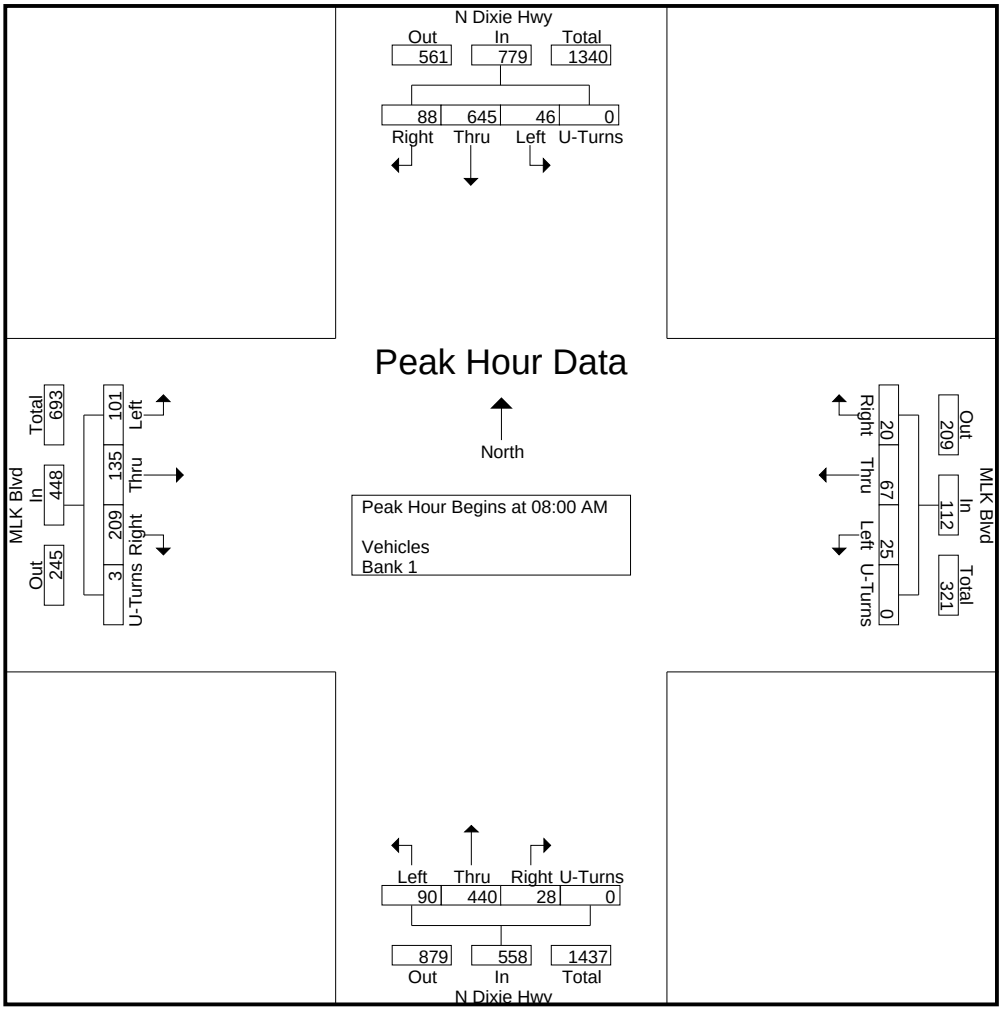
File Name : MLK & N Dixie Hwy
Site Code : 00000000
Start Date : 6/24/2010
Page No : 2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : MLK & N Dixie Hwy
Site Code : 00000000
Start Date : 6/24/2010
Page No : 3

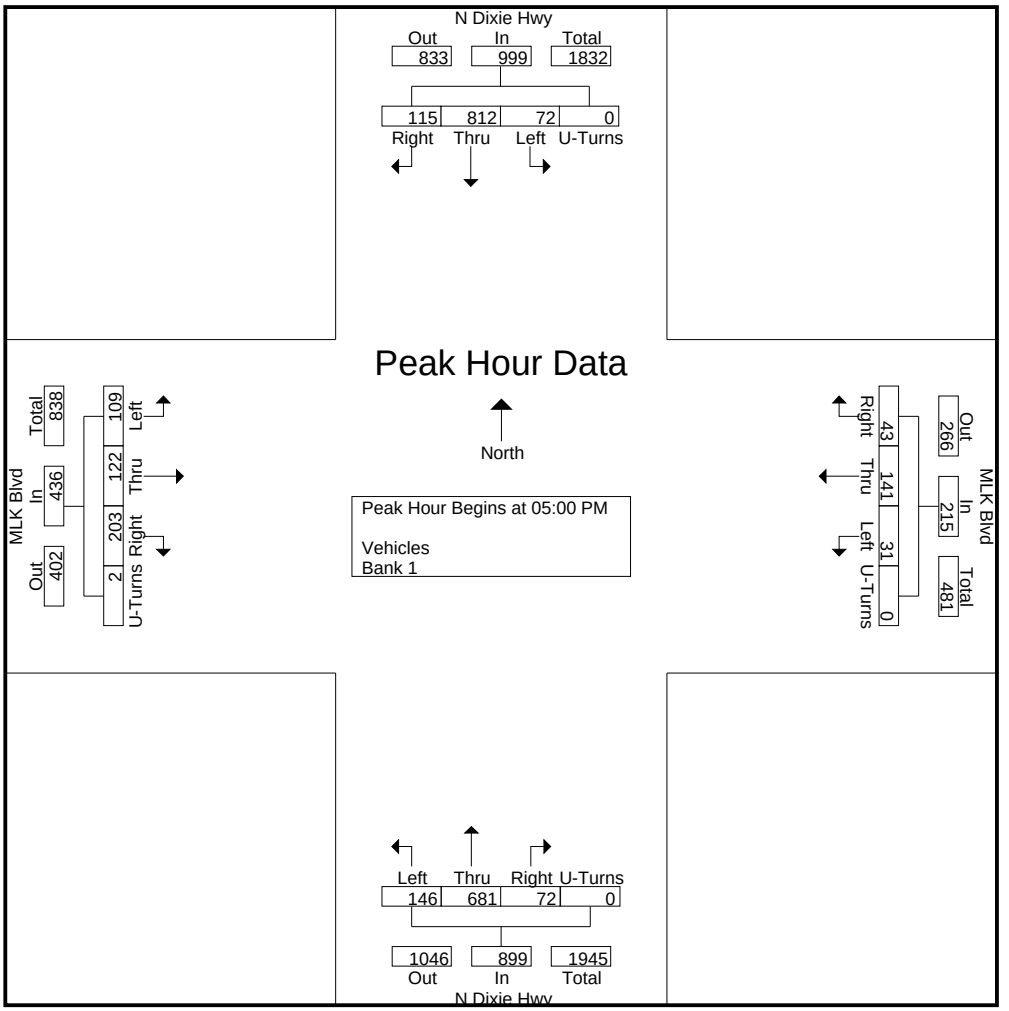
	N Dixie Hwy From North					MLK Blvd From East					N Dixie Hwy From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**24**	162	7	0	193	2	18	4	0	24	4	91	**29**	0	124	36	35	21	0	92	433
08:15 AM	16	**167**	8	0	191	4	13	4	0	21	**9**	118	16	0	143	54	**38**	22	1	115	470
08:30 AM	24	158	13	0	195	4	15	6	0	25	7	**120**	21	0	**148**	**62**	27	25	0	114	482
08:45 AM	24	158	**18**	0	**200**	**10**	**21**	**11**	0	**42**	8	111	24	0	143	57	35	**33**	**2**	**127**	**512**
Total Volume	88	645	46	0	779	20	67	25	0	112	28	440	90	0	558	209	135	101	3	448	1897
% App. Total	11.3	82.8	5.9	0		17.9	59.8	22.3	0		5	78.9	16.1	0		46.7	30.1	22.5	0.7		
PHF	.917	.966	.639	.000	.974	.500	.798	.568	.000	.667	.778	.917	.776	.000	.943	.843	.888	.765	.375	.882	.926



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : MLK & N Dixie Hwy
Site Code : 00000000
Start Date : 6/24/2010
Page No : 4

	N Dixie Hwy From North					MLK Blvd From East					N Dixie Hwy From South					MLK Blvd From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	32	158	14	0	204	10	**45**	**10**	0	**65**	**22**	175	40	0	237	51	37	29	**1**	118	624
05:15 PM	32	220	16	0	268	**13**	36	6	0	55	15	**211**	**43**	0	**269**	45	26	24	0	95	**687**
05:30 PM	17	209	**22**	0	248	10	41	7	0	58	17	146	39	0	202	**54**	**38**	**31**	1	**124**	632
05:45 PM	**34**	**225**	20	0	**279**	10	19	8	0	37	18	149	24	0	191	53	21	25	0	99	606
Total Volume	115	812	72	0	999	43	141	31	0	215	72	681	146	0	899	203	122	109	2	436	2549
% App. Total	11.5	81.3	7.2	0		20	65.6	14.4	0		8	75.8	16.2	0		46.6	28	25	0.5		
PHF	.846	.902	.818	.000	.895	.827	.783	.775	.000	.827	.818	.807	.849	.000	.836	.940	.803	.879	.500	.879	.928



Calvin, Giordano & Associates

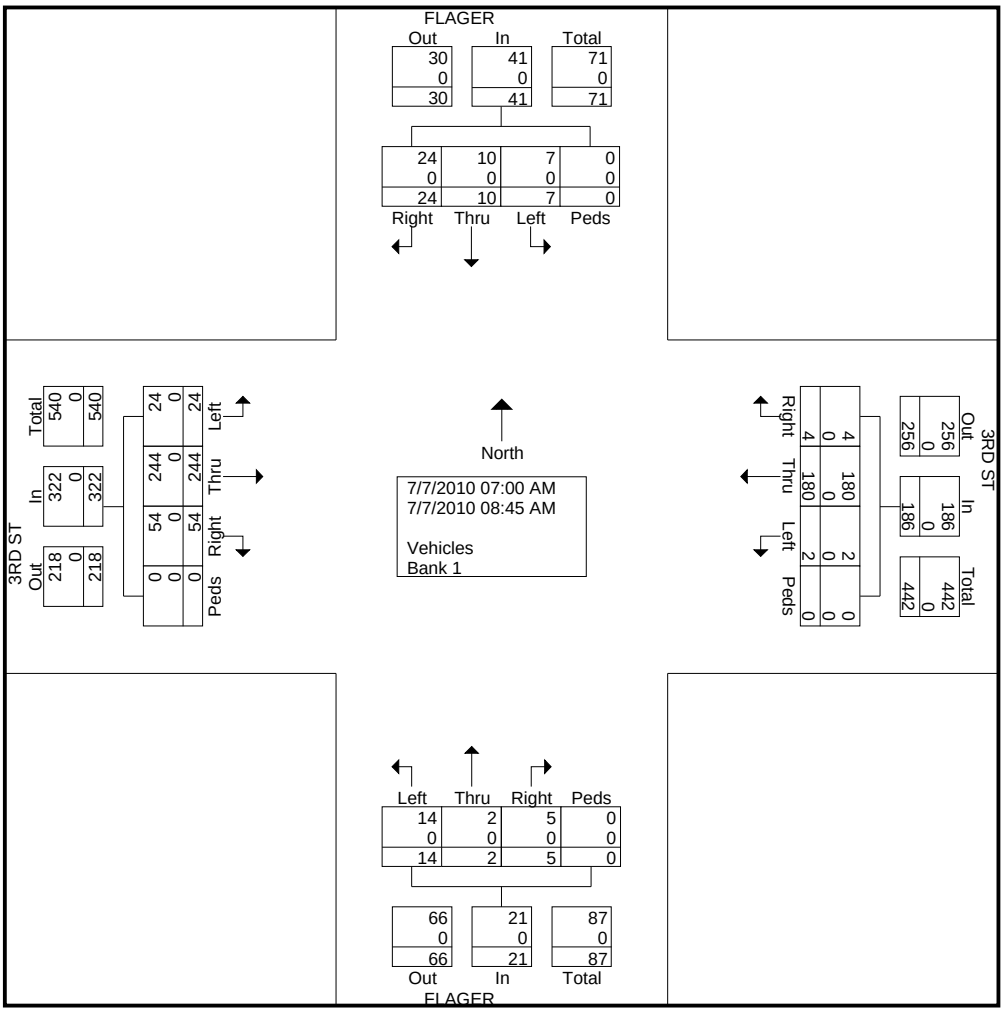
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & N Flagler Ave AM ONLY
Site Code : 00000000
Start Date : 7/7/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	FLAGER Southbound					3RD ST Westbound					FLAGER Northbound					3RD ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	1	0	5	0	13	0	0	13	1	0	2	0	3	1	16	0	0	17	38
07:15 AM	4	1	1	0	6	0	15	0	0	15	1	0	1	0	2	4	14	1	0	19	42
07:30 AM	1	0	1	0	2	0	17	0	0	17	1	0	1	0	2	6	25	1	0	32	53
07:45 AM	3	1	0	0	4	0	33	0	0	33	1	0	0	0	1	8	29	5	0	42	80
Total	12	2	3	0	17	0	78	0	0	78	4	0	4	0	8	19	84	7	0	110	213
08:00 AM	4	3	3	0	10	1	20	0	0	21	0	0	4	0	4	10	53	5	0	68	103
08:15 AM	1	2	0	0	3	0	33	0	0	33	0	1	2	0	3	4	37	1	0	42	81
08:30 AM	4	0	0	0	4	2	31	1	0	34	1	1	0	0	2	9	30	7	0	46	86
08:45 AM	3	3	1	0	7	1	18	1	0	20	0	0	4	0	4	12	40	4	0	56	87
Total	12	8	4	0	24	4	102	2	0	108	1	2	10	0	13	35	160	17	0	212	357
Grand Total	24	10	7	0	41	4	180	2	0	186	5	2	14	0	21	54	244	24	0	322	570
Apprch %	58.5	24.4	17.1	0		2.2	96.8	1.1	0		23.8	9.5	66.7	0		16.8	75.8	7.5	0		
Total %	4.2	1.8	1.2	0	7.2	0.7	31.6	0.4	0	32.6	0.9	0.4	2.5	0	3.7	9.5	42.8	4.2	0	56.5	
Vehicles	24	10	7	0	41	4	180	2	0	186	5	2	14	0	21	54	244	24	0	322	570
% Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



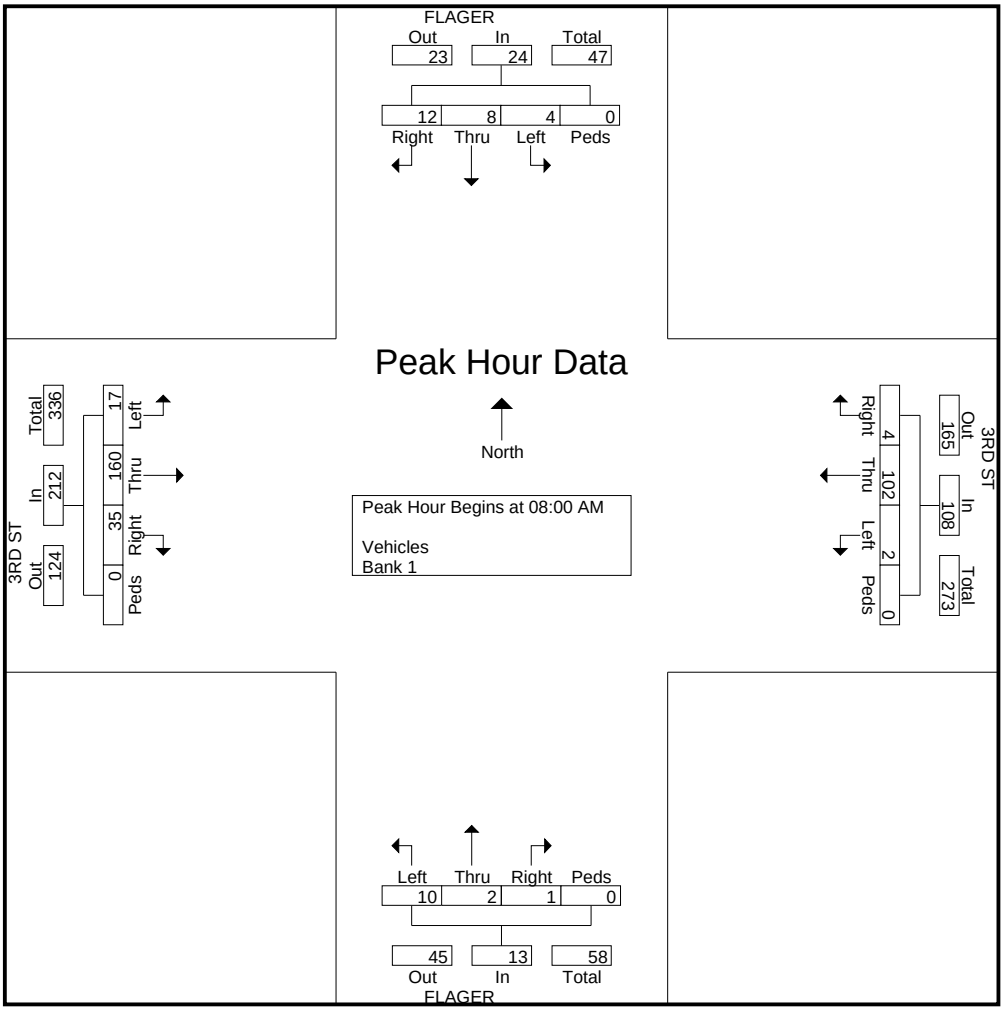
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & N Flagler Ave AM ONLY
Site Code : 00000000
Start Date : 7/7/2010
Page No : 2

	FLAGER Southbound					3RD ST Westbound					FLAGER Northbound					3RD ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**4**	**3**	**3**	0	**10**	1	20	0	0	21	0	0	**4**	0	**4**	10	**53**	5	0	**68**	**103**
08:15 AM	1	2	0	0	3	0	**33**	0	0	33	0	**1**	2	0	3	4	37	1	0	42	81
08:30 AM	4	0	0	0	4	**2**	31	**1**	0	**34**	**1**	1	0	0	2	9	30	**7**	0	46	86
08:45 AM	3	3	1	0	7	1	18	1	0	20	0	0	4	0	4	**12**	40	4	0	56	87
Total Volume	12	8	4	0	24	4	102	2	0	108	1	2	10	0	13	35	160	17	0	212	357
% App. Total	50	33.3	16.7	0		3.7	94.4	1.9	0		7.7	15.4	76.9	0		16.5	75.5	8	0		
PHF	.750	.667	.333	.000	.600	.500	.773	.500	.000	.794	.250	.500	.625	.000	.813	.729	.755	.607	.000	.779	.867



Calvin, Giordano & Associates

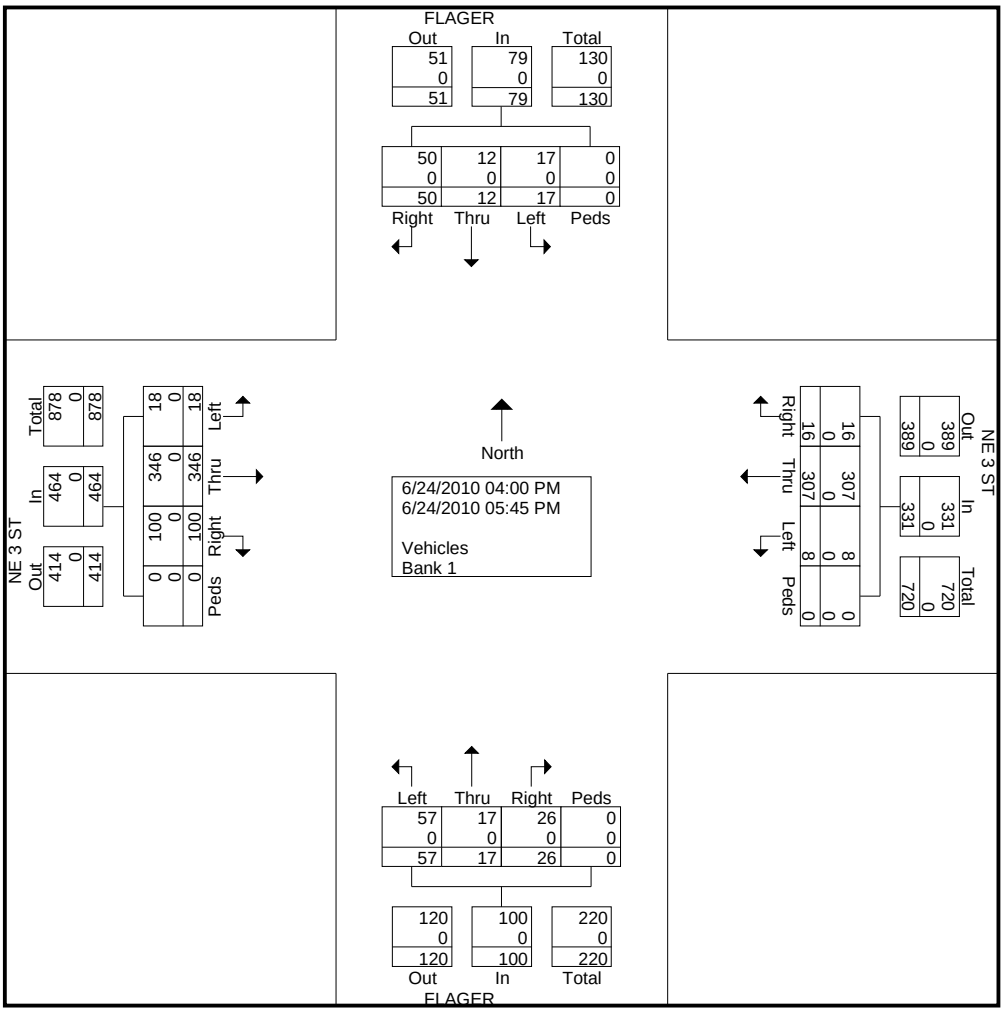
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & N Flagler Ave PM ONLY
Site Code : 00000000
Start Date : 6/24/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	FLAGER Southbound					NE 3 ST Westbound					FLAGER Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	10	1	3	0	14	3	30	1	0	34	2	2	6	0	10	14	37	1	0	52	110
04:15 PM	3	0	3	0	6	3	25	1	0	29	5	3	11	0	19	14	23	5	0	42	96
04:30 PM	4	1	1	0	6	2	59	2	0	63	4	1	6	0	11	16	43	0	0	59	139
04:45 PM	7	2	3	0	12	1	30	0	0	31	4	0	5	0	9	10	50	1	0	61	113
Total	24	4	10	0	38	9	144	4	0	157	15	6	28	0	49	54	153	7	0	214	458
05:00 PM	5	2	0	0	7	0	46	1	0	47	3	3	9	0	15	12	44	2	0	58	127
05:15 PM	10	2	3	0	15	5	40	1	0	46	2	3	14	0	19	13	53	4	0	70	150
05:30 PM	6	1	2	0	9	2	38	0	0	40	3	2	4	0	9	11	51	2	0	64	122
05:45 PM	5	3	2	0	10	0	39	2	0	41	3	3	2	0	8	10	45	3	0	58	117
Total	26	8	7	0	41	7	163	4	0	174	11	11	29	0	51	46	193	11	0	250	516
Grand Total	50	12	17	0	79	16	307	8	0	331	26	17	57	0	100	100	346	18	0	464	974
Apprch %	63.3	15.2	21.5	0		4.8	92.7	2.4	0		26	17	57	0		21.6	74.6	3.9	0		
Total %	5.1	1.2	1.7	0	8.1	1.6	31.5	0.8	0	34	2.7	1.7	5.9	0	10.3	10.3	35.5	1.8	0	47.6	
Vehicles	50	12	17	0	79	16	307	8	0	331	26	17	57	0	100	100	346	18	0	464	974
% Vehicles	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



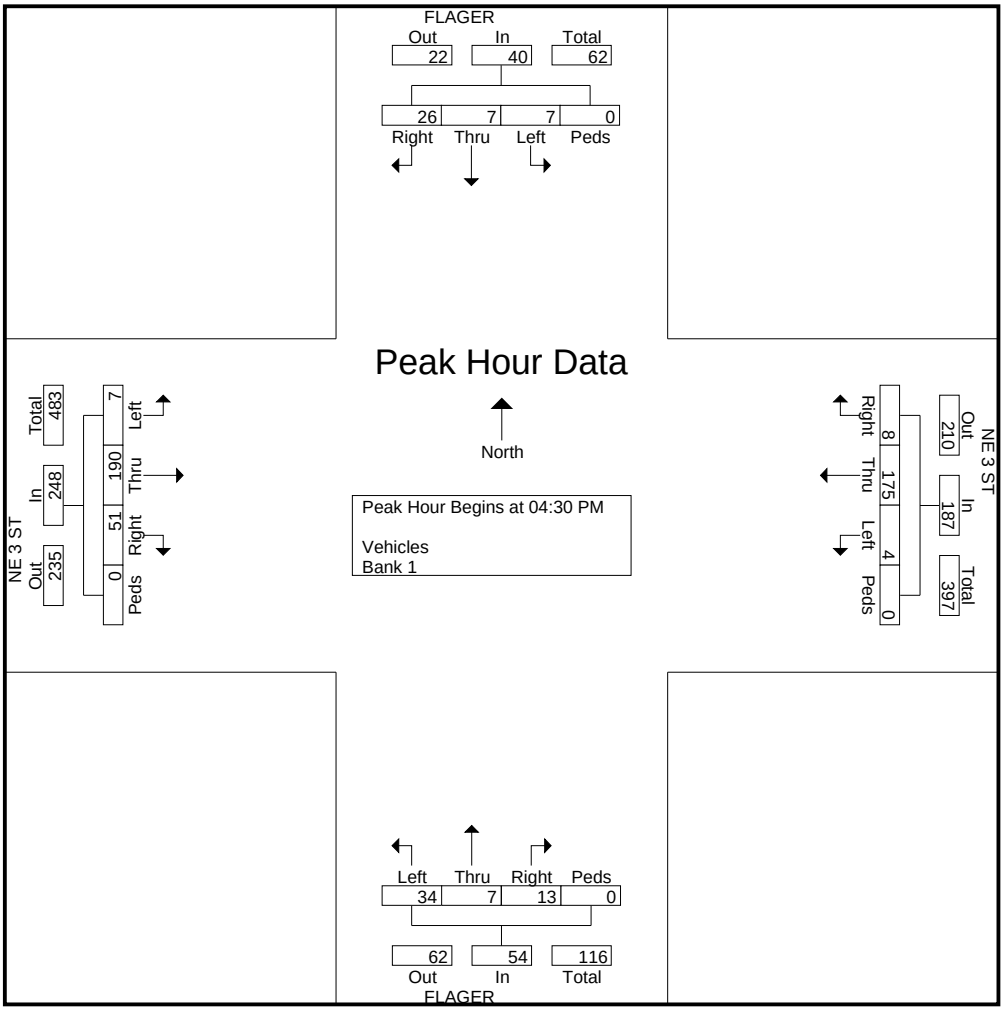
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & N Flagler Ave PM ONLY
Site Code : 00000000
Start Date : 6/24/2010
Page No : 2

	FLAGER Southbound					NE 3 ST Westbound					FLAGER Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	4	1	1	0	6	2	**59**	**2**	0	**63**	**4**	1	6	0	11	**16**	43	0	0	59	139
04:45 PM	7	**2**	**3**	0	12	1	30	0	0	31	4	0	5	0	9	10	50	1	0	61	113
05:00 PM	5	2	0	0	7	0	46	1	0	47	3	**3**	9	0	15	12	44	2	0	58	127
05:15 PM	**10**	2	3	0	**15**	**5**	40	1	0	46	2	3	**14**	0	**19**	13	**53**	**4**	0	**70**	**150**
Total Volume	26	7	7	0	40	8	175	4	0	187	13	7	34	0	54	51	190	7	0	248	529
% App. Total	65	17.5	17.5	0		4.3	93.6	2.1	0		24.1	13	63	0		20.6	76.6	2.8	0		
PHF	.650	.875	.583	.000	.667	.400	.742	.500	.000	.742	.813	.583	.607	.000	.711	.797	.896	.438	.000	.886	.882

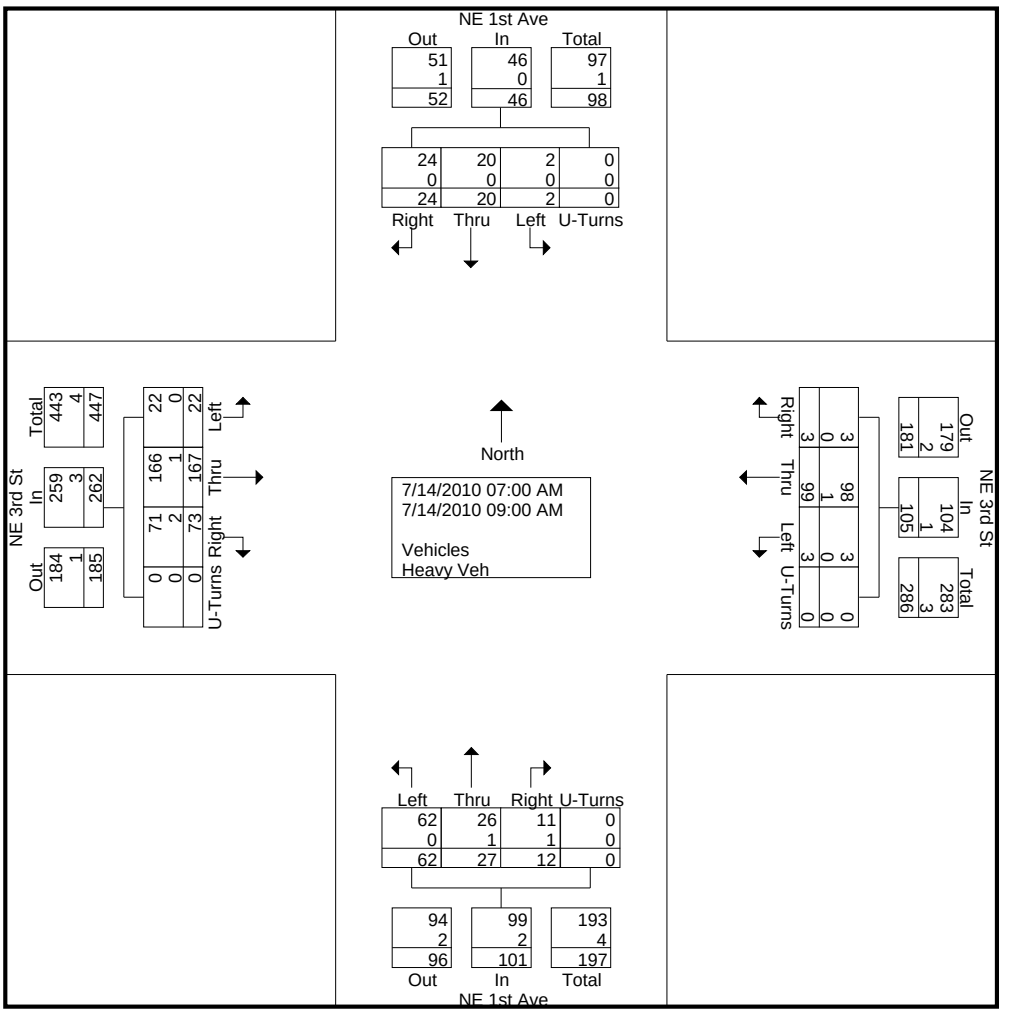


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 1st Ave AM Only
Site Code : 00000000
Start Date : 7/14/2010
Page No : 1

Groups Printed- Vehicles - Heavy Veh

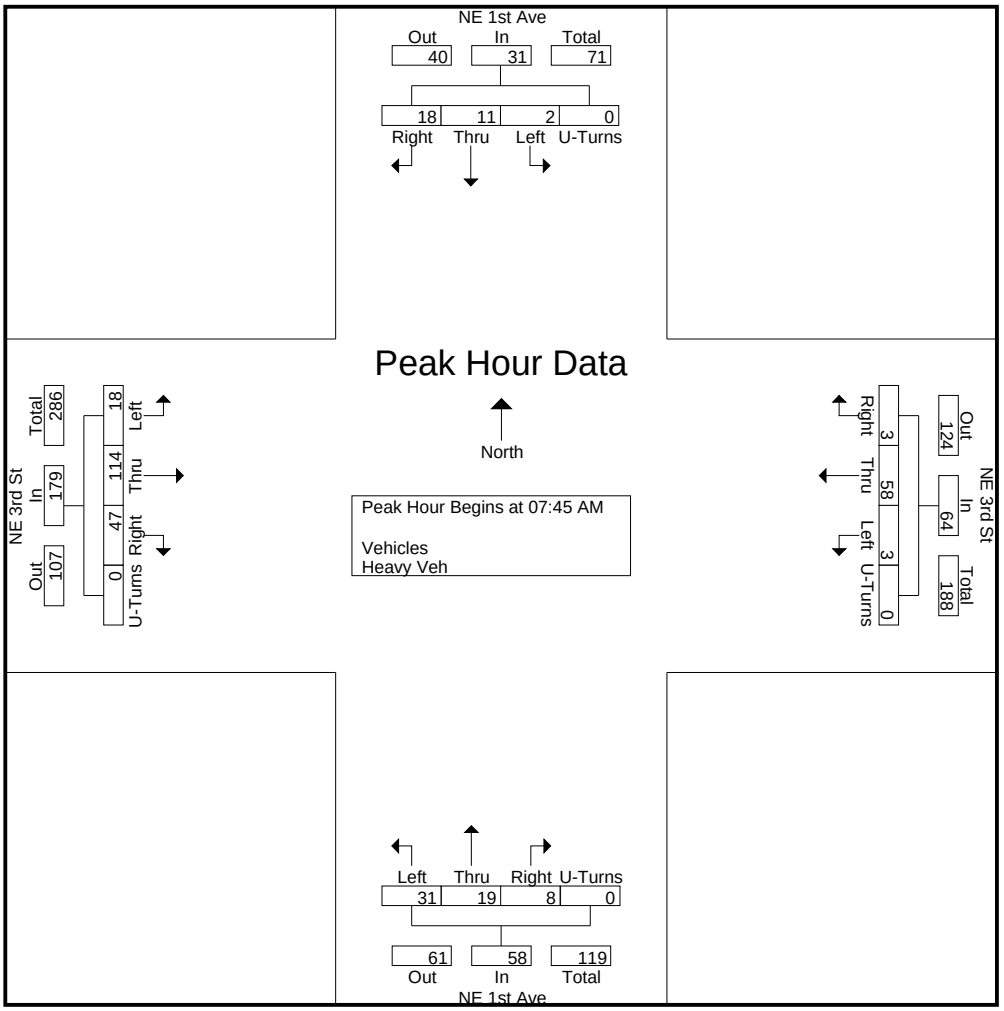
	NE 1st Ave From North					NE 3rd St From East					NE 1st Ave From South					NE 3rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
07:00 AM	2	2	0	0	4	0	14	0	0	14	0	3	5	0	8	1	10	0	0	11	37
07:15 AM	2	0	0	0	2	0	7	0	0	7	1	3	5	0	9	3	11	1	0	15	33
07:30 AM	2	3	0	0	5	0	9	0	0	9	1	2	8	0	11	4	20	0	0	24	49
07:45 AM	3	1	1	0	5	2	17	1	0	20	1	3	4	0	8	9	22	4	0	35	68
Total	9	6	1	0	16	2	47	1	0	50	3	11	22	0	36	17	63	5	0	85	187
08:00 AM	9	2	0	0	11	0	12	0	0	12	3	4	15	0	22	12	29	4	0	45	90
08:15 AM	2	7	0	0	9	1	12	1	0	14	3	4	6	0	13	14	28	7	0	49	85
08:30 AM	4	1	1	0	6	0	17	1	0	18	1	8	6	0	15	12	35	3	0	50	89
08:45 AM	0	4	0	0	4	0	11	0	0	11	2	0	13	0	15	18	12	3	0	33	63
Total	15	14	1	0	30	1	52	2	0	55	9	16	40	0	65	56	104	17	0	177	327
*** BREAK ***																					
Grand Total	24	20	2	0	46	3	99	3	0	105	12	27	62	0	101	73	167	22	0	262	514
Apprch %	52.2	43.5	4.3	0		2.9	94.3	2.9	0		11.9	26.7	61.4	0		27.9	63.7	8.4	0		
Total %	4.7	3.9	0.4	0	8.9	0.6	19.3	0.6	0	20.4	2.3	5.3	12.1	0	19.6	14.2	32.5	4.3	0	51	
Vehicles	24	20	2	0	46	3	98	3	0	104	11	26	62	0	99	71	166	22	0	259	508
% Vehicles	100	100	100	0	100	100	99	100	0	99	91.7	96.3	100	0	98	97.3	99.4	100	0	98.9	98.8
Heavy Veh	0	0	0	0	0	0	1	0	0	1	1	1	0	0	2	2	1	0	0	3	6
% Heavy Veh	0	0	0	0	0	0	1	0	0	1	8.3	3.7	0	0	2	2.7	0.6	0	0	1.1	1.2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 1st Ave AM Only
Site Code : 00000000
Start Date : 7/14/2010

	NE 1st Ave From North					NE 3rd St From East					NE 1st Ave From South					NE 3rd St From West					
Start Time	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Right	Thru	Left	U-Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	1	**1**	0	5	**2**	**17**	**1**	0	**20**	1	3	4	0	8	9	22	4	0	35	68
08:00 AM	**9**	2	0	0	**11**	0	12	0	0	12	**3**	4	**15**	0	**22**	12	29	4	0	45	**90**
08:15 AM	2	**7**	0	0	9	1	12	1	0	14	3	4	6	0	13	**14**	28	**7**	0	49	85
08:30 AM	4	1	1	0	6	0	17	1	0	18	1	**8**	6	0	15	12	**35**	3	0	**50**	89
Total Volume	18	11	2	0	31	3	58	3	0	64	8	19	31	0	58	47	114	18	0	179	332
% App. Total	58.1	35.5	6.5	0		4.7	90.6	4.7	0		13.8	32.8	53.4	0		26.3	63.7	10.1	0		
PHF	.500	.393	.500	.000	.705	.375	.853	.750	.000	.800	.667	.594	.517	.000	.659	.839	.814	.643	.000	.895	.922

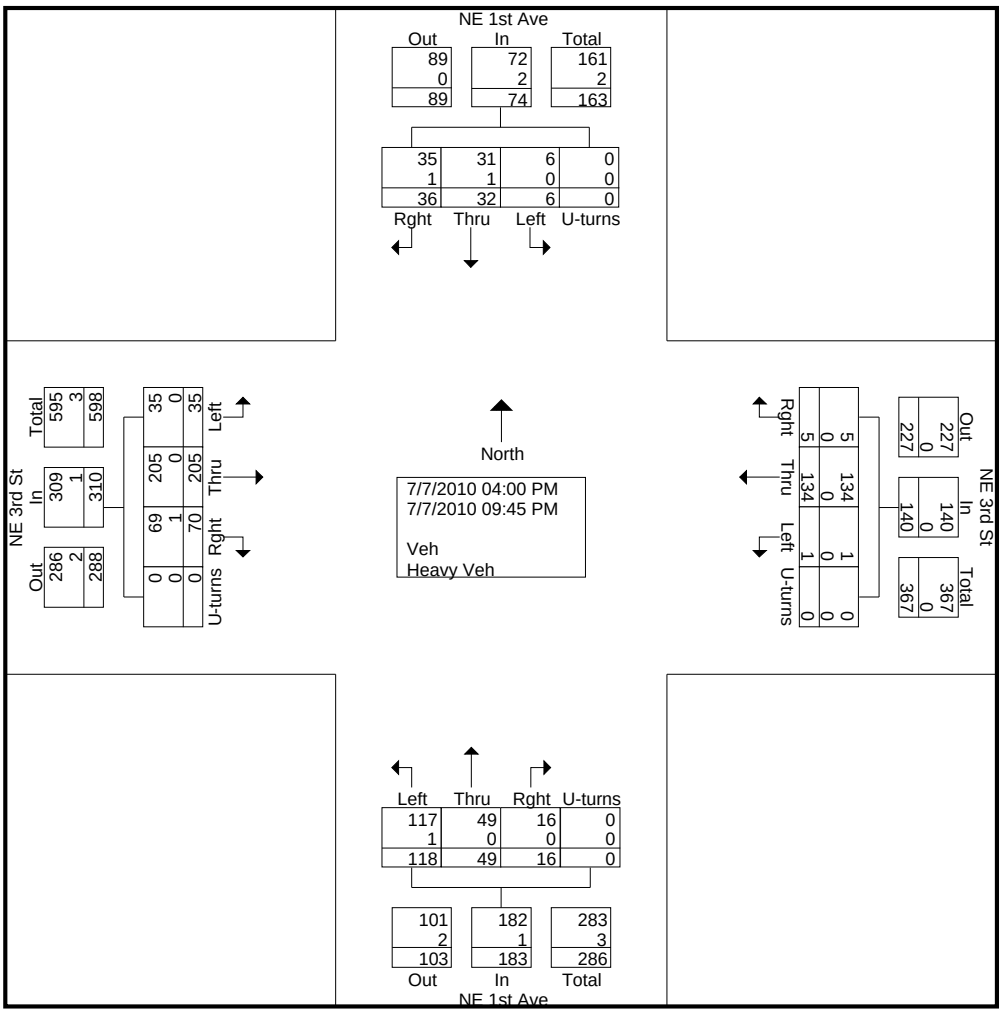


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 1st Ave
Site Code : 00000000
Start Date : 7/7/2010
Page No : 1

Groups Printed- Veh - Heavy Veh

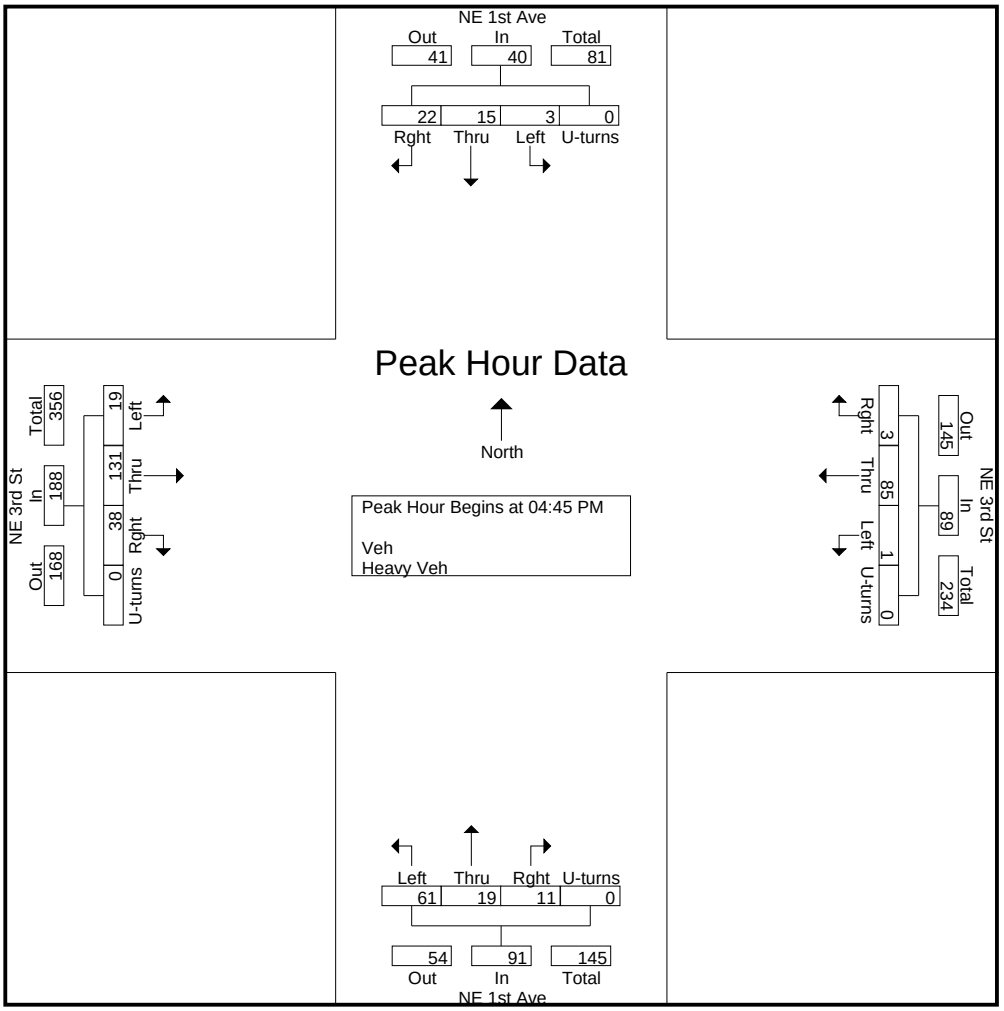
	NE 1st Ave From North					NE 3rd St From East					NE 1st Ave From South					NE 3rd St From West					
Start Time	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Int. Total
04:00 PM	3	4	1	0	8	0	10	0	0	10	1	11	21	0	33	7	20	5	0	32	83
04:15 PM	3	5	0	0	8	1	20	0	0	21	0	5	13	0	18	8	24	2	0	34	81
04:30 PM	5	4	1	0	10	1	10	0	0	11	0	7	10	0	17	7	19	5	0	31	69
04:45 PM	5	3	2	0	10	1	19	0	0	20	0	4	21	0	25	10	28	5	0	43	98
Total	16	16	4	0	36	3	59	0	0	62	1	27	65	0	93	32	91	17	0	140	331
05:00 PM	5	3	0	0	8	0	22	0	0	22	3	3	17	0	23	9	31	5	0	45	98
05:15 PM	5	3	0	0	8	1	25	0	0	26	3	7	12	0	22	15	40	4	0	59	115
05:30 PM	7	6	1	0	14	1	19	1	0	21	5	5	11	0	21	4	32	5	0	41	97
05:45 PM	3	4	1	0	8	0	9	0	0	9	4	7	13	0	24	10	11	4	0	25	66
Total	20	16	2	0	38	2	75	1	0	78	15	22	53	0	90	38	114	18	0	170	376
*** BREAK ***																					
Grand Total	36	32	6	0	74	5	134	1	0	140	16	49	118	0	183	70	205	35	0	310	707
Apprch %	48.6	43.2	8.1	0		3.6	95.7	0.7	0		8.7	26.8	64.5	0		22.6	66.1	11.3	0		
Total %	5.1	4.5	0.8	0	10.5	0.7	19	0.1	0	19.8	2.3	6.9	16.7	0	25.9	9.9	29	5	0	43.8	
Veh	35	31	6	0	72	5	134	1	0	140	16	49	117	0	182	69	205	35	0	309	703
% Veh	97.2	96.9	100	0	97.3	100	100	100	0	100	100	100	99.2	0	99.5	98.6	100	100	0	99.7	99.4
Heavy Veh	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
% Heavy Veh	2.8	3.1	0	0	2.7	0	0	0	0	0	0	0	0.8	0	0.5	1.4	0	0	0	0.3	0.6



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 1st Ave
Site Code : 00000000
Start Date : 7/7/2010
Page No : 2

	NE 1st Ave From North					NE 3rd St From East					NE 1st Ave From South					NE 3rd St From West					
Start Time	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Rght	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	5	3	**2**	0	10	**1**	19	0	0	20	0	4	**21**	0	**25**	10	28	**5**	0	43	98
05:00 PM	5	3	0	0	8	0	22	0	0	22	3	3	17	0	23	9	31	5	0	45	98
05:15 PM	5	3	0	0	8	1	**25**	0	0	**26**	3	**7**	12	0	22	**15**	**40**	4	0	**59**	**115**
05:30 PM	**7**	**6**	1	0	**14**	1	19	**1**	0	21	**5**	5	11	0	21	4	32	5	0	41	97
Total Volume	22	15	3	0	40	3	85	1	0	89	11	19	61	0	91	38	131	19	0	188	408
% App. Total	55	37.5	7.5	0		3.4	95.5	1.1	0		12.1	20.9	67	0		20.2	69.7	10.1	0		
PHF	.786	.625	.375	.000	.714	.750	.850	.250	.000	.856	.550	.679	.726	.000	.910	.633	.819	.950	.000	.797	.887



Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NE 3rd St & NE 2nd Ave
Site Code : 00000000
Start Date : 6/30/2010
Page No : 1

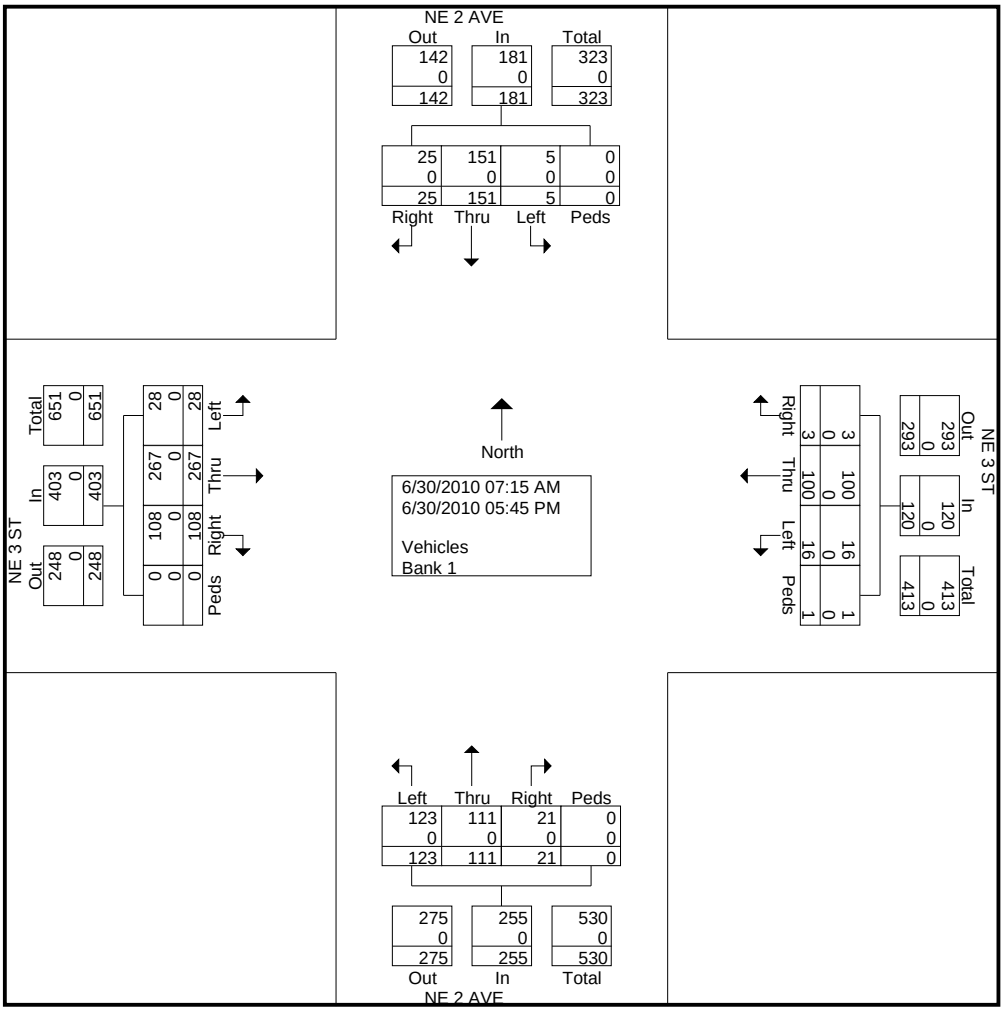
Groups Printed- Vehicles - Bank 1

	NE 2 AVE Southbound					NE 3 ST Westbound					NE 2 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	1	6	0	0	7	0	7	0	0	7	1	2	2	0	5	2	11	0	0	13	32
07:30 AM	1	5	0	0	6	0	2	0	0	2	1	3	6	0	10	4	10	1	0	15	33
07:45 AM	1	6	0	0	7	0	3	0	0	3	1	3	9	0	13	6	9	0	0	15	38
Total	3	17	0	0	20	0	12	0	0	12	3	8	17	0	28	12	30	1	0	43	103
08:00 AM	1	18	0	0	19	0	6	1	0	7	0	4	3	0	7	7	11	1	0	19	52
08:15 AM	2	9	0	0	11	0	6	0	0	6	1	4	7	0	12	6	15	1	0	22	51
08:30 AM	2	9	0	0	11	0	4	2	0	6	0	5	4	0	9	9	16	0	0	25	51
08:45 AM	1	14	0	0	15	0	8	1	0	9	6	14	9	0	29	9	19	4	0	32	85
Total	6	50	0	0	56	0	24	4	0	28	7	27	23	0	57	31	61	6	0	98	239
09:00 AM	1	8	0	0	9	1	9	2	0	12	0	4	3	0	7	4	19	3	0	26	54
*** BREAK ***																					
Total	1	8	0	0	9	1	9	2	0	12	0	4	3	0	7	4	19	3	0	26	54
*** BREAK ***																					
04:00 PM	5	9	1	0	15	1	9	0	1	11	2	9	6	0	17	5	12	1	0	18	61
04:15 PM	0	7	0	0	7	0	6	1	0	7	1	7	12	0	20	10	16	0	0	26	60
04:30 PM	3	8	0	0	11	0	6	0	0	6	1	8	9	0	18	5	18	4	0	27	62
04:45 PM	0	11	0	0	11	0	6	1	0	7	0	9	7	0	16	5	19	5	0	29	63
Total	8	35	1	0	44	1	27	2	1	31	4	33	34	0	71	25	65	10	0	100	246
05:00 PM	4	13	1	0	18	0	6	1	0	7	1	13	12	0	26	7	24	3	0	34	85
05:15 PM	1	13	0	0	14	1	10	4	0	15	3	8	8	0	19	7	22	1	0	30	78
05:30 PM	1	9	3	0	13	0	8	2	0	10	0	8	12	0	20	8	22	3	0	33	76
05:45 PM	1	6	0	0	7	0	4	1	0	5	3	10	14	0	27	14	24	1	0	39	78
Total	7	41	4	0	52	1	28	8	0	37	7	39	46	0	92	36	92	8	0	136	317
Grand Total	25	151	5	0	181	3	100	16	1	120	21	111	123	0	255	108	267	28	0	403	959
Apprch %	13.8	83.4	2.8	0		2.5	83.3	13.3	0.8		8.2	43.5	48.2	0		26.8	66.3	6.9	0		
Total %	2.6	15.7	0.5	0	18.9	0.3	10.4	1.7	0.1	12.5	2.2	11.6	12.8	0	26.6	11.3	27.8	2.9	0	42	
Vehicles	25	151	5	0	181	3	100	16	1	120	21	111	123	0	255	108	267	28	0	403	959
% Vehicles	100	100	100	0	100	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NE 3rd St & NE 2nd Ave
Site Code : 00000000
Start Date : 6/30/2010
Page No : 2



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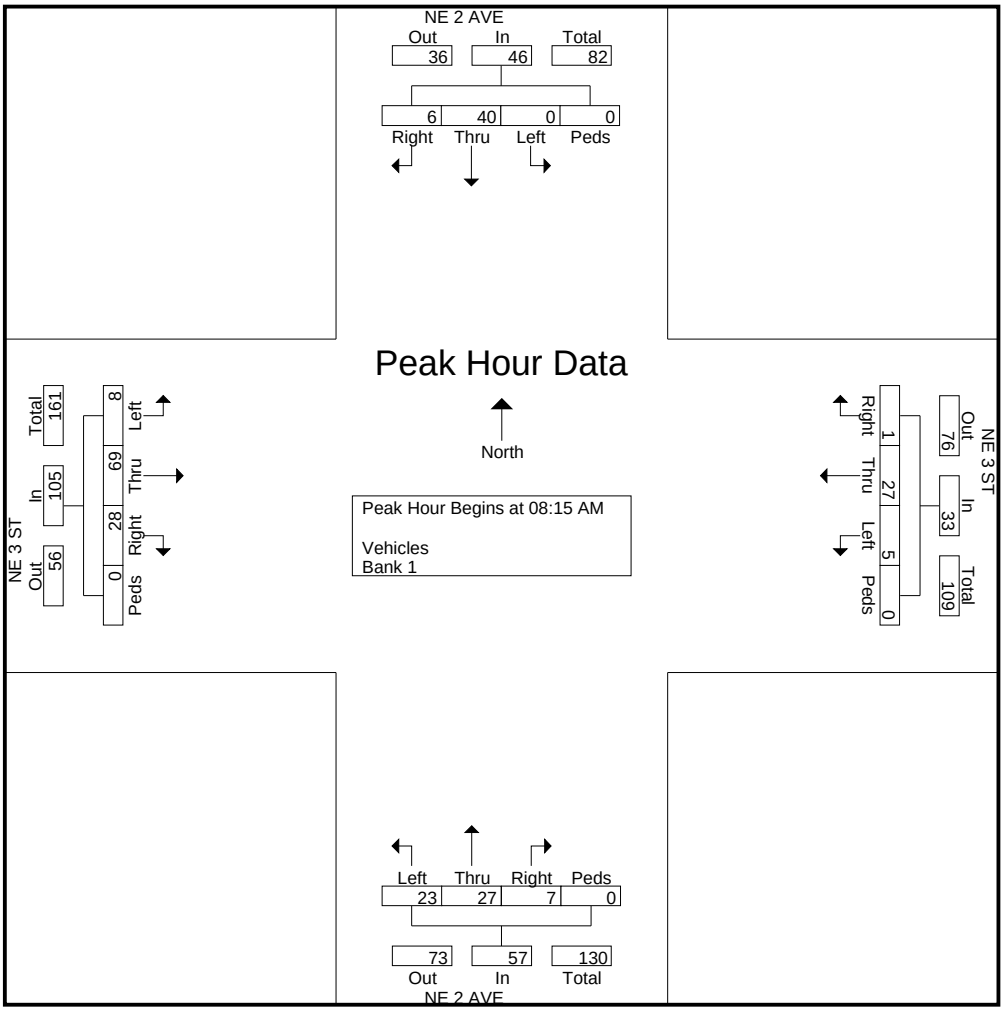
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NE 3rd St & NE 2nd Ave
Site Code : 00000000
Start Date : 6/30/2010
Page No : 3

	NE 2 AVE Southbound					NE 3 ST Westbound					NE 2 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**2**	9	0	0	11	0	6	0	0	6	1	4	7	0	12	6	15	1	0	22	51
08:30 AM	2	9	0	0	11	0	4	**2**	0	6	0	5	4	0	9	**9**	16	0	0	25	51
08:45 AM	1	**14**	0	0	**15**	0	8	1	0	9	**6**	**14**	**9**	0	**29**	9	**19**	**4**	0	**32**	**85**
09:00 AM	1	8	0	0	9	**1**	**9**	2	0	**12**	0	4	3	0	7	4	19	3	0	26	54
Total Volume	6	40	0	0	46	1	27	5	0	33	7	27	23	0	57	28	69	8	0	105	241
% App. Total	13	87	0	0		3	81.8	15.2	0		12.3	47.4	40.4	0		26.7	65.7	7.6	0		
PHF	.750	.714	.000	.000	.767	.250	.750	.625	.000	.688	.292	.482	.639	.000	.491	.778	.908	.500	.000	.820	.709

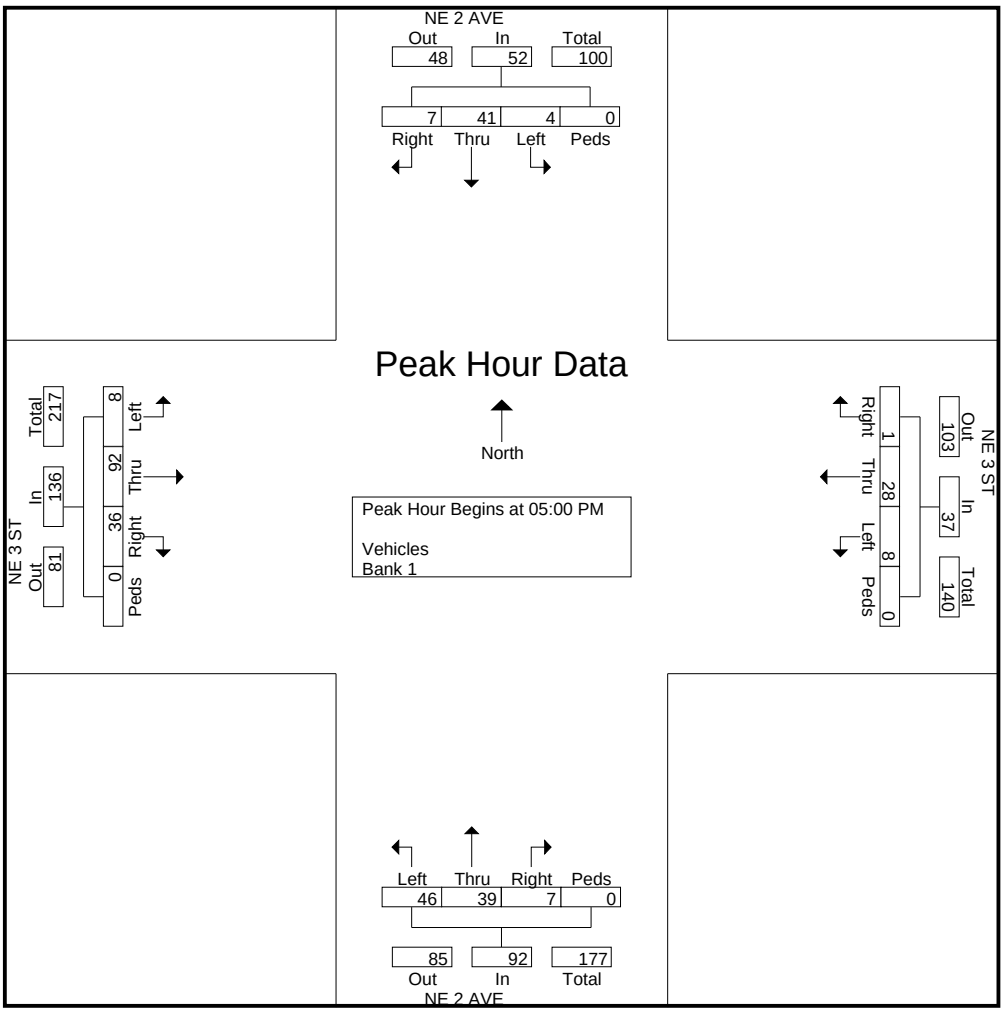


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : NE 3rd St & NE 2nd Ave
Site Code : 00000000
Start Date : 6/30/2010
Page No : 4

	NE 2 AVE Southbound					NE 3 ST Westbound					NE 2 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**4**	**13**	1	0	**18**	0	6	1	0	7	1	**13**	12	0	26	7	**24**	**3**	0	34	**85**
05:15 PM	1	13	0	0	14	**1**	**10**	**4**	0	**15**	**3**	8	8	0	19	7	22	1	0	30	78
05:30 PM	1	9	**3**	0	13	0	8	2	0	10	0	8	12	0	20	8	22	3	0	33	76
05:45 PM	1	6	0	0	7	0	4	1	0	5	3	10	**14**	0	**27**	**14**	24	1	0	**39**	78
Total Volume	7	41	4	0	52	1	28	8	0	37	7	39	46	0	92	36	92	8	0	136	317
% App. Total	13.5	78.8	7.7	0		2.7	75.7	21.6	0		7.6	42.4	50	0		26.5	67.6	5.9	0		
PHF	.438	.788	.333	.000	.722	.250	.700	.500	.000	.617	.583	.750	.821	.000	.852	.643	.958	.667	.000	.872	.932



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

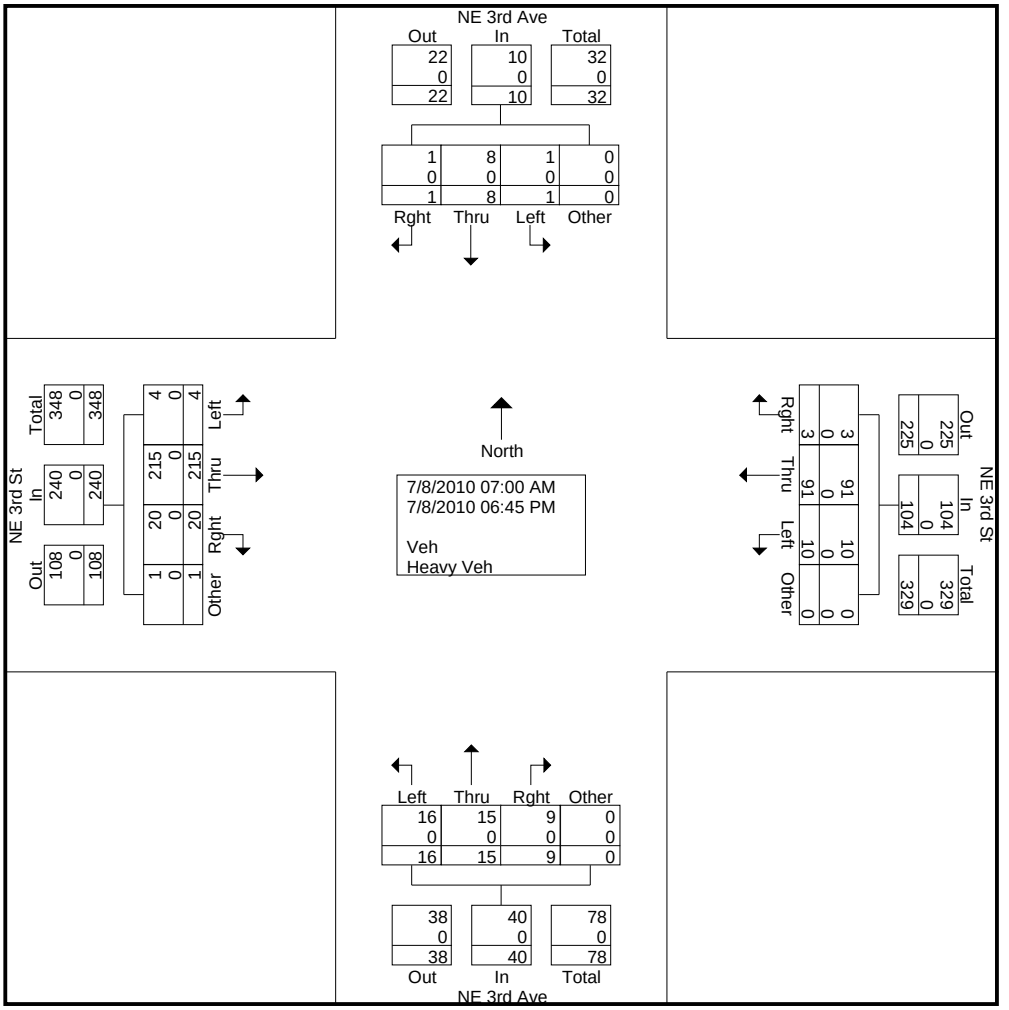
File Name : NE 3rd St at NE 3rd Ave
Site Code : 00000000
Start Date : 7/8/2010

Groups Printed- Veh - Heavy Veh

	NE 3rd Ave From North					NE 3rd St From East					NE 3rd Ave From South					NE 3rd St From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	2	8	0	0	10	16
07:15 AM	0	0	0	0	0	0	4	1	0	5	0	1	0	0	1	0	3	0	0	3	9
07:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	11	1	0	13	20
07:45 AM	1	0	0	0	1	0	8	0	0	8	1	1	1	0	3	3	5	0	0	8	20
Total	1	0	0	0	1	0	24	1	0	25	1	2	2	0	5	6	27	1	0	34	65
08:00 AM	0	2	0	0	2	0	3	0	0	3	0	0	1	0	1	1	15	0	0	16	22
08:15 AM	0	1	0	0	1	0	9	2	0	11	2	1	1	0	4	0	14	1	0	15	31
08:30 AM	0	1	1	0	2	0	0	1	0	1	2	0	2	0	4	0	9	0	0	9	16
08:45 AM	0	1	0	0	1	1	4	3	0	8	1	2	1	0	4	2	11	0	0	13	26
Total	0	5	1	0	6	1	16	6	0	23	5	3	5	0	13	3	49	1	0	53	95
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	8	0	0	8	1	1	1	0	3	2	16	0	1	19	31
04:15 PM	0	1	0	0	1	1	3	1	0	5	0	1	1	0	2	1	20	0	0	21	29
04:30 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	18	0	0	19	26
04:45 PM	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	1	14	0	0	15	21
Total	0	2	0	0	2	1	20	3	0	24	1	4	2	0	7	5	68	0	1	74	107
05:00 PM	0	0	0	0	0	1	9	0	0	10	1	2	1	0	4	1	12	0	0	13	27
05:15 PM	0	0	0	0	0	0	13	0	0	13	0	3	1	0	4	3	22	1	0	26	43
05:30 PM	0	1	0	0	1	0	9	0	0	9	1	0	4	0	5	0	16	1	0	17	32
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	21	0	0	23	25
Total	0	1	0	0	1	1	31	0	0	32	2	6	7	0	15	6	71	2	0	79	127
*** BREAK ***																					
Grand Total	1	8	1	0	10	3	91	10	0	104	9	15	16	0	40	20	215	4	1	240	394
Apprch %	10	80	10	0		2.9	87.5	9.6	0		22.5	37.5	40	0		8.3	89.6	1.7	0.4		
Total %	0.3	2	0.3	0	2.5	0.8	23.1	2.5	0	26.4	2.3	3.8	4.1	0	10.2	5.1	54.6	1	0.3	60.9	
Veh	1	8	1	0	10	3	91	10	0	104	9	15	16	0	40	20	215	4	1	240	394
% Veh	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	100	100	100
Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Heavy Veh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

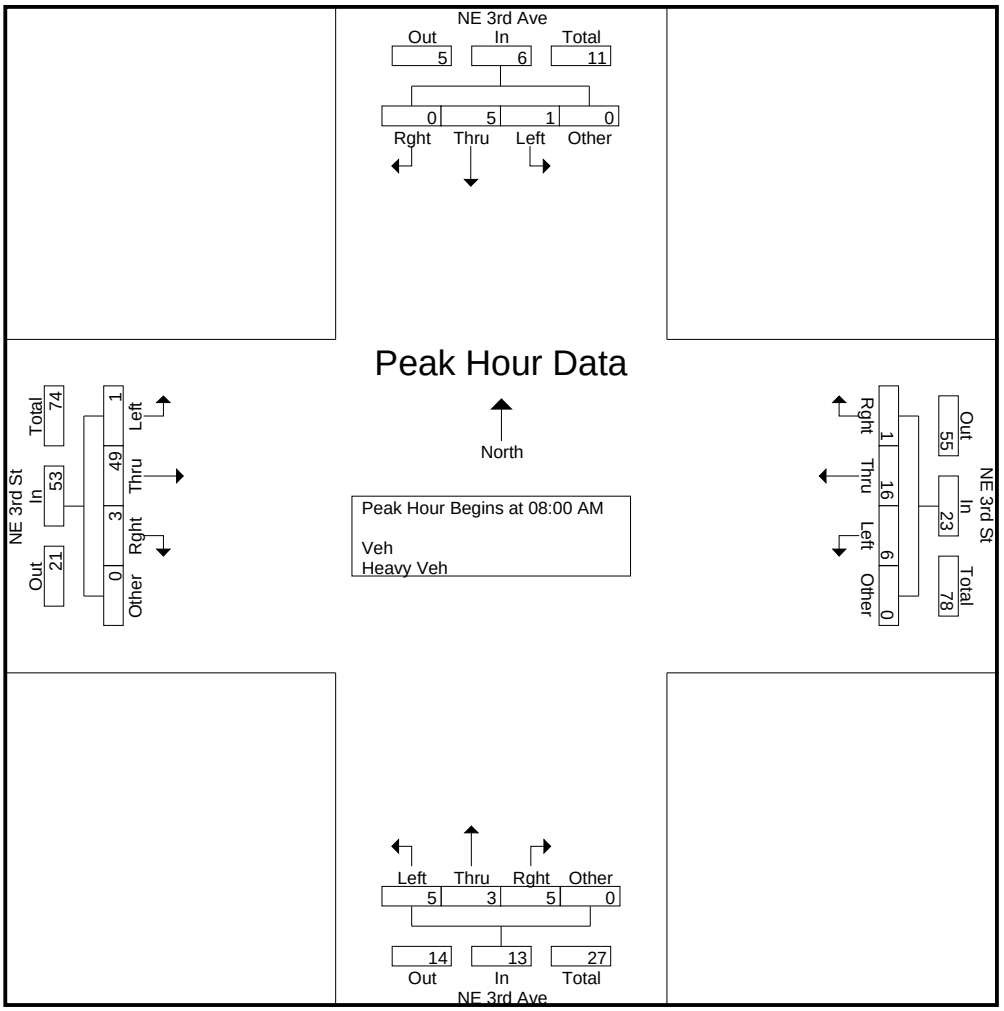
File Name : NE 3rd St at NE 3rd Ave
Site Code : 00000000
Start Date : 7/8/2010
Page No : 2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 3rd Ave
Site Code : 00000000
Start Date : 7/8/2010
Page No : 3

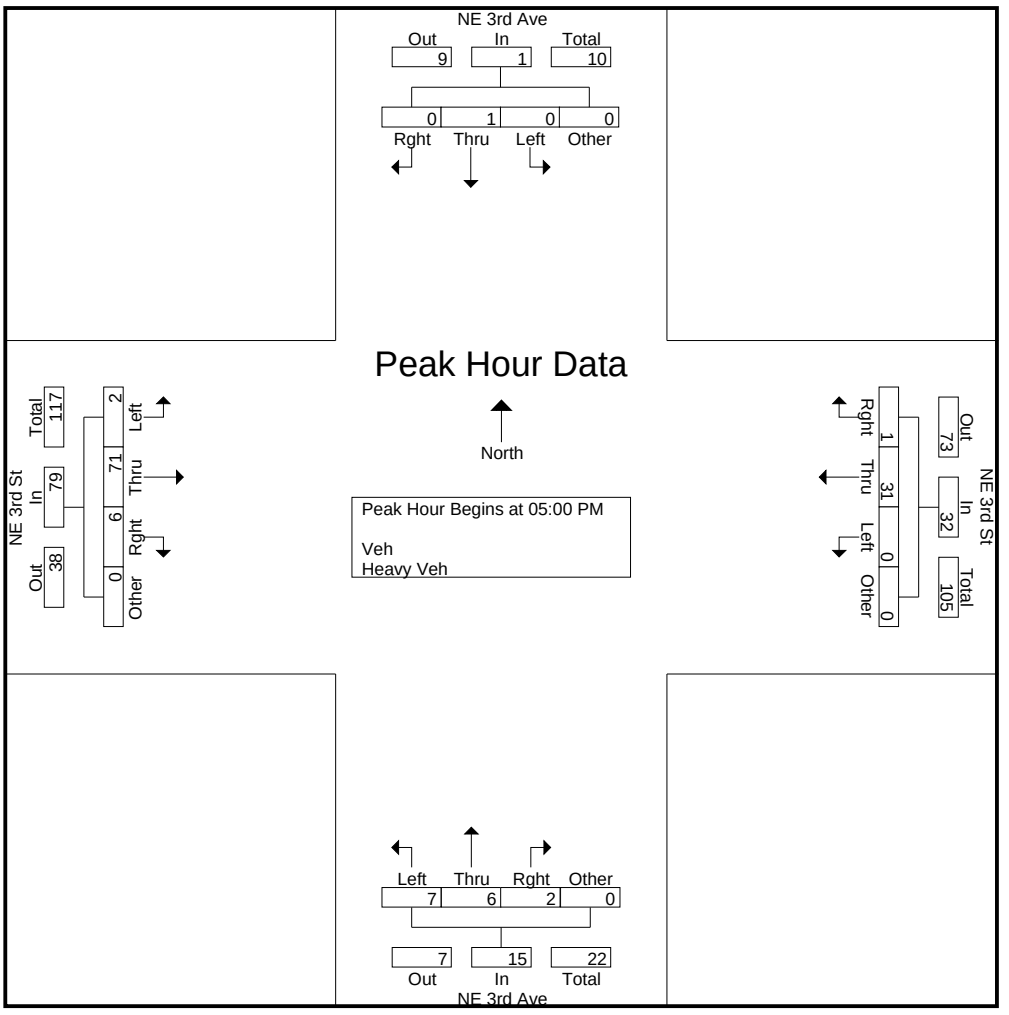
	NE 3rd Ave From North					NE 3rd St From East					NE 3rd Ave From South					NE 3rd St From West					
Start Time	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Rght	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**2**	0	0	**2**	0	3	0	0	3	0	0	1	0	1	1	**15**	0	0	**16**	22
08:15 AM	0	1	0	0	1	0	**9**	2	0	**11**	**2**	1	1	0	**4**	0	14	**1**	0	15	**31**
08:30 AM	0	1	**1**	0	2	0	0	1	0	1	2	0	**2**	0	4	0	9	0	0	9	16
08:45 AM	0	1	0	0	1	**1**	4	**3**	0	8	1	**2**	1	0	4	**2**	11	0	0	13	26
Total Volume	0	5	1	0	6	1	16	6	0	23	5	3	5	0	13	3	49	1	0	53	95
% App. Total	0	83.3	16.7	0		4.3	69.6	26.1	0		38.5	23.1	38.5	0		5.7	92.5	1.9	0		
PHF	.000	.625	.250	.000	.750	.250	.444	.500	.000	.523	.625	.375	.625	.000	.813	.375	.817	.250	.000	.828	.766



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 3rd St at NE 3rd Ave
Site Code : 00000000
Start Date : 7/8/2010

	NE 3rd Ave From North					NE 3rd St From East					NE 3rd Ave From South					NE 3rd St From West					
Start Time	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Right	Thru	Left	Other	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	**1**	9	0	0	10	**1**	2	1	0	4	1	12	0	0	13	27
05:15 PM	0	0	0	0	0	0	**13**	0	0	**13**	0	**3**	1	0	4	**3**	**22**	**1**	0	**26**	**43**
05:30 PM	0	**1**	0	0	**1**	0	9	0	0	9	1	0	**4**	0	**5**	0	16	1	0	17	32
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	21	0	0	23	25
Total Volume	0	1	0	0	1	1	31	0	0	32	2	6	7	0	15	6	71	2	0	79	127
% App. Total	0	100	0	0		3.1	96.9	0	0		13.3	40	46.7	0		7.6	89.9	2.5	0		
PHF	.000	.250	.000	.000	.250	.250	.596	.000	.000	.615	.500	.500	.438	.000	.750	.500	.807	.500	.000	.760	.738



Calvin, Giordano & Associates

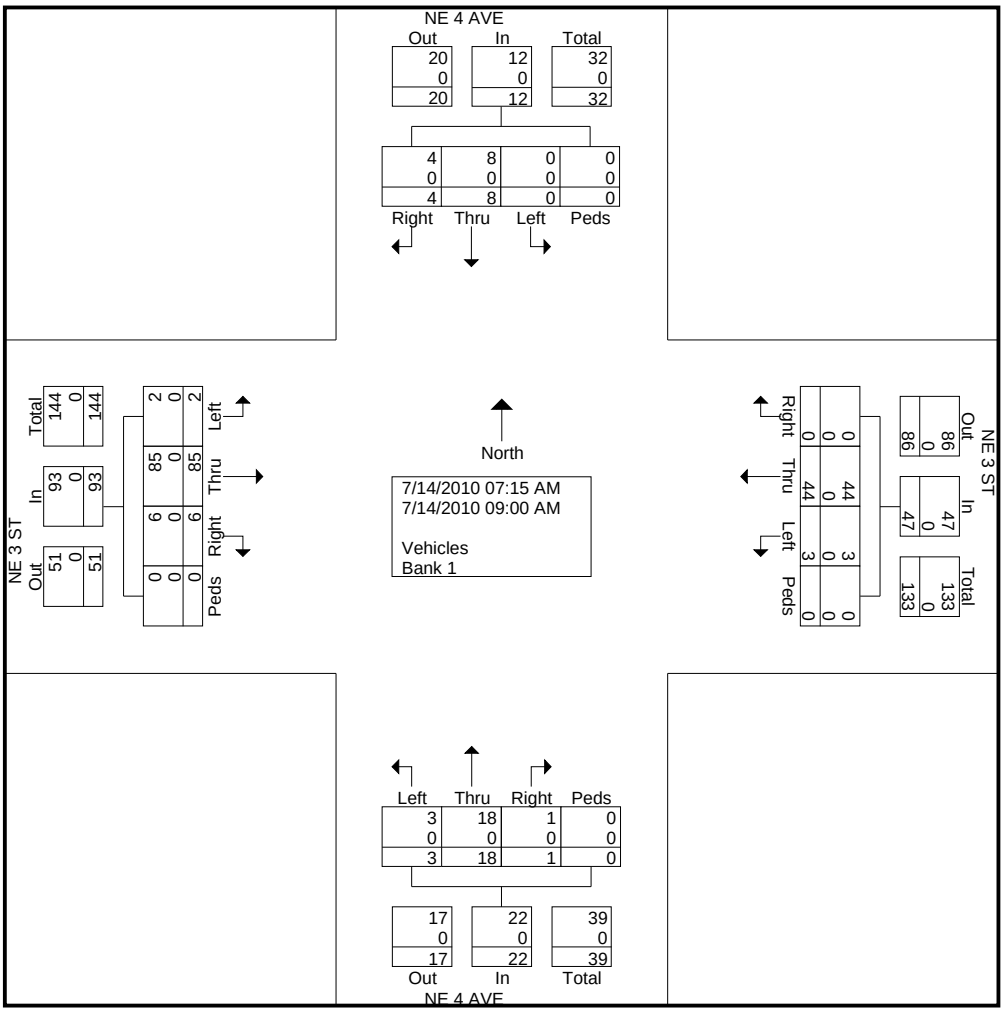
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & NE 4 Ave AM ONLY
Site Code : 00000000
Start Date : 7/14/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NE 4 AVE Southbound					NE 3 ST Westbound					NE 4 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	0	2	0	0	2	0	8	0	0	8	0	3	0	0	3	1	5	0	0	6	19
07:30 AM	0	0	0	0	0	0	3	1	0	4	0	2	0	0	2	1	12	0	0	13	19
07:45 AM	0	3	0	0	3	0	9	0	0	9	0	2	0	0	2	0	10	0	0	10	24
Total	0	5	0	0	5	0	20	1	0	21	0	7	0	0	7	2	27	0	0	29	62
08:00 AM	2	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	13	1	0	14	25
08:15 AM	1	0	0	0	1	0	7	0	0	7	0	6	0	0	6	1	16	0	0	17	31
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	1	1	0	2	1	10	0	0	11	15
08:45 AM	0	0	0	0	0	0	2	1	0	3	0	1	2	0	3	0	14	0	0	14	20
Total	3	0	0	0	3	0	20	1	0	21	0	8	3	0	11	2	53	1	0	56	91
09:00 AM	1	3	0	0	4	0	4	1	0	5	1	3	0	0	4	2	5	1	0	8	21
Grand Total	4	8	0	0	12	0	44	3	0	47	1	18	3	0	22	6	85	2	0	93	174
Apprch %	33.3	66.7	0	0		0	93.6	6.4	0		4.5	81.8	13.6	0		6.5	91.4	2.2	0		
Total %	2.3	4.6	0	0	6.9	0	25.3	1.7	0	27	0.6	10.3	1.7	0	12.6	3.4	48.9	1.1	0	53.4	
Vehicles	4	8	0	0	12	0	44	3	0	47	1	18	3	0	22	6	85	2	0	93	174
% Vehicles	100	100	0	0	100	0	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



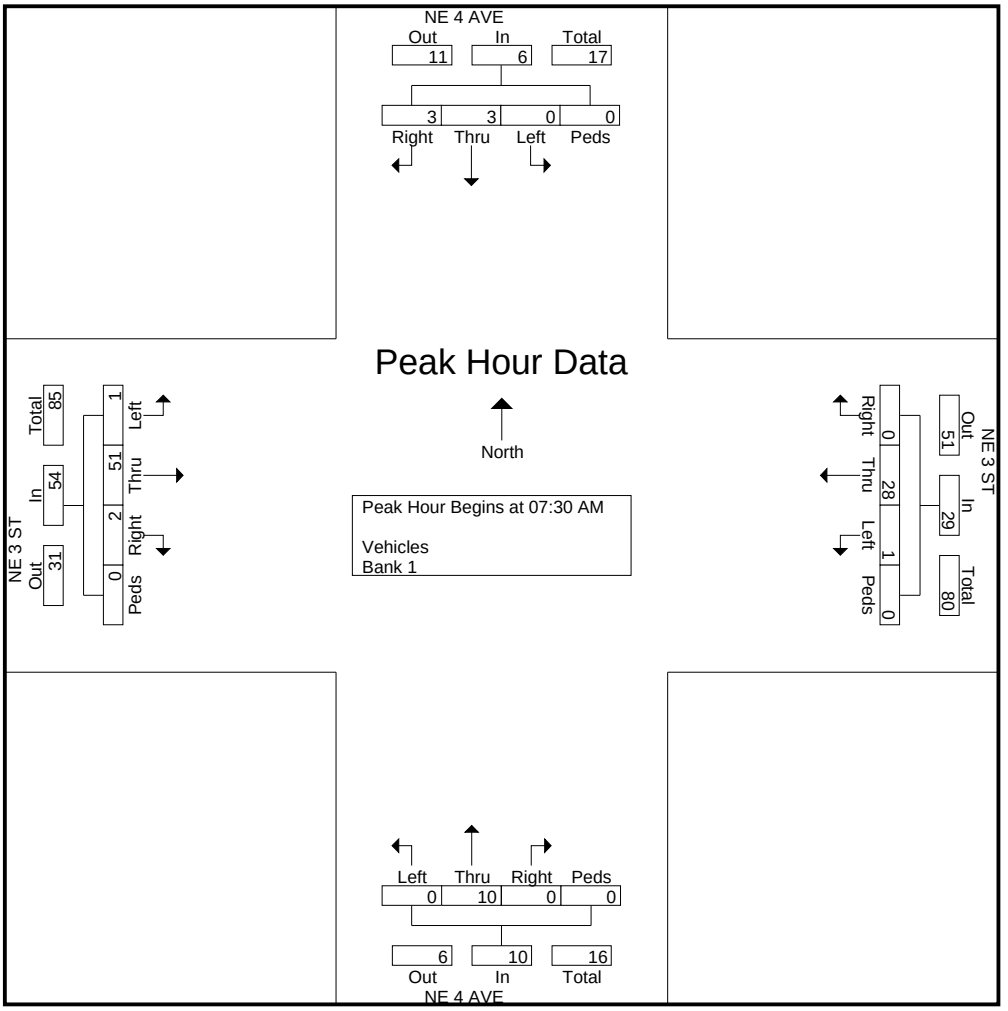
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : NE 3rd St & NE 4 Ave AM ONLY
Site Code : 00000000
Start Date : 7/14/2010

	NE 4 AVE Southbound					NE 3 ST Westbound					NE 4 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	3	**1**	0	4	0	2	0	0	2	**1**	12	0	0	13	19
07:45 AM	0	**3**	0	0	**3**	0	**9**	0	0	**9**	0	2	0	0	2	0	10	0	0	10	24
08:00 AM	**2**	0	0	0	2	0	9	0	0	9	0	0	0	0	0	0	13	**1**	0	14	25
08:15 AM	1	0	0	0	1	0	7	0	0	7	0	**6**	0	0	**6**	1	**16**	0	0	**17**	**31**
Total Volume	3	3	0	0	6	0	28	1	0	29	0	10	0	0	10	2	51	1	0	54	99
% App. Total	50	50	0	0		0	96.6	3.4	0		0	100	0	0		3.7	94.4	1.9	0		
PHF	.375	.250	.000	.000	.500	.000	.778	.250	.000	.806	.000	.417	.000	.000	.417	.500	.797	.250	.000	.794	.798



Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

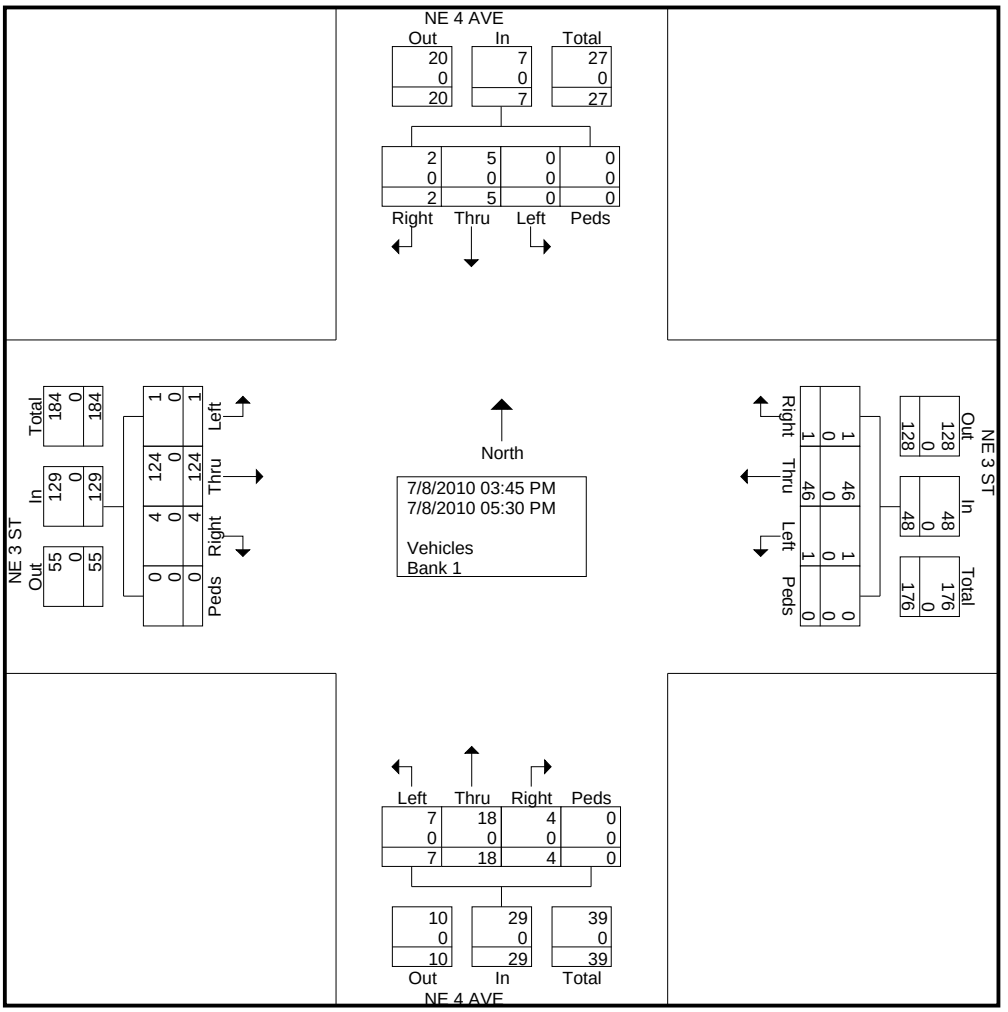
Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

Exceptional Solutions

File Name : NE 3rd St & NE 4 Ave PM ONLY
Site Code : 00000000
Start Date : 7/8/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NE 4 AVE Southbound					NE 3 ST Westbound					NE 4 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
03:45 PM	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	2	12	0	0	14	19
Total	1	1	0	0	2	0	2	0	0	2	0	1	0	0	1	2	12	0	0	14	19
04:00 PM	0	0	0	0	0	1	8	0	0	9	1	5	1	0	7	0	18	0	0	18	34
04:15 PM	0	0	0	0	0	0	3	0	0	3	1	1	1	0	3	0	18	0	0	18	24
04:30 PM	0	0	0	0	0	0	4	0	0	4	0	3	1	0	4	0	14	0	0	14	22
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	14	0	0	14	18
Total	0	1	0	0	1	1	17	0	0	18	2	10	3	0	15	0	64	0	0	64	98
05:00 PM	1	1	0	0	2	0	10	0	0	10	0	1	1	0	2	0	15	0	0	15	29
05:15 PM	0	2	0	0	2	0	9	1	0	10	1	3	1	0	5	2	16	1	0	19	36
05:30 PM	0	0	0	0	0	0	8	0	0	8	1	3	2	0	6	0	17	0	0	17	31
Grand Total	2	5	0	0	7	1	46	1	0	48	4	18	7	0	29	4	124	1	0	129	213
Apprch %	28.6	71.4	0	0		2.1	95.8	2.1	0		13.8	62.1	24.1	0		3.1	96.1	0.8	0		
Total %	0.9	2.3	0	0	3.3	0.5	21.6	0.5	0	22.5	1.9	8.5	3.3	0	13.6	1.9	58.2	0.5	0	60.6	
Vehicles	2	5	0	0	7	1	46	1	0	48	4	18	7	0	29	4	124	1	0	129	213
% Vehicles	100	100	0	0	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Calvin, Giordano & Associates

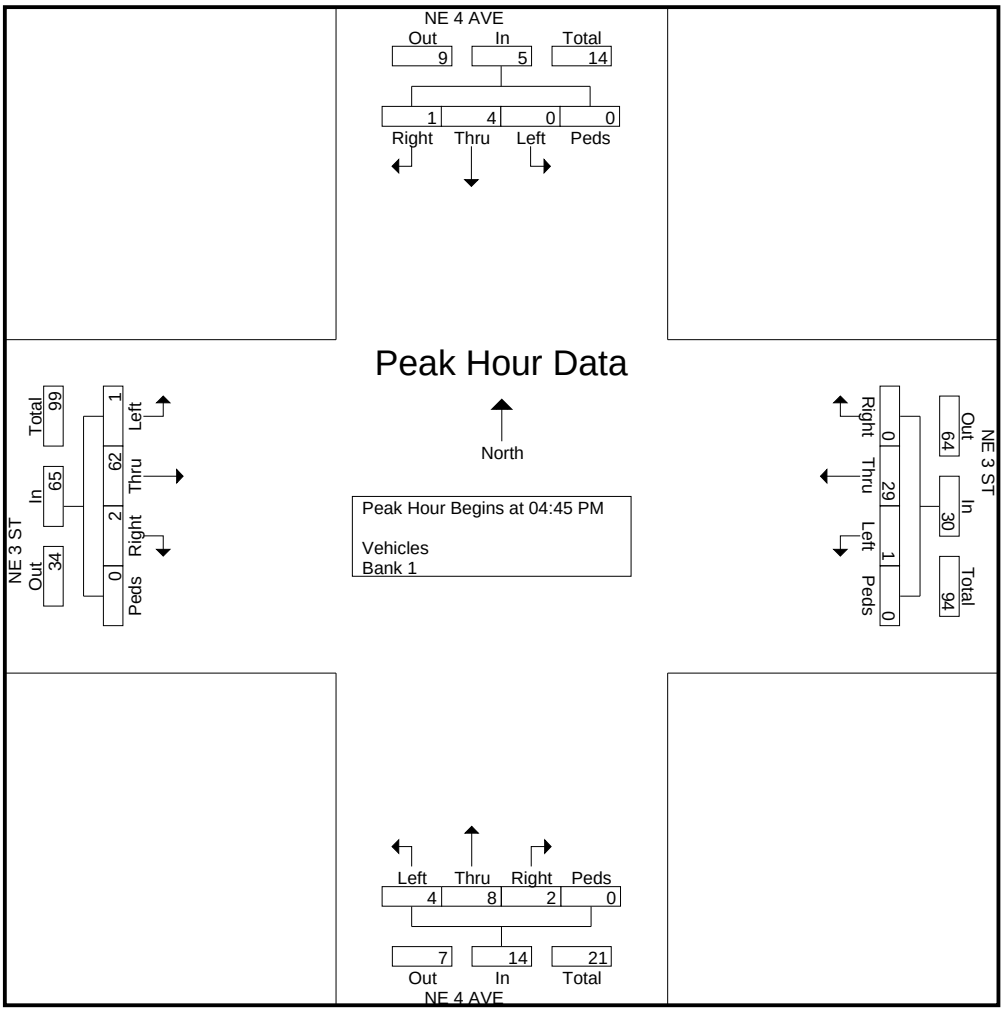
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Default Comments
Change These in The Preferences Window
Select File/Preference in the Main Scree
Then Click the Comments Tab

Exceptional Solutions

File Name : NE 3rd St & NE 4 Ave PM ONLY
Site Code : 00000000
Start Date : 7/8/2010

	NE 4 AVE Southbound					NE 3 ST Westbound					NE 4 AVE Northbound					NE 3 ST Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 05:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	14	0	0	14	18
05:00 PM	**1**	1	0	0	**2**	0	**10**	0	0	**10**	0	1	1	0	2	0	15	0	0	15	29
05:15 PM	0	**2**	0	0	2	0	9	**1**	0	10	**1**	**3**	1	0	5	**2**	16	**1**	0	**19**	**36**
05:30 PM	0	0	0	0	0	0	8	0	0	8	1	3	**2**	0	**6**	0	**17**	0	0	17	31
Total Volume	1	4	0	0	5	0	29	1	0	30	2	8	4	0	14	2	62	1	0	65	114
% App. Total	20	80	0	0		0	96.7	3.3	0		14.3	57.1	28.6	0		3.1	95.4	1.5	0		
PHF	.250	.500	.000	.000	.625	.000	.725	.250	.000	.750	.500	.667	.500	.000	.583	.250	.912	.250	.000	.855	.792



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

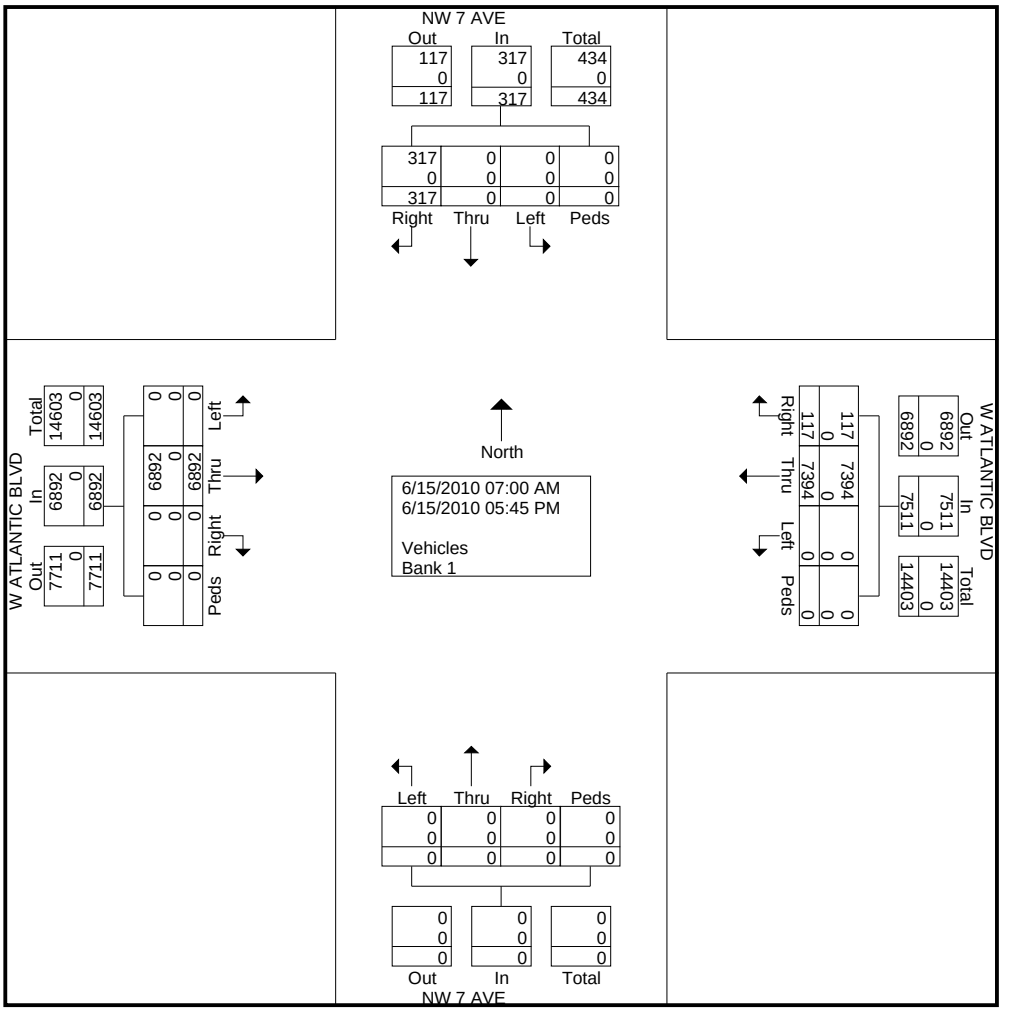
File Name : NW 7 Ave & W Atlantic Blvd 6-15-10 REVISED
Site Code : 00000000
Start Date : 6/15/2010

Groups Printed- Vehicles - Bank 1

	NW 7 AVE From North					W ATLANTIC BLVD From East					NW 7 AVE From South					W ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	10	0	0	0	10	6	339	0	0	345	0	0	0	0	0	0	342	0	0	342	697
07:15 AM	15	0	0	0	15	4	370	0	0	374	0	0	0	0	0	0	367	0	0	367	756
07:30 AM	19	0	0	0	19	5	537	0	0	542	0	0	0	0	0	0	418	0	0	418	979
07:45 AM	16	0	0	0	16	5	463	0	0	468	0	0	0	0	0	0	451	0	0	451	935
Total	60	0	0	0	60	20	1709	0	0	1729	0	0	0	0	0	0	1578	0	0	1578	3367
08:00 AM	12	0	0	0	12	3	480	0	0	483	0	0	0	0	0	0	445	0	0	445	940
08:15 AM	17	0	0	0	17	6	494	0	0	500	0	0	0	0	0	0	419	0	0	419	936
08:30 AM	19	0	0	0	19	6	443	0	0	449	0	0	0	0	0	0	452	0	0	452	920
08:45 AM	14	0	0	0	14	6	433	0	0	439	0	0	0	0	0	0	418	0	0	418	871
Total	62	0	0	0	62	21	1850	0	0	1871	0	0	0	0	0	0	1734	0	0	1734	3667
*** BREAK ***																					
04:00 PM	19	0	0	0	19	8	464	0	0	472	0	0	0	0	0	0	443	0	0	443	934
04:15 PM	18	0	0	0	18	16	425	0	0	441	0	0	0	0	0	0	442	0	0	442	901
04:30 PM	35	0	0	0	35	10	502	0	0	512	0	0	0	0	0	0	417	0	0	417	964
04:45 PM	25	0	0	0	25	5	386	0	0	391	0	0	0	0	0	0	327	0	0	327	743
Total	97	0	0	0	97	39	1777	0	0	1816	0	0	0	0	0	0	1629	0	0	1629	3542
05:00 PM	39	0	0	0	39	11	509	0	0	520	0	0	0	0	0	0	458	0	0	458	1017
05:15 PM	25	0	0	0	25	5	564	0	0	569	0	0	0	0	0	0	505	0	0	505	1099
05:30 PM	17	0	0	0	17	9	484	0	0	493	0	0	0	0	0	0	475	0	0	475	985
05:45 PM	17	0	0	0	17	12	501	0	0	513	0	0	0	0	0	0	513	0	0	513	1043
Total	98	0	0	0	98	37	2058	0	0	2095	0	0	0	0	0	0	1951	0	0	1951	4144
Grand Total	317	0	0	0	317	117	7394	0	0	7511	0	0	0	0	0	0	6892	0	0	6892	14720
Apprch %	100	0	0	0		1.6	98.4	0	0		0	0	0	0		0	100	0	0		
Total %	2.2	0	0	0	2.2	0.8	50.2	0	0	51	0	0	0	0	0	0	46.8	0	0	46.8	
Vehicles	317	0	0	0	317	117	7394	0	0	7511	0	0	0	0	0	0	6892	0	0	6892	14720
% Vehicles	100	0	0	0	100	100	100	0	0	100	0	0	0	0	0	0	100	0	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

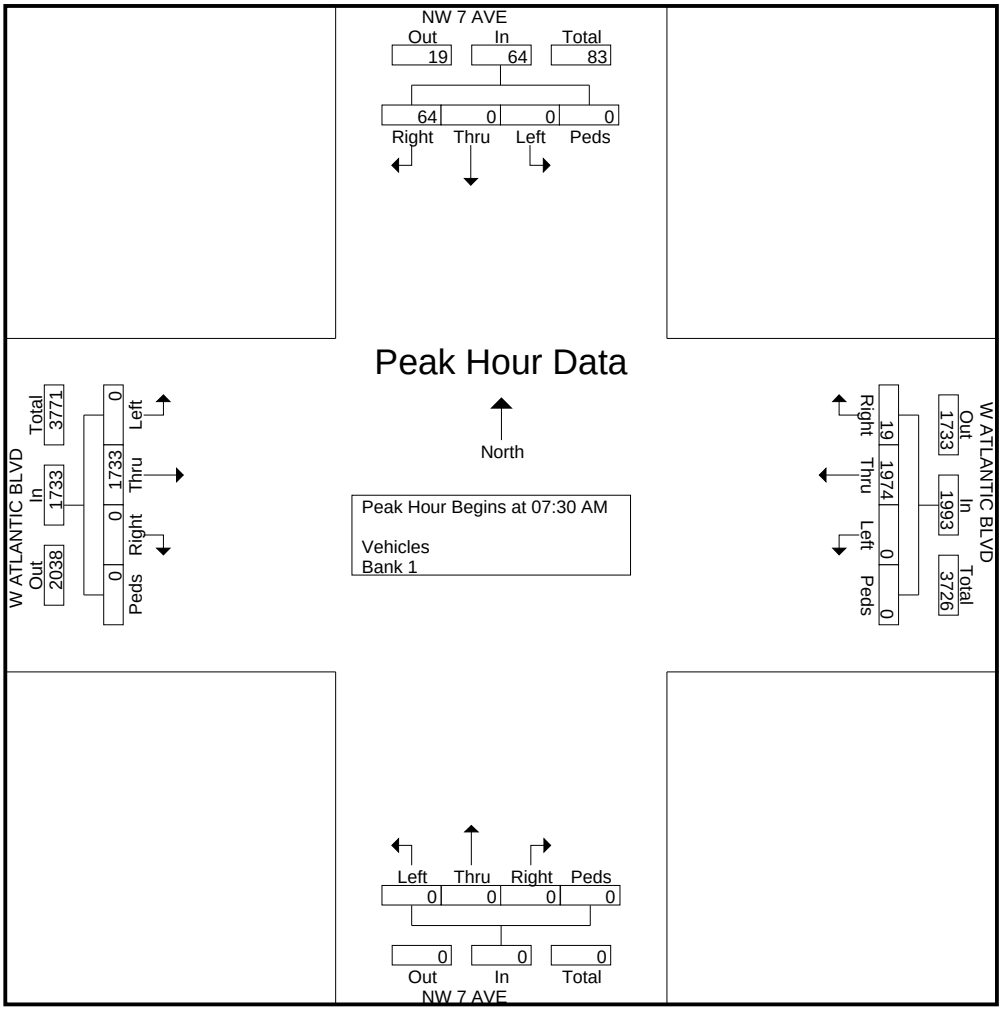
File Name : NW 7 Ave & W Atlantic Blvd 6-15-10 REVISED
Site Code : 00000000
Start Date : 6/15/2010
Page No : 2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NW 7 Ave & W Atlantic Blvd 6-15-10 REVISED
Site Code : 00000000
Start Date : 6/15/2010
Page No : 3

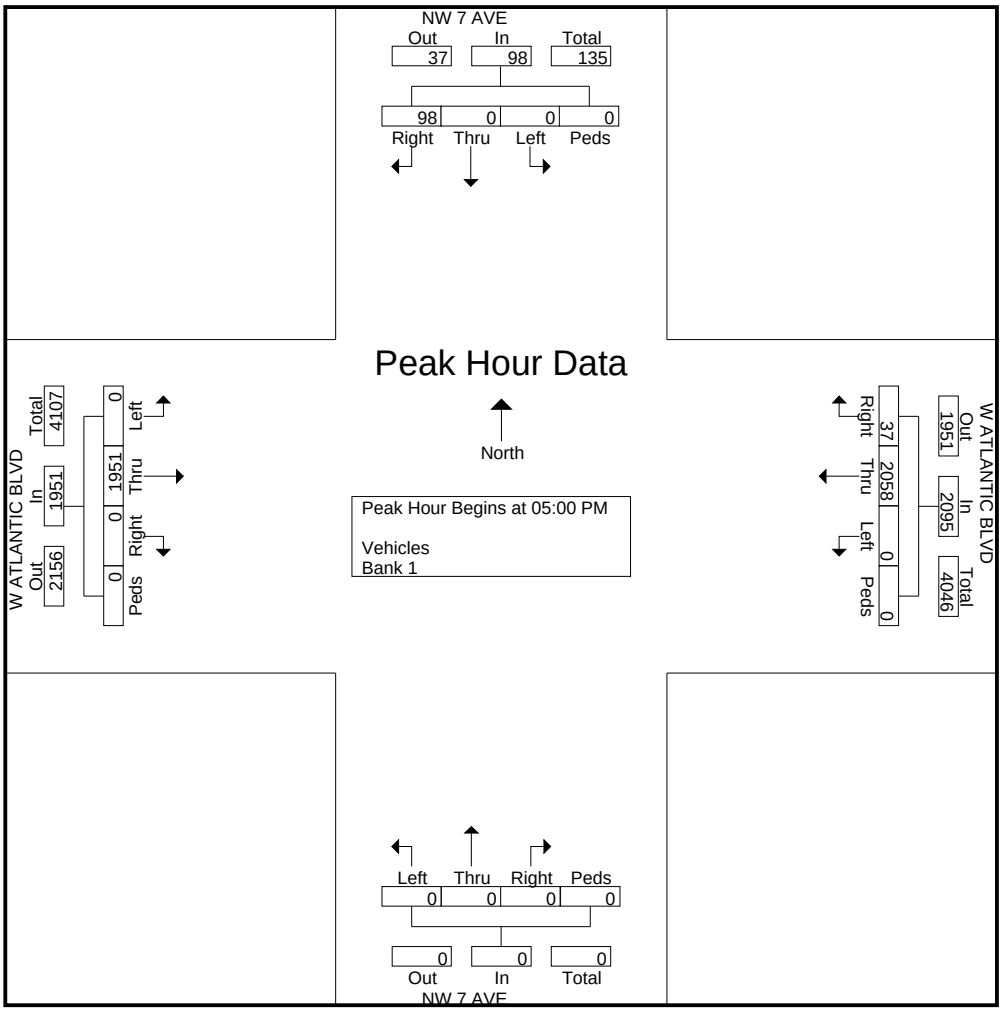
	NW 7 AVE From North					W ATLANTIC BLVD From East					NW 7 AVE From South					W ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**19**	0	0	0	**19**	5	**537**	0	0	**542**	0	0	0	0	0	0	418	0	0	418	**979**
07:45 AM	16	0	0	0	16	5	463	0	0	468	0	0	0	0	0	0	**451**	0	0	**451**	935
08:00 AM	12	0	0	0	12	3	480	0	0	483	0	0	0	0	0	0	445	0	0	445	940
08:15 AM	17	0	0	0	17	**6**	494	0	0	500	0	0	0	0	0	0	419	0	0	419	936
Total Volume	64	0	0	0	64	19	1974	0	0	1993	0	0	0	0	0	0	1733	0	0	1733	3790
% App. Total	100	0	0	0		1	99	0	0		0	0	0	0		0	100	0	0		
PHF	.842	.000	.000	.000	.842	.792	.919	.000	.000	.919	.000	.000	.000	.000	.000	.000	.961	.000	.000	.961	.968



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NW 7 Ave & W Atlantic Blvd 6-15-10 REVISED
Site Code : 00000000
Start Date : 6/15/2010

	NW 7 AVE From North					W ATLANTIC BLVD From East					NW 7 AVE From South					W ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**39**	0	0	0	**39**	11	509	0	0	520	0	0	0	0	0	0	458	0	0	458	1017
05:15 PM	25	0	0	0	25	5	**564**	0	0	**569**	0	0	0	0	0	0	505	0	0	505	**1099**
05:30 PM	17	0	0	0	17	9	484	0	0	493	0	0	0	0	0	0	475	0	0	475	985
05:45 PM	17	0	0	0	17	**12**	501	0	0	513	0	0	0	0	0	0	**513**	0	0	**513**	1043
Total Volume	98	0	0	0	98	37	2058	0	0	2095	0	0	0	0	0	0	1951	0	0	1951	4144
% App. Total	100	0	0	0		1.8	98.2	0	0		0	0	0	0		0	100	0	0		
PHF	.628	.000	.000	.000	.628	.771	.912	.000	.000	.920	.000	.000	.000	.000	.000	.000	.951	.000	.000	.951	.943

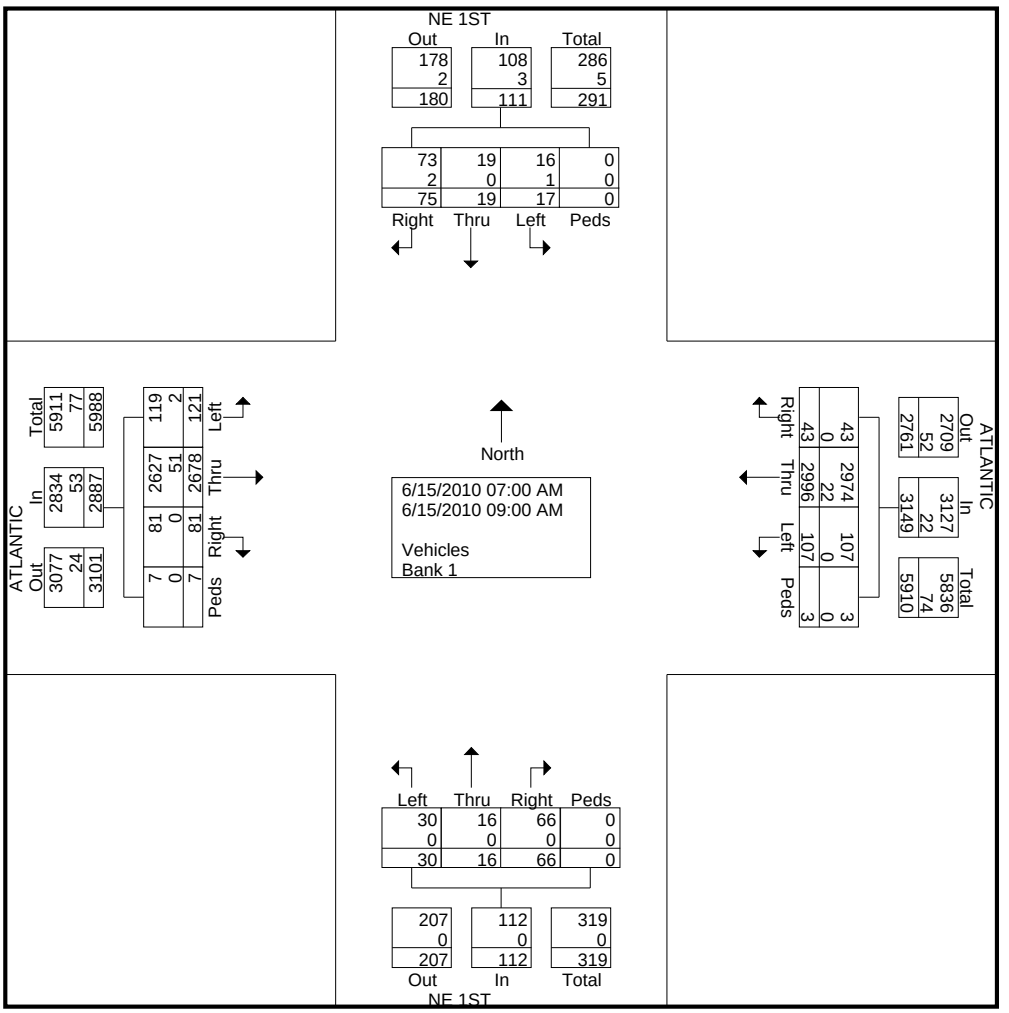


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : W Atlantic Blvd & NE 1st Ave AM only
Site Code : 00000000
Start Date : 6/15/2010

Groups Printed- Vehicles - Bank 1

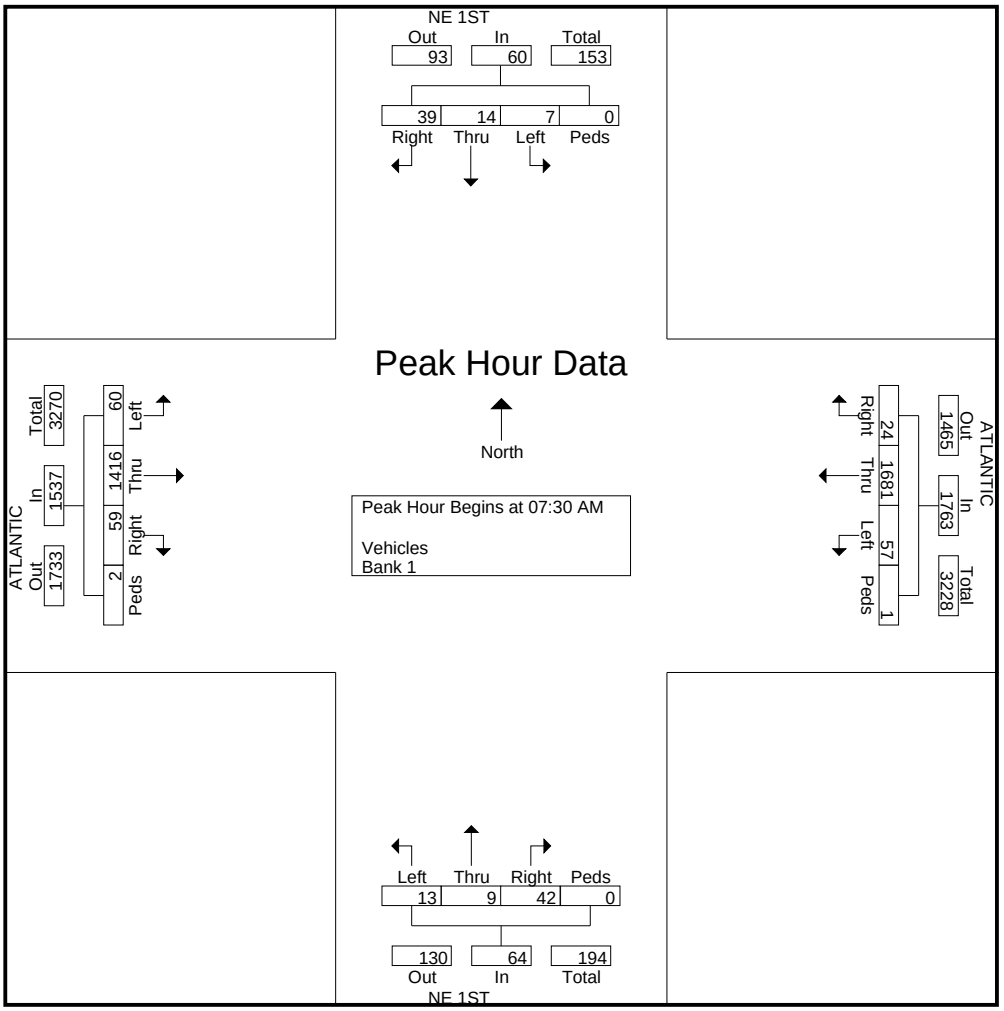
	NE 1ST From North					ATLANTIC From East					NE 1ST From South					ATLANTIC From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	2	0	4	3	337	5	0	345	4	0	1	0	5	5	221	11	2	239	593
07:15 AM	7	1	1	0	9	5	333	13	0	351	2	0	0	0	2	3	314	16	1	334	696
07:30 AM	8	1	1	0	10	9	475	13	0	497	13	3	5	0	21	20	360	16	1	397	925
07:45 AM	7	2	3	0	12	6	376	18	0	400	8	3	2	0	13	17	336	13	0	366	791
Total	24	4	7	0	35	23	1521	49	0	1593	27	6	8	0	41	45	1231	56	4	1336	3005
08:00 AM	13	2	1	0	16	5	419	14	1	439	11	0	3	0	14	10	401	17	1	429	898
08:15 AM	11	9	2	0	22	4	411	12	0	427	10	3	3	0	16	12	319	14	0	345	810
08:30 AM	17	2	3	0	22	5	342	16	2	365	7	3	5	0	15	9	367	11	0	387	789
08:45 AM	10	2	4	0	16	6	303	16	0	325	11	4	11	0	26	5	360	23	2	390	757
Total	51	15	10	0	76	20	1475	58	3	1556	39	10	22	0	71	36	1447	65	3	1551	3254
*** BREAK ***																					
Grand Total	75	19	17	0	111	43	2996	107	3	3149	66	16	30	0	112	81	2678	121	7	2887	6259
Apprch %	67.6	17.1	15.3	0		1.4	95.1	3.4	0.1		58.9	14.3	26.8	0		2.8	92.8	4.2	0.2		
Total %	1.2	0.3	0.3	0	1.8	0.7	47.9	1.7	0	50.3	1.1	0.3	0.5	0	1.8	1.3	42.8	1.9	0.1	46.1	
Vehicles	73	19	16	0	108	43	2974	107	3	3127	66	16	30	0	112	81	2627	119	7	2834	6181
% Vehicles	97.3	100	94.1	0	97.3	100	99.3	100	100	99.3	100	100	100	0	100	100	98.1	98.3	100	98.2	98.8
Bank 1	2	0	1	0	3	0	22	0	0	22	0	0	0	0	0	0	51	2	0	53	78
% Bank 1	2.7	0	5.9	0	2.7	0	0.7	0	0	0.7	0	0	0	0	0	0	1.9	1.7	0	1.8	1.2



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : W Atlantic Blvd & NE 1st Ave AM only
Site Code : 00000000
Start Date : 6/15/2010

	NE 1ST From North					ATLANTIC From East					NE 1ST From South					ATLANTIC From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	8	1	1	0	10	**9**	**475**	13	0	**497**	**13**	**3**	**5**	0	**21**	**20**	360	16	**1**	397	**925**
07:45 AM	7	2	**3**	0	12	6	376	**18**	0	400	8	3	2	0	13	17	336	13	0	366	791
08:00 AM	**13**	2	1	0	16	5	419	14	**1**	439	11	0	3	0	14	10	**401**	**17**	1	**429**	898
08:15 AM	11	**9**	2	0	**22**	4	411	12	0	427	10	3	3	0	16	12	319	14	0	345	810
Total Volume	39	14	7	0	60	24	1681	57	1	1763	42	9	13	0	64	59	1416	60	2	1537	3424
% App. Total	65	23.3	11.7	0		1.4	95.3	3.2	0.1		65.6	14.1	20.3	0		3.8	92.1	3.9	0.1		
PHF	.750	.389	.583	.000	.682	.667	.885	.792	.250	.887	.808	.750	.650	.000	.762	.738	.883	.882	.500	.896	.925



Calvin, Giordano & Associates

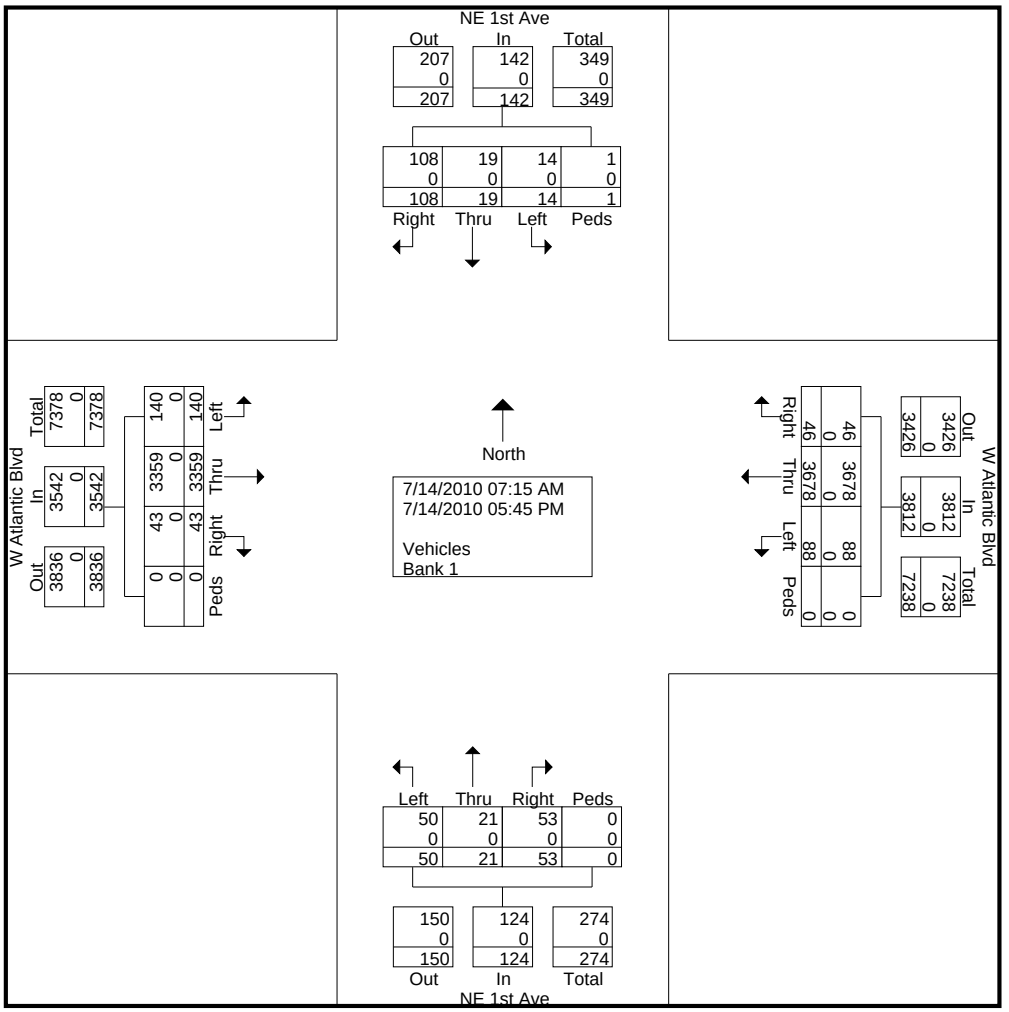
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 1st Ave PM only
Site Code : 00000000
Start Date : 7/14/2010

Groups Printed- Vehicles - Bank 1

	NE 1st Ave Southbound					W Atlantic Blvd Westbound					NE 1st Ave Northbound					W Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
*** BREAK ***																					
04:00 PM	9	1	2	0	12	4	398	10	0	412	4	2	7	0	13	3	308	8	0	319	756
04:15 PM	6	3	4	0	13	5	435	11	0	451	9	0	2	0	11	10	384	28	0	422	897
04:30 PM	3	1	1	0	5	13	463	8	0	484	8	2	10	0	20	7	410	13	0	430	939
04:45 PM	15	1	0	1	17	3	525	15	0	543	9	4	8	0	21	3	461	27	0	491	1072
Total	33	6	7	1	47	25	1821	44	0	1890	30	8	27	0	65	23	1563	76	0	1662	3664
05:00 PM	24	0	2	0	26	7	522	3	0	532	6	8	16	0	30	3	455	20	0	478	1066
05:15 PM	24	8	0	0	32	2	463	7	0	472	7	3	6	0	16	5	404	17	0	426	946
05:30 PM	22	3	1	0	26	9	442	13	0	464	5	1	0	0	6	5	448	15	0	468	964
05:45 PM	5	2	4	0	11	3	430	21	0	454	5	1	1	0	7	7	489	12	0	508	980
Total	75	13	7	0	95	21	1857	44	0	1922	23	13	23	0	59	20	1796	64	0	1880	3956
Grand Total	108	19	14	1	142	46	3678	88	0	3812	53	21	50	0	124	43	3359	140	0	3542	7620
Apprch %	76.1	13.4	9.9	0.7		1.2	96.5	2.3	0		42.7	16.9	40.3	0		1.2	94.8	4	0		
Total %	1.4	0.2	0.2	0	1.9	0.6	48.3	1.2	0	50	0.7	0.3	0.7	0	1.6	0.6	44.1	1.8	0	46.5	
Vehicles	108	19	14	1	142	46	3678	88	0	3812	53	21	50	0	124	43	3359	140	0	3542	7620
% Vehicles	100	100	100	100	100	100	100	100	0	100	100	100	100	0	100	100	100	100	0	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



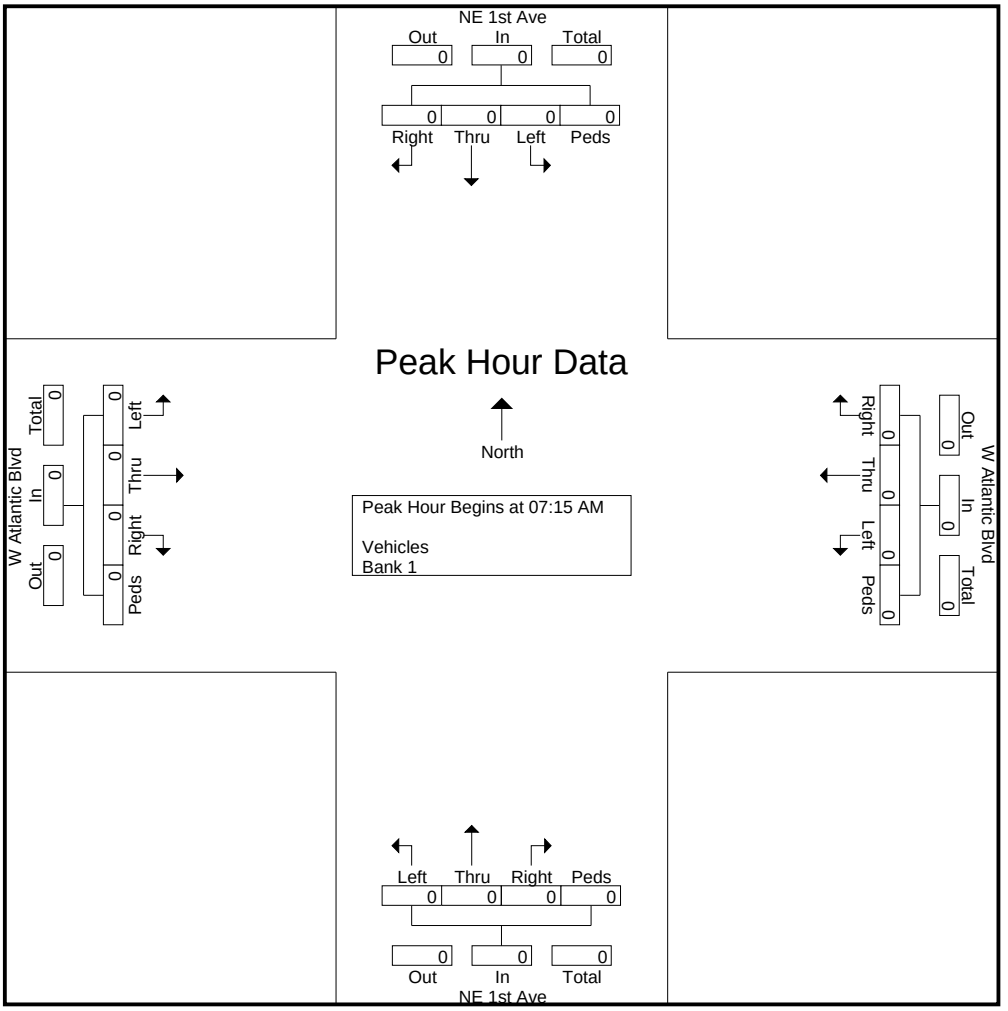
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 1st Ave PM only
Site Code : 00000000
Start Date : 7/14/2010

	NE 1st Ave Southbound					W Atlantic Blvd Westbound					NE 1st Ave Northbound					W Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

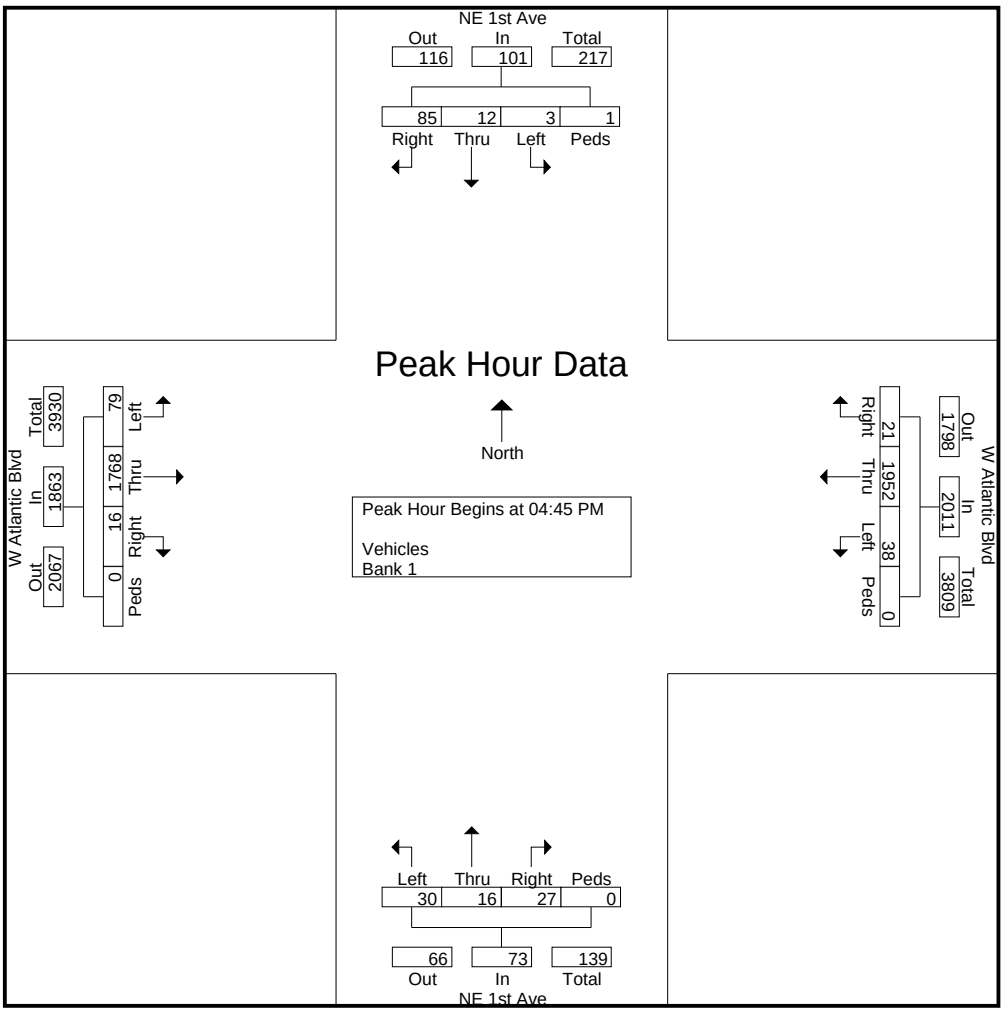


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : W Atlantic Blvd & NE 1st Ave PM only
Site Code : 00000000
Start Date : 7/14/2010

	NE 1st Ave Southbound					W Atlantic Blvd Westbound					NE 1st Ave Northbound					W Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	1	0	**1**	17	3	**525**	**15**	0	**543**	**9**	4	8	0	21	3	**461**	**27**	0	**491**	**1072**
05:00 PM	**24**	0	**2**	0	26	7	522	3	0	532	6	**8**	**16**	0	**30**	3	455	20	0	478	1066
05:15 PM	24	**8**	0	0	**32**	2	463	7	0	472	7	3	6	0	16	**5**	404	17	0	426	946
05:30 PM	22	3	1	0	26	**9**	442	13	0	464	5	1	0	0	6	5	448	15	0	468	964
Total Volume	85	12	3	1	101	21	1952	38	0	2011	27	16	30	0	73	16	1768	79	0	1863	4048
% App. Total	84.2	11.9	3	1		1	97.1	1.9	0		37	21.9	41.1	0		0.9	94.9	4.2	0		
PHF	.885	.375	.375	.250	.789	.583	.930	.633	.000	.926	.750	.500	.469	.000	.608	.800	.959	.731	.000	.949	.944

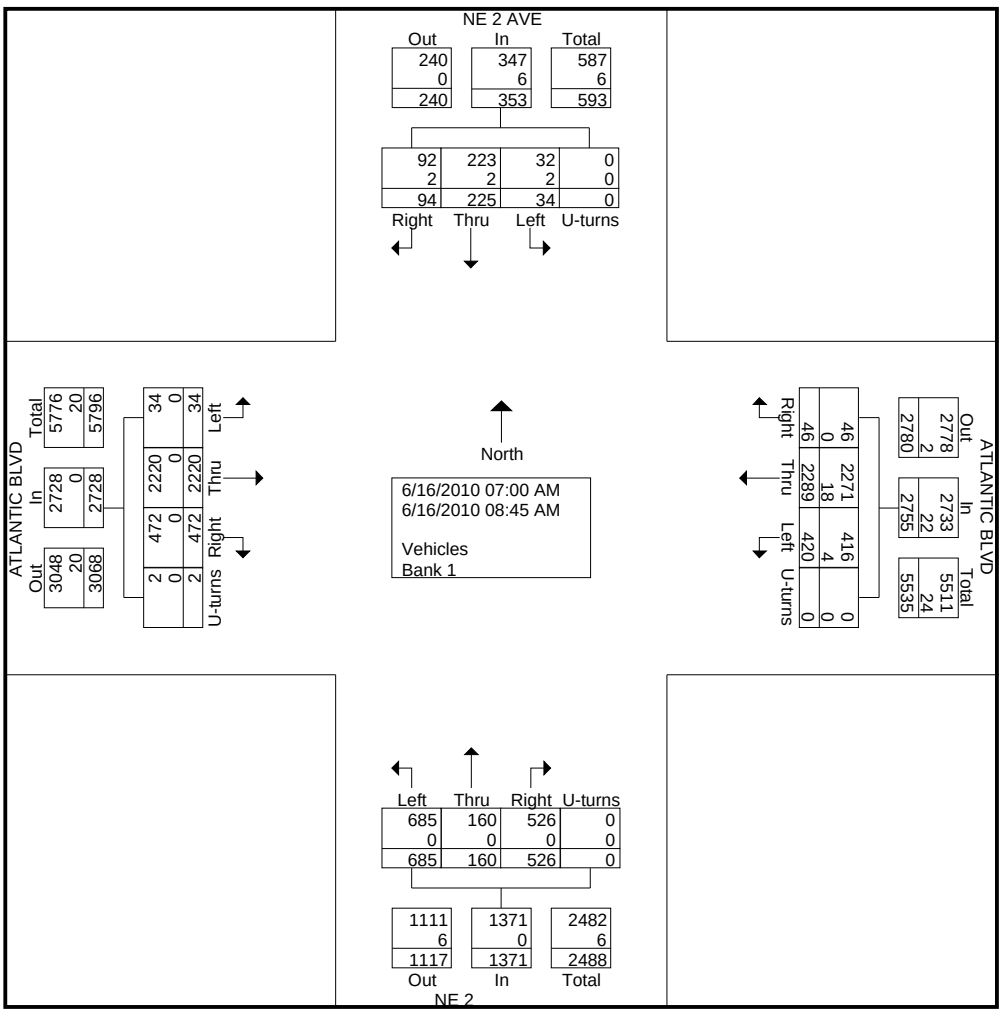


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 2 Ave & W Atlantic Blvd 6-16-10 AM ONLY merged
Site Code : 00000000
Start Date : 6/16/2010

Groups Printed- Vehicles - Bank 1

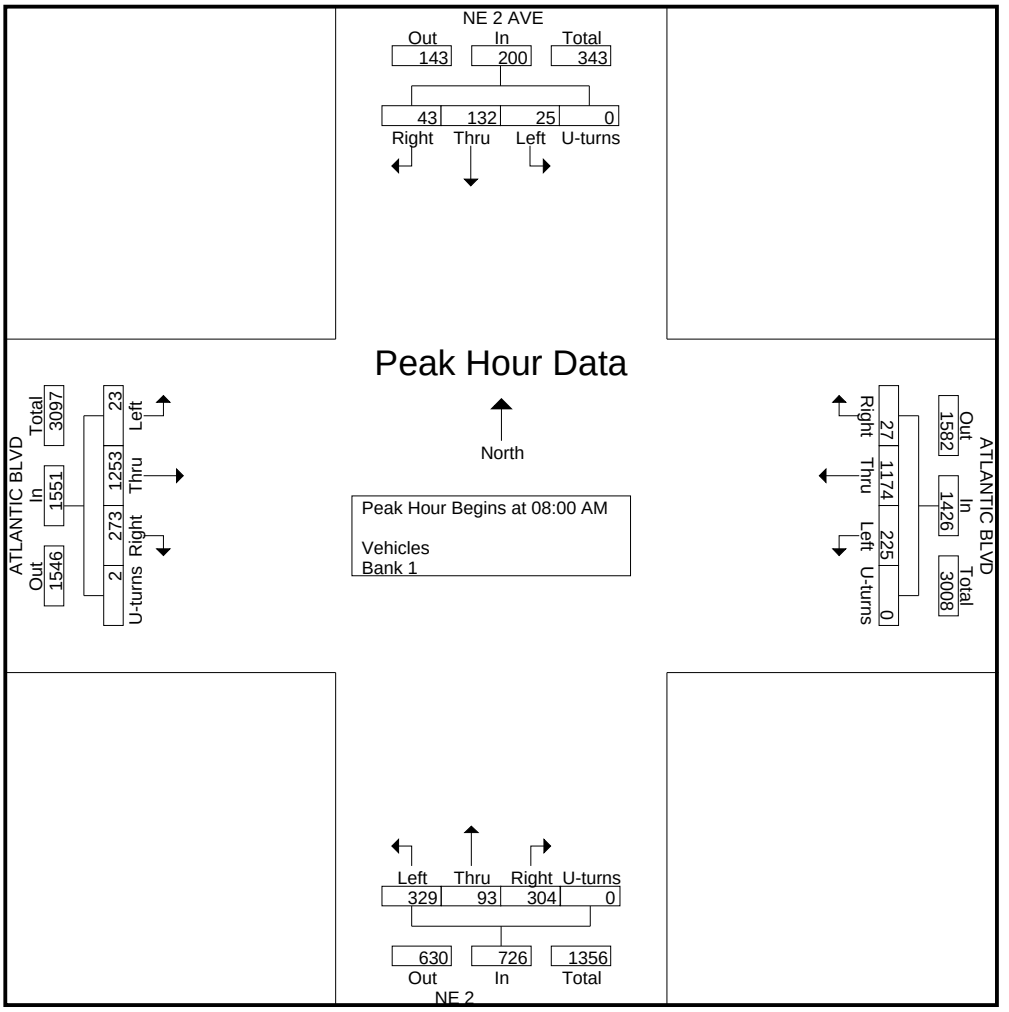
	NE 2 AVE From North					ATLANTIC BLVD From East					NE 2 From South					ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
07:00 AM	5	10	0	0	15	1	221	32	0	254	25	14	75	0	114	35	177	0	0	212	595
07:15 AM	9	12	2	0	23	5	300	43	0	348	55	6	86	0	147	50	231	0	0	281	799
07:30 AM	23	36	3	0	62	6	301	55	0	362	77	19	100	0	196	47	283	4	0	334	954
07:45 AM	14	35	4	0	53	7	293	65	0	365	65	28	95	0	188	67	276	7	0	350	956
Total	51	93	9	0	153	19	1115	195	0	1329	222	67	356	0	645	199	967	11	0	1177	3304
08:00 AM	10	30	6	0	46	8	317	55	0	380	72	18	90	0	180	72	326	5	0	403	1009
08:15 AM	9	39	11	0	59	8	289	49	0	346	68	35	84	0	187	65	268	9	0	342	934
08:30 AM	15	31	5	0	51	7	312	63	0	382	80	20	84	0	184	58	306	6	2	372	989
08:45 AM	9	32	3	0	44	4	256	58	0	318	84	20	71	0	175	78	353	3	0	434	971
Total	43	132	25	0	200	27	1174	225	0	1426	304	93	329	0	726	273	1253	23	2	1551	3903
Grand Total	94	225	34	0	353	46	2289	420	0	2755	526	160	685	0	1371	472	2220	34	2	2728	7207
Apprch %	26.6	63.7	9.6	0		1.7	83.1	15.2	0		38.4	11.7	50	0		17.3	81.4	1.2	0.1		
Total %	1.3	3.1	0.5	0	4.9	0.6	31.8	5.8	0	38.2	7.3	2.2	9.5	0	19	6.5	30.8	0.5	0	37.9	
Vehicles	92	223	32	0	347	46	2271	416	0	2733	526	160	685	0	1371	472	2220	34	2	2728	7179
% Vehicles	97.9	99.1	94.1	0	98.3	100	99.2	99	0	99.2	100	100	100	0	100	100	100	100	100	100	99.6
Bank 1	2	2	2	0	6	0	18	4	0	22	0	0	0	0	0	0	0	0	0	0	28
% Bank 1	2.1	0.9	5.9	0	1.7	0	0.8	1	0	0.8	0	0	0	0	0	0	0	0	0	0	0.4



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 2 Ave & W Atlantic Blvd 6-16-10 AM ONLY merged
Site Code : 00000000
Start Date : 6/16/2010

	NE 2 AVE From North					ATLANTIC BLVD From East					NE 2 From South					ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Right	Thru	Left	U-turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	10	30	6	0	46	**8**	**317**	55	0	380	72	18	**90**	0	180	72	326	5	0	403	**1009**
08:15 AM	9	**39**	**11**	0	**59**	8	289	49	0	346	68	**35**	84	0	**187**	65	268	**9**	0	342	934
08:30 AM	**15**	31	5	0	51	7	312	**63**	0	**382**	80	20	84	0	184	58	306	6	**2**	372	989
08:45 AM	9	32	3	0	44	4	256	58	0	318	**84**	20	71	0	175	**78**	**353**	3	0	**434**	971
Total Volume	43	132	25	0	200	27	1174	225	0	1426	304	93	329	0	726	273	1253	23	2	1551	3903
% App. Total	21.5	66	12.5	0		1.9	82.3	15.8	0		41.9	12.8	45.3	0		17.6	80.8	1.5	0.1		
PHF	.717	.846	.568	.000	.847	.844	.926	.893	.000	.933	.905	.664	.914	.000	.971	.875	.887	.639	.250	.893	.967

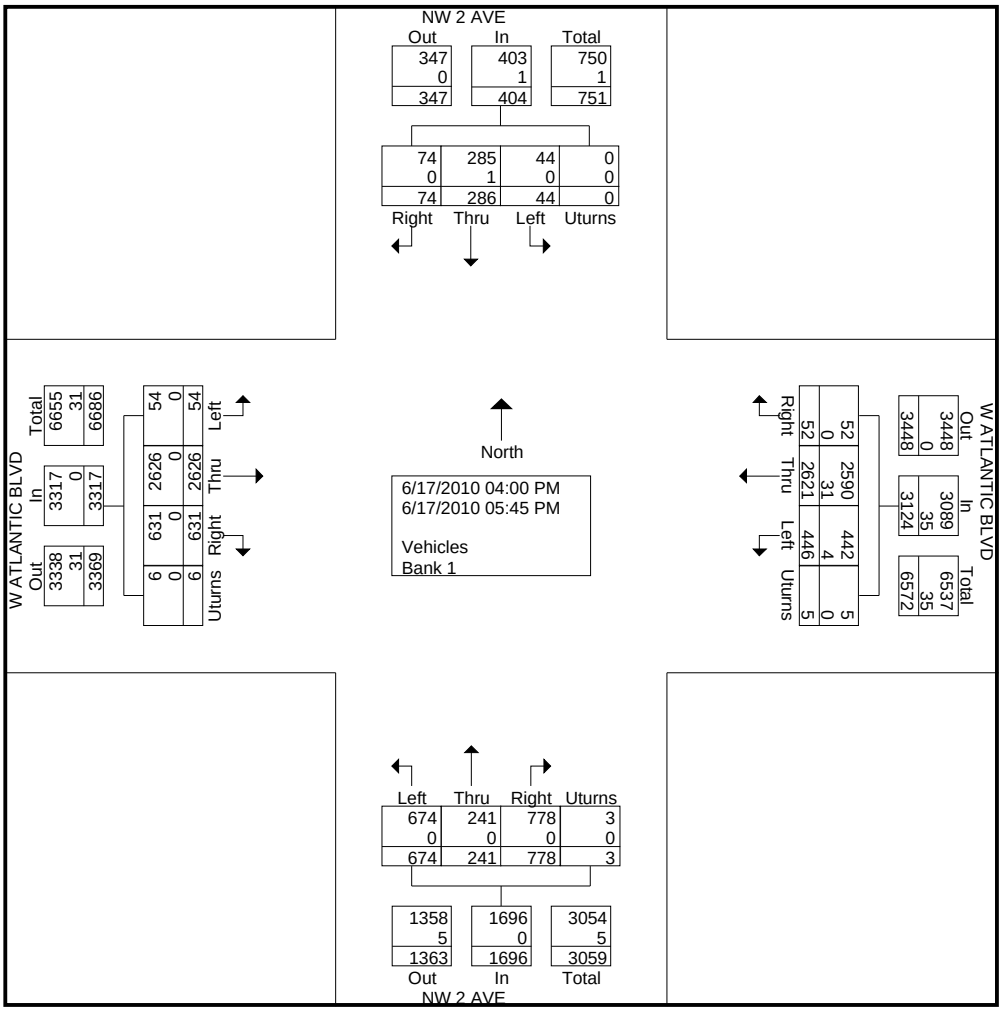


Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 2 Ave & W Atlantic Blvd 6-17-10 PM ONLY merged
Site Code : 00000000
Start Date : 6/17/2010

Groups Printed- Vehicles - Bank 1

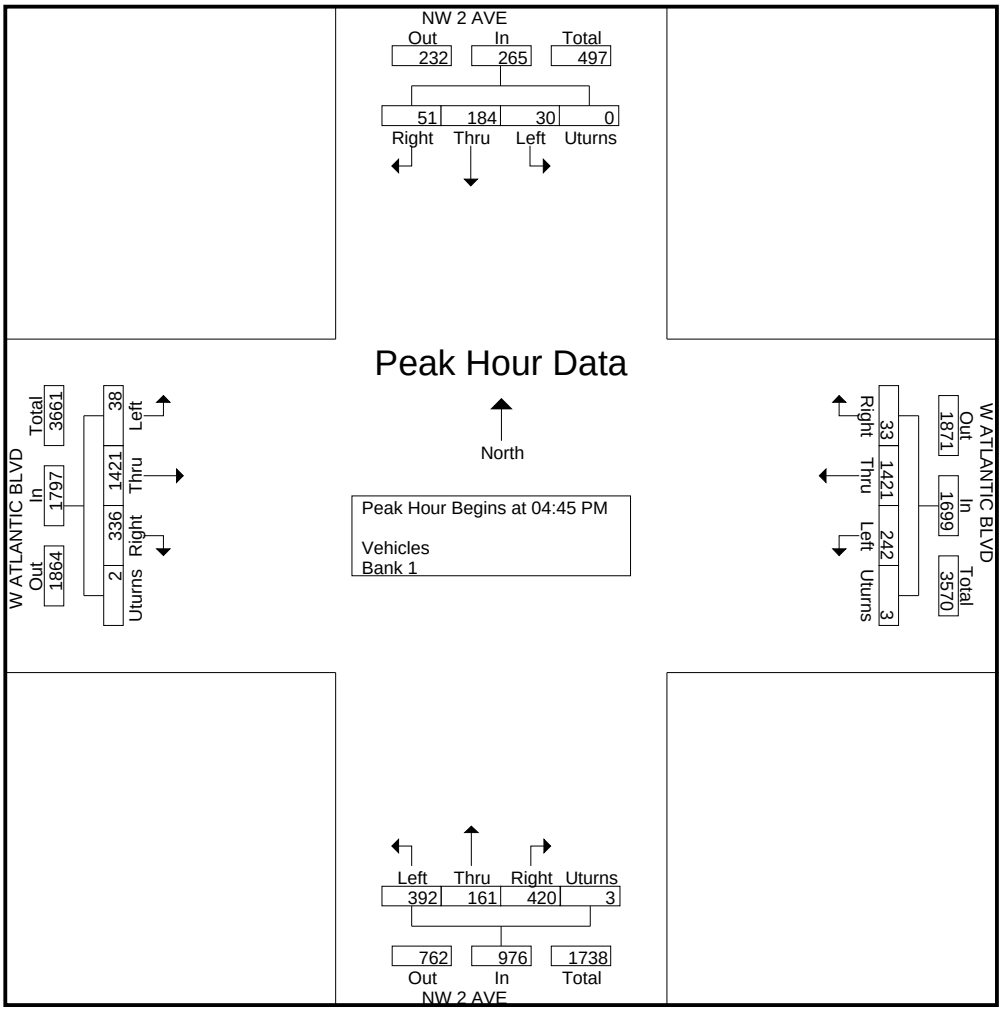
	NW 2 AVE From North					W ATLANTIC BLVD From East					NW 2 AVE From South					W ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
04:00 PM	5	20	6	0	31	6	341	51	1	399	69	16	66	0	151	65	244	1	0	310	891
04:15 PM	2	22	3	0	27	5	297	57	0	359	87	15	91	0	193	63	274	3	3	343	922
04:30 PM	9	32	2	0	43	4	276	40	1	321	104	28	57	0	189	82	327	4	1	414	967
04:45 PM	6	43	2	0	51	7	361	55	1	424	100	38	108	0	246	70	331	6	1	408	1129
Total	22	117	13	0	152	22	1275	203	3	1503	360	97	322	0	779	280	1176	14	5	1475	3909
05:00 PM	13	48	9	0	70	10	369	70	1	450	105	36	76	2	219	85	352	11	0	448	1187
05:15 PM	18	48	8	0	74	10	341	63	0	414	103	54	111	1	269	93	405	13	1	512	1269
05:30 PM	14	45	11	0	70	6	350	54	1	411	112	33	97	0	242	88	333	8	0	429	1152
05:45 PM	7	28	3	0	38	4	286	56	0	346	98	21	68	0	187	85	360	8	0	453	1024
Total	52	169	31	0	252	30	1346	243	2	1621	418	144	352	3	917	351	1450	40	1	1842	4632
Grand Total	74	286	44	0	404	52	2621	446	5	3124	778	241	674	3	1696	631	2626	54	6	3317	8541
Apprch %	18.3	70.8	10.9	0		1.7	83.9	14.3	0.2		45.9	14.2	39.7	0.2		19	79.2	1.6	0.2		
Total %	0.9	3.3	0.5	0	4.7	0.6	30.7	5.2	0.1	36.6	9.1	2.8	7.9	0	19.9	7.4	30.7	0.6	0.1	38.8	
Vehicles	74	285	44	0	403	52	2590	442	5	3089	778	241	674	3	1696	631	2626	54	6	3317	8505
% Vehicles	100	99.7	100	0	99.8	100	98.8	99.1	100	98.9	100	100	100	100	100	100	100	100	100	100	99.6
Bank 1	0	1	0	0	1	0	31	4	0	35	0	0	0	0	0	0	0	0	0	0	36
% Bank 1	0	0.3	0	0	0.2	0	1.2	0.9	0	1.1	0	0	0	0	0	0	0	0	0	0	0.4



Calvin, Giordano & Associates, Inc.
560 Village Blvd, Suite 340
West Palm Beach, FL, 33409

File Name : NE 2 Ave & W Atlantic Blvd 6-17-10 PM ONLY merged
Site Code : 00000000
Start Date : 6/17/2010

	NW 2 AVE From North					W ATLANTIC BLVD From East					NW 2 AVE From South					W ATLANTIC BLVD From West					
Start Time	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Uturns	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	43	2	0	51	7	361	55	**1**	424	100	38	108	0	246	70	331	6	**1**	408	1129
05:00 PM	13	**48**	9	0	70	**10**	**369**	**70**	1	**450**	105	36	76	**2**	219	85	352	11	0	448	1187
05:15 PM	**18**	48	8	0	**74**	10	341	63	0	414	103	**54**	**111**	1	**269**	**93**	**405**	**13**	1	**512**	**1269**
05:30 PM	14	45	**11**	0	70	6	350	54	1	411	**112**	33	97	0	242	88	333	8	0	429	1152
Total Volume	51	184	30	0	265	33	1421	242	3	1699	420	161	392	3	976	336	1421	38	2	1797	4737
% App. Total	19.2	69.4	11.3	0		1.9	83.6	14.2	0.2		43	16.5	40.2	0.3		18.7	79.1	2.1	0.1		
PHF	.708	.958	.682	.000	.895	.825	.963	.864	.750	.944	.938	.745	.883	.375	.907	.903	.877	.731	.500	.877	.933



Calvin, Giordano & Associates

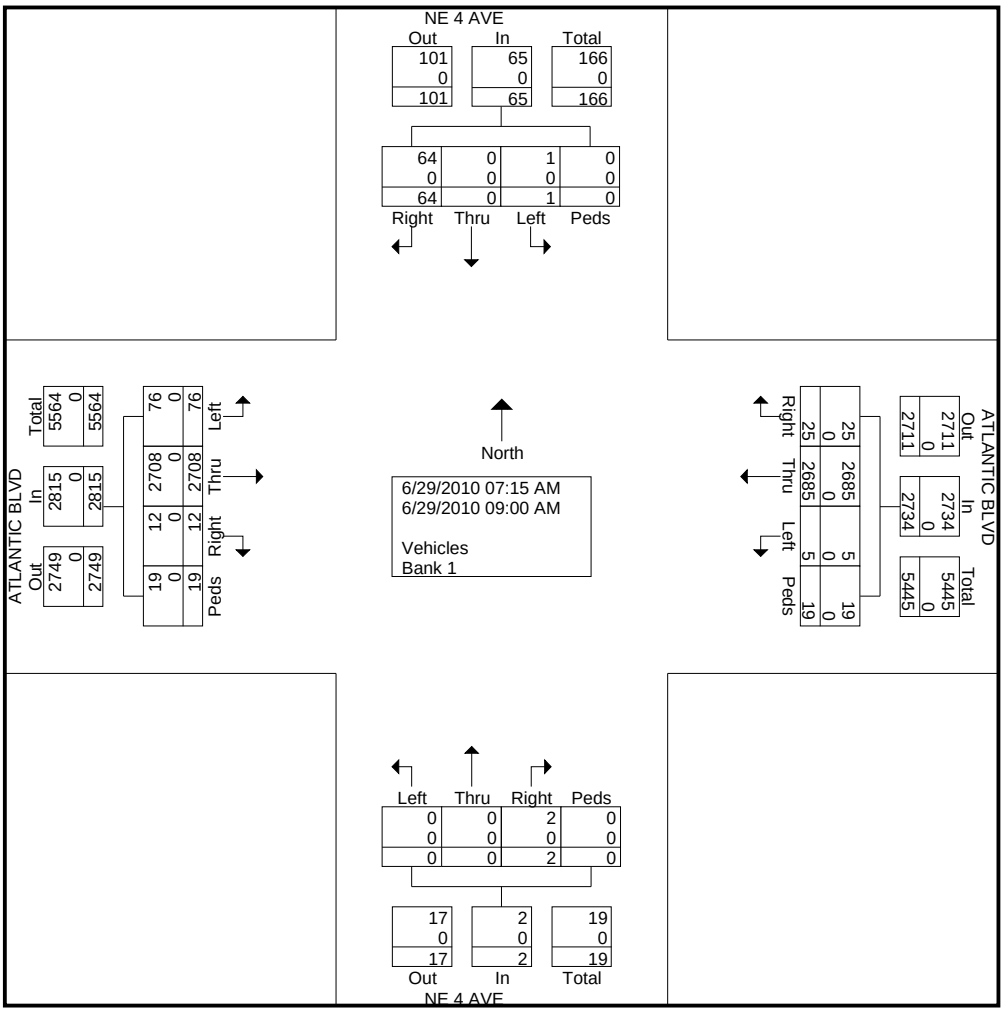
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 4th Ave AM only
Site Code : 00000000
Start Date : 6/29/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NE 4 AVE Southbound					ATLANTIC BLVD Westbound					NE 4 AVE Northbound					ATLANTIC BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	11	0	0	0	11	3	261	1	2	267	0	0	0	0	0	2	200	4	1	207	485
07:30 AM	10	0	1	0	11	1	299	1	3	304	0	0	0	0	0	0	274	8	3	285	600
07:45 AM	9	0	0	0	9	3	398	0	2	403	0	0	0	0	0	3	324	12	4	343	755
Total	30	0	1	0	31	7	958	2	7	974	0	0	0	0	0	5	798	24	8	835	1840
08:00 AM	4	0	0	0	4	4	338	1	0	343	0	0	0	0	0	4	365	5	2	376	723
08:15 AM	6	0	0	0	6	4	362	1	1	368	1	0	0	0	1	2	385	10	4	401	776
08:30 AM	8	0	0	0	8	3	377	1	5	386	0	0	0	0	0	0	375	10	1	386	780
08:45 AM	10	0	0	0	10	2	348	0	3	353	0	0	0	0	0	0	420	16	2	438	801
Total	28	0	0	0	28	13	1425	3	9	1450	1	0	0	0	1	6	1545	41	9	1601	3080
09:00 AM	6	0	0	0	6	5	302	0	3	310	1	0	0	0	1	1	365	11	2	379	696
Grand Total	64	0	1	0	65	25	2685	5	19	2734	2	0	0	0	2	12	2708	76	19	2815	5616
Apprch %	98.5	0	1.5	0		0.9	98.2	0.2	0.7		100	0	0	0		0.4	96.2	2.7	0.7		
Total %	1.1	0	0	0	1.2	0.4	47.8	0.1	0.3	48.7	0	0	0	0	0	0.2	48.2	1.4	0.3	50.1	
Vehicles	64	0	1	0	65	25	2685	5	19	2734	2	0	0	0	2	12	2708	76	19	2815	5616
% Vehicles	100	0	100	0	100	100	100	100	100	100	100	0	0	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



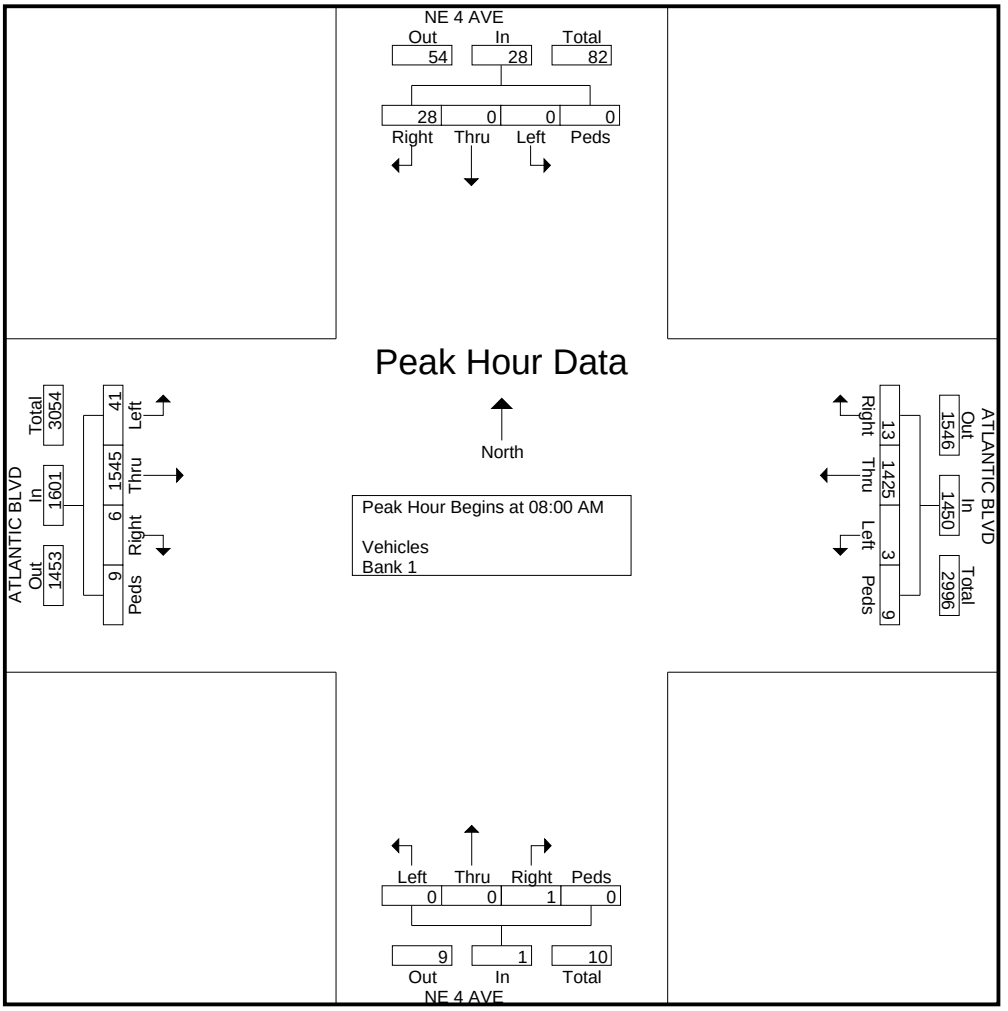
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 4th Ave AM only
Site Code : 00000000
Start Date : 6/29/2010

	NE 4 AVE Southbound					ATLANTIC BLVD Westbound					NE 4 AVE Northbound					ATLANTIC BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	4	0	0	0	4	**4**	338	**1**	0	343	0	0	0	0	0	**4**	365	5	2	376	723
08:15 AM	6	0	0	0	6	4	362	1	1	368	**1**	0	0	0	**1**	2	385	10	**4**	401	776
08:30 AM	8	0	0	0	8	3	**377**	1	**5**	**386**	0	0	0	0	0	0	375	10	1	386	780
08:45 AM	**10**	0	0	0	**10**	2	348	0	3	353	0	0	0	0	0	0	**420**	**16**	2	**438**	**801**
Total Volume	28	0	0	0	28	13	1425	3	9	1450	1	0	0	0	1	6	1545	41	9	1601	3080
% App. Total	100	0	0	0		0.9	98.3	0.2	0.6		100	0	0	0		0.4	96.5	2.6	0.6		
PHF	.700	.000	.000	.000	.700	.813	.945	.750	.450	.939	.250	.000	.000	.000	.250	.375	.920	.641	.563	.914	.961



Calvin, Giordano & Associates

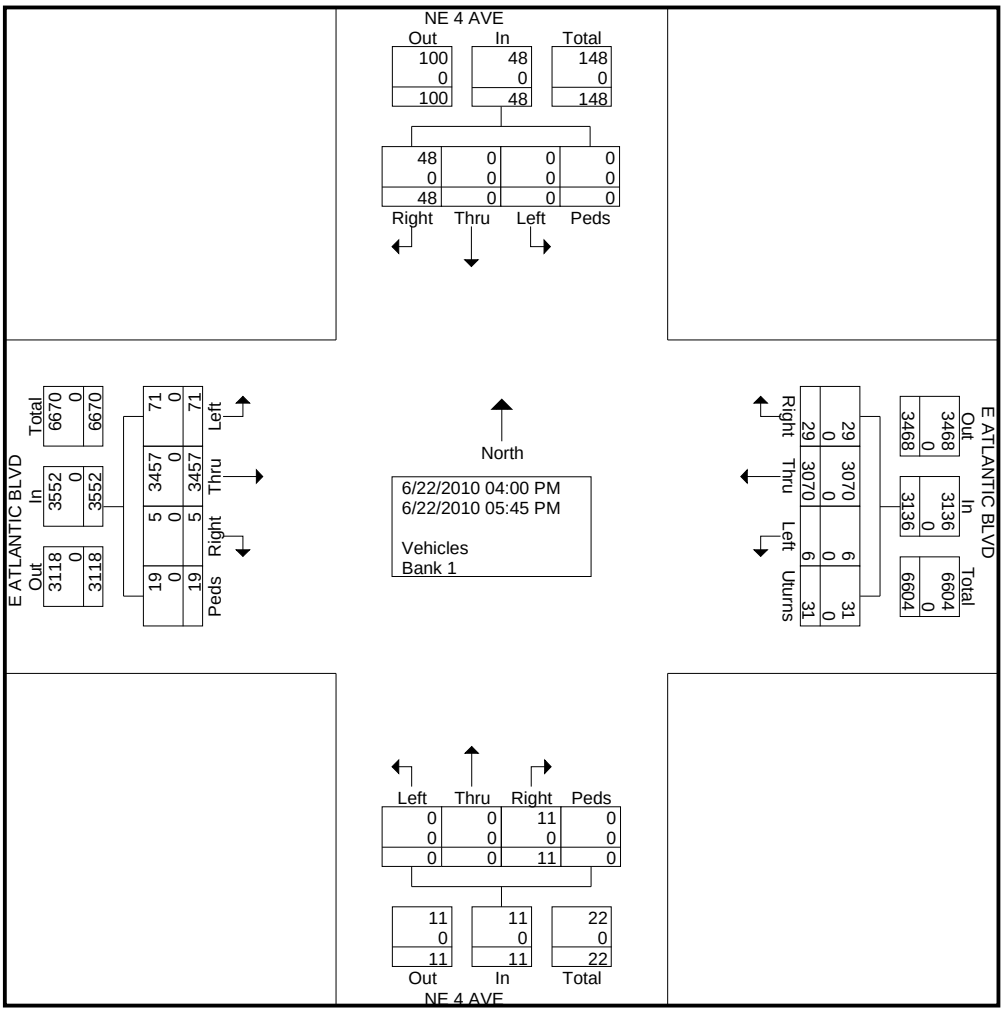
1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 4th Ave PM only
Site Code : 00000000
Start Date : 6/22/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NE 4 AVE Southbound					E ATLANTIC BLVD Westbound					NE 4 AVE Northbound					E ATLANTIC BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	0	0	0	7	4	320	1	9	334	0	0	0	0	0	1	381	5	2	389	730
04:15 PM	7	0	0	0	7	2	369	2	1	374	2	0	0	0	2	0	366	11	1	378	761
04:30 PM	9	0	0	0	9	2	377	1	2	382	2	0	0	0	2	2	390	17	1	410	803
04:45 PM	6	0	0	0	6	8	402	1	6	417	2	0	0	0	2	0	466	8	6	480	905
Total	29	0	0	0	29	16	1468	5	18	1507	6	0	0	0	6	3	1603	41	10	1657	3199
05:00 PM	6	0	0	0	6	7	412	0	0	419	2	0	0	0	2	1	438	7	1	447	874
05:15 PM	5	0	0	0	5	3	423	1	1	428	1	0	0	0	1	1	491	10	4	506	940
05:30 PM	3	0	0	0	3	3	388	0	4	395	2	0	0	0	2	0	482	6	3	491	891
05:45 PM	5	0	0	0	5	0	379	0	8	387	0	0	0	0	0	0	443	7	1	451	843
Total	19	0	0	0	19	13	1602	1	13	1629	5	0	0	0	5	2	1854	30	9	1895	3548
Grand Total	48	0	0	0	48	29	3070	6	31	3136	11	0	0	0	11	5	3457	71	19	3552	6747
Apprch %	100	0	0	0		0.9	97.9	0.2	1		100	0	0	0		0.1	97.3	2	0.5		
Total %	0.7	0	0	0	0.7	0.4	45.5	0.1	0.5	46.5	0.2	0	0	0	0.2	0.1	51.2	1.1	0.3	52.6	
Vehicles	48	0	0	0	48	29	3070	6	31	3136	11	0	0	0	11	5	3457	71	19	3552	6747
% Vehicles	100	0	0	0	100	100	100	100	100	100	100	0	0	0	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



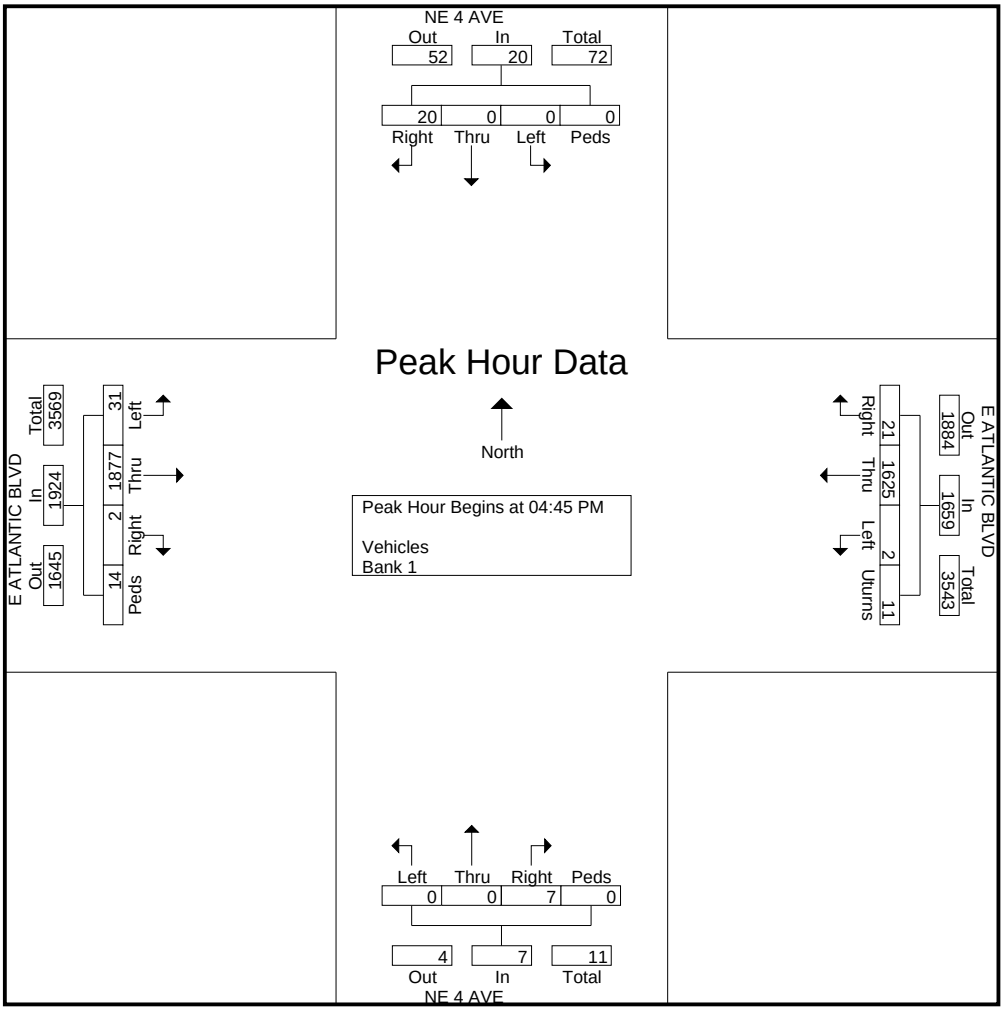
Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316

Exceptional Solutions

File Name : W Atlantic Blvd & NE 4th Ave PM only
Site Code : 00000000
Start Date : 6/22/2010
Page No : 2

	NE 4 AVE Southbound					E ATLANTIC BLVD Westbound					NE 4 AVE Northbound					E ATLANTIC BLVD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Uturns	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**6**	0	0	0	**6**	**8**	402	**1**	**6**	417	**2**	0	0	0	**2**	0	466	8	**6**	480	905
05:00 PM	6	0	0	0	6	7	412	0	0	419	2	0	0	0	2	**1**	438	7	1	447	874
05:15 PM	5	0	0	0	5	3	**423**	1	1	**428**	1	0	0	0	1	1	**491**	**10**	4	**506**	**940**
05:30 PM	3	0	0	0	3	3	388	0	4	395	2	0	0	0	2	0	482	6	3	491	891
Total Volume	20	0	0	0	20	21	1625	2	11	1659	7	0	0	0	7	2	1877	31	14	1924	3610
% App. Total	100	0	0	0		1.3	98	0.1	0.7		100	0	0	0		0.1	97.6	1.6	0.7		
PHF	.833	.000	.000	.000	.833	.656	.960	.500	.458	.969	.875	.000	.000	.000	.875	.500	.956	.775	.583	.951	.960



Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : W Atlantic Blvd & NE 5th Ave
Site Code : 00000000
Start Date : 6/22/2010
Page No : 1

Groups Printed- Vehicles - Bank 1

	NE 5th Ave Southbound					Atlantic Blvd Westbound					NE 5th Ave Northbound					Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:15 AM	4	0	0	0	4	2	255	0	0	257	0	0	0	0	0	0	199	6	0	205	466
07:30 AM	8	0	0	0	8	2	298	0	0	300	0	0	0	0	0	0	262	2	0	264	572
07:45 AM	11	0	0	0	11	3	343	0	0	346	0	0	0	0	0	0	343	11	1	355	712
Total	23	0	0	0	23	7	896	0	0	903	0	0	0	0	0	0	804	19	1	824	1750
08:00 AM	8	0	0	0	8	2	378	0	0	380	0	0	0	0	0	0	318	9	4	331	719
08:15 AM	13	0	0	0	13	2	402	0	0	404	0	0	0	0	0	0	331	12	1	344	761
08:30 AM	9	0	0	0	9	0	332	0	0	332	0	0	0	0	0	0	375	16	2	393	734
08:45 AM	12	0	0	0	12	4	343	0	0	347	0	0	0	0	0	0	365	8	2	375	734
Total	42	0	0	0	42	8	1455	0	0	1463	0	0	0	0	0	0	1389	45	9	1443	2948
09:00 AM	7	0	0	0	7	5	318	0	0	323	0	0	0	0	0	0	434	12	0	446	776
*** BREAK ***																					
Total	7	0	0	0	7	5	318	0	0	323	0	0	0	0	0	0	434	12	0	446	776
*** BREAK ***																					
04:00 PM	9	0	1	0	10	2	320	0	0	322	2	0	0	0	2	2	324	12	0	338	672
04:15 PM	6	0	0	0	6	3	382	0	0	385	0	0	0	0	0	3	308	23	0	334	725
04:30 PM	9	0	0	0	9	5	413	0	0	418	1	0	0	0	1	0	344	19	0	363	791
04:45 PM	12	0	0	0	12	4	446	0	0	450	0	0	0	0	0	1	382	25	0	408	870
Total	36	0	1	0	37	14	1561	0	0	1575	3	0	0	0	3	6	1358	79	0	1443	3058
05:00 PM	5	0	0	0	5	1	407	0	0	408	0	0	0	0	0	1	421	17	0	439	852
05:15 PM	5	0	0	0	5	2	433	0	0	435	0	0	0	0	0	4	401	31	0	436	876
05:30 PM	7	0	0	0	7	2	387	0	0	389	2	0	0	0	2	2	402	26	0	430	828
05:45 PM	8	0	0	0	8	2	199	0	0	201	2	0	0	0	2	0	204	17	0	221	432
Total	25	0	0	0	25	7	1426	0	0	1433	4	0	0	0	4	7	1428	91	0	1526	2988
Grand Total	133	0	1	0	134	41	5656	0	0	5697	7	0	0	0	7	13	5413	246	10	5682	11520
Apprch %	99.3	0	0.7	0		0.7	99.3	0	0		100	0	0	0		0.2	95.3	4.3	0.2		
Total %	1.2	0	0	0	1.2	0.4	49.1	0	0	49.5	0.1	0	0	0	0.1	0.1	47	2.1	0.1	49.3	
Vehicles	131	0	1	0	132	39	5629	0	0	5668	7	0	0	0	7	13	5361	246	10	5630	11437
% Vehicles	98.5	0	100	0	98.5	95.1	99.5	0	0	99.5	100	0	0	0	100	100	99	100	100	99.1	99.3
Bank 1	2	0	0	0	2	2	27	0	0	29	0	0	0	0	0	0	52	0	0	52	83
% Bank 1	1.5	0	0	0	1.5	4.9	0.5	0	0	0.5	0	0	0	0	0	0	1	0	0	0.9	0.7

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1800 Eller Drive, Suite 600
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Exceptional Solutions

File Name : W Atlantic Blvd & NE 5th Ave
Site Code : 00000000
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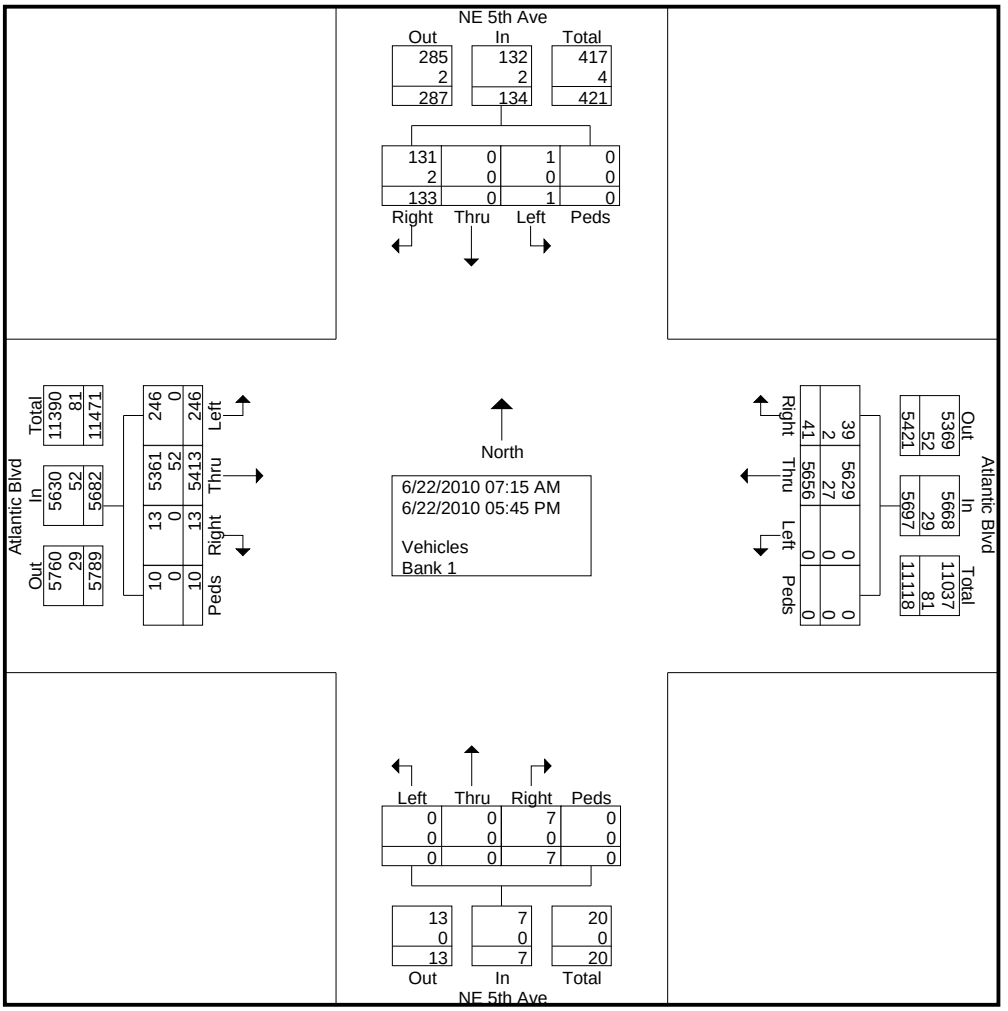

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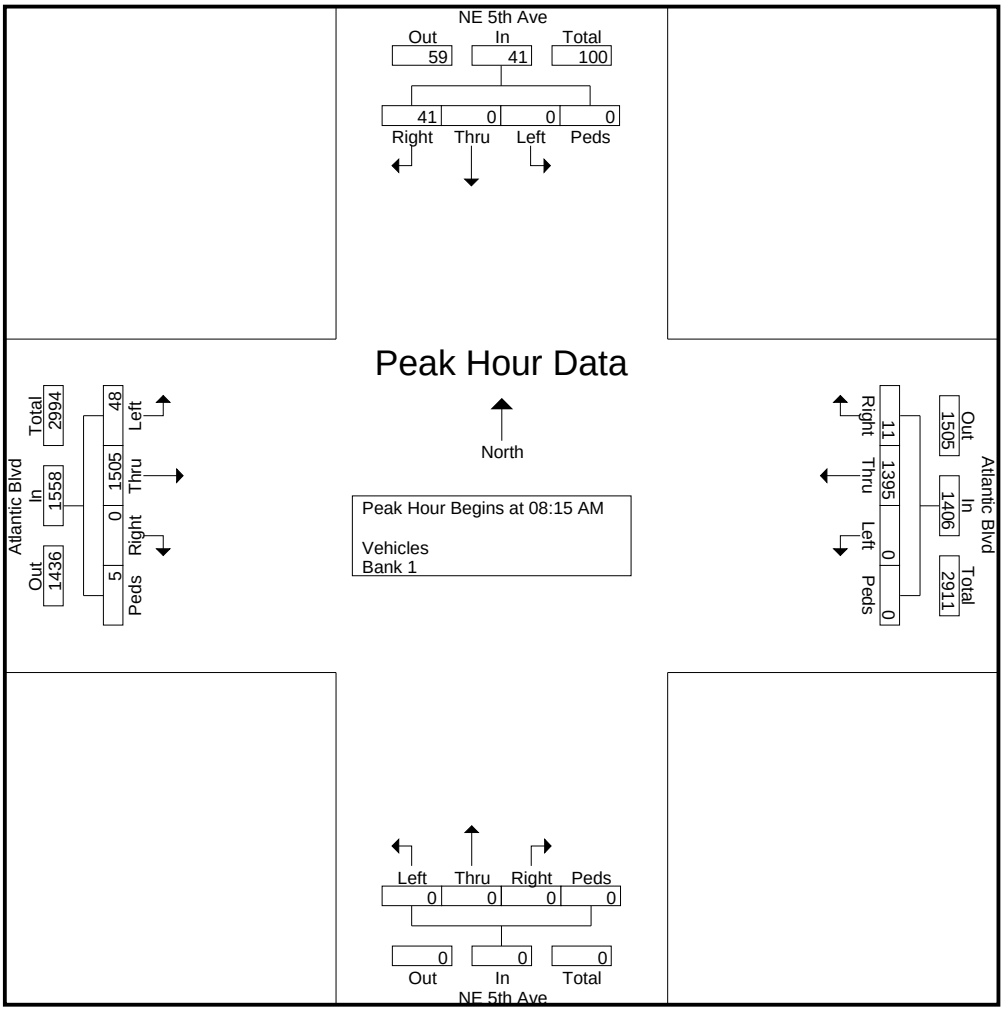
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : W Atlantic Blvd & NE 5th Ave
Site Code : 00000000
Start Date : 6/22/2010
Page No : 3

	NE 5th Ave Southbound					Atlantic Blvd Westbound					NE 5th Ave Northbound					Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:15 AM																					
08:15 AM	**13**	0	0	0	**13**	2	**402**	0	0	**404**	0	0	0	0	0	0	331	12	1	344	761
08:30 AM	9	0	0	0	9	0	332	0	0	332	0	0	0	0	0	0	375	**16**	**2**	393	734
08:45 AM	12	0	0	0	12	4	343	0	0	347	0	0	0	0	0	0	365	8	2	375	734
09:00 AM	7	0	0	0	7	**5**	318	0	0	323	0	0	0	0	0	0	**434**	12	0	**446**	**776**
Total Volume	41	0	0	0	41	11	1395	0	0	1406	0	0	0	0	0	0	1505	48	5	1558	3005
% App. Total	100	0	0	0		0.8	99.2	0	0		0	0	0	0		0	96.6	3.1	0.3		
PHF	.788	.000	.000	.000	.788	.550	.868	.000	.000	.870	.000	.000	.000	.000	.000	.000	.867	.750	.625	.873	.968

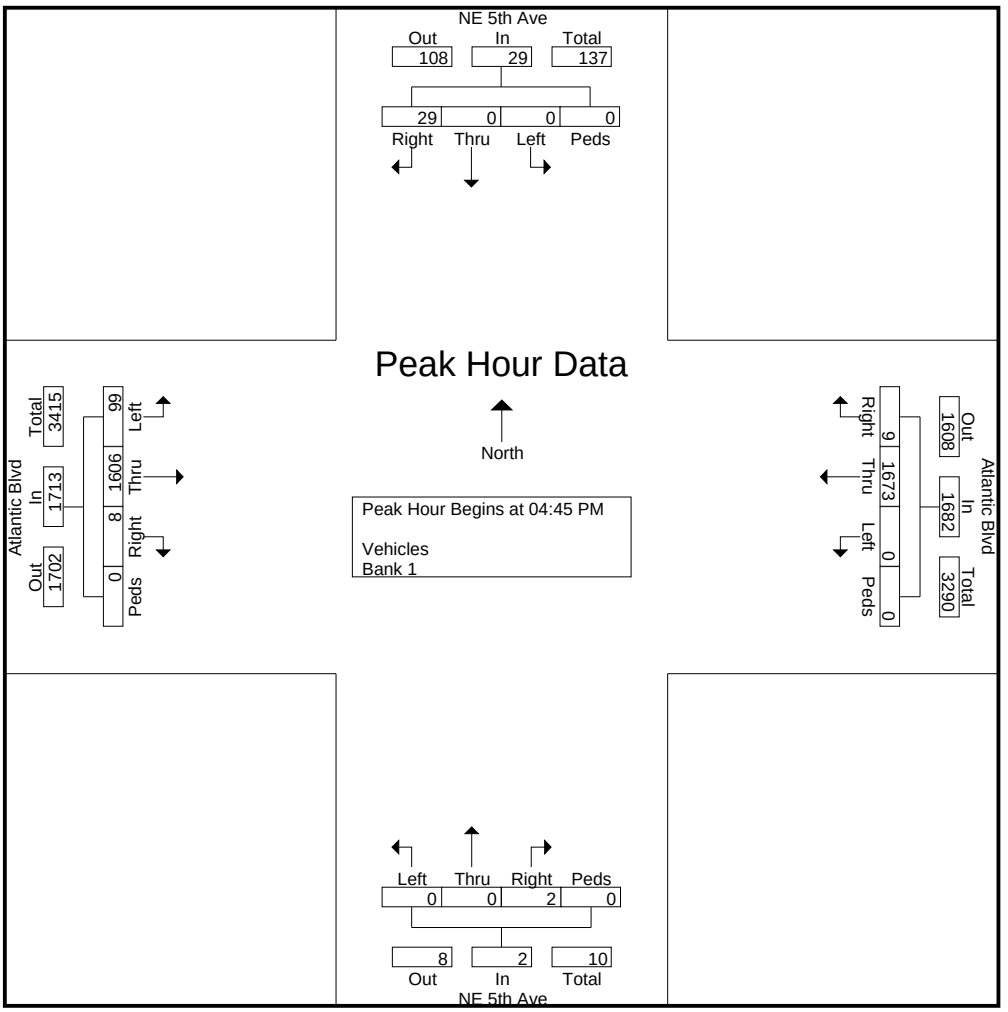


Calvin, Giordano & Associates

1800 Eller Drive, Suite 600
Fort Lauderdale, FL 33316
Exceptional Solutions

File Name : W Atlantic Blvd & NE 5th Ave
Site Code : 00000000
Start Date : 6/22/2010

	NE 5th Ave Southbound					Atlantic Blvd Westbound					NE 5th Ave Northbound					Atlantic Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**12**	0	0	0	**12**	**4**	**446**	0	0	**450**	0	0	0	0	0	1	382	25	0	408	870
05:00 PM	5	0	0	0	5	1	407	0	0	408	0	0	0	0	0	1	**421**	17	0	**439**	852
05:15 PM	5	0	0	0	5	2	433	0	0	435	0	0	0	0	0	**4**	401	**31**	0	436	**876**
05:30 PM	7	0	0	0	7	2	387	0	0	389	**2**	0	0	0	**2**	2	402	26	0	430	828
Total Volume	29	0	0	0	29	9	1673	0	0	1682	2	0	0	0	2	8	1606	99	0	1713	3426
% App. Total	100	0	0	0		0.5	99.5	0	0		100	0	0	0		0.5	93.8	5.8	0		
PHF	.604	.000	.000	.000	.604	.563	.938	.000	.000	.934	.250	.000	.000	.000	.250	.500	.954	.798	.000	.976	.978



Atlantic Blvd at NW 6th Ave - 8-4-05

TIME	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL	
07:00	0	0	0	3	0	47	75	280	0	2	271	3	681	
07:15	0	0	0	16	0	63	111	417	0	1	406	11	1025	
														PHF
07:30	0	0	0	12	0	53	89	415	0	1	438	26	1034	1.039652
07:45	0	0	0	7	0	68	80	471	0	2	503	15	1146	0.938045
08:00	0	0	0	18	0	68	118	445	0	2	385	25	1061	1.013195
08:15	0	0	0	18	0	77	71	419	0	3	449	22	1059	1.015109
PK TOTAL	**0**	**0**	**0**	**55**	**0**	**266**	**358**	**1750**	**0**	**8**	**1775**	**88**	**4300**	
08:30	0	0	0	17	0	58	67	411	0	5	414	21	993	
08:45	0	0	0	12	0	67	78	488	0	6	413	15	1079	
11:00	0	0	0	11	0	55	45	456	0	0	308	17	892	
11:15	0	0	0	18	0	63	90	463	0	1	415	31	1081	
11:30	0	0	0	22	0	52	78	394	0	3	373	15	937	
11:45	0	0	0	25	0	56	67	501	0	6	438	23	1116	
12:00	0	0	0	18	0	54	69	412	0	9	415	24	1001	
12:15	0	0	0	17	0	67	81	461	0	6	483	25	1140	
12:30	0	0	0	18	0	56	83	402	0	12	458	34	1063	
12:45	0	0	0	26	0	69	84	443	0	5	456	34	1117	
16:00	0	0	0	22	0	70	61	386	0	7	452	29	1027	
16:15	0	0	0	16	0	78	92	370	0	10	448	31	1045	
16:30	0	0	0	23	0	87	98	389	0	2	529	20	1148	0.99804
16:45	0	0	0	18	0	97	83	458	0	5	480	25	1166	0.982633
17:00	0	0	0	15	0	93	71	358	0	8	492	18	1055	1.086019
17:15	0	0	0	16	0	76	68	442	0	11	573	28	1214	0.943781
PK TOTAL	**0**	**0**	**0**	**72**	**0**	**353**	**320**	**1647**	**0**	**26**	**2074**	**91**	**4583**	
17:30	0	0	0	18	0	68	51	412	0	9	449	24	1031	
17:45	0	0	0	16	0	63	50	388	0	5	504	24	1050	

Atlantic Blvd at Dixie Hwy - 8-23-06

TIME	NBL		NBR	SBL		SBR	EBL		EBR	WBL		WBR	TOTAL	
07:00	73	124	19	32	215	27	48	254	58	20	290	41	1201	
07:15	53	138	20	41	150	28	40	368	62	24	398	49	1371	
07:30	92	193	26	72	176	52	40	389	68	31	369	45	1553	
07:45	99	171	26	56	247	38	32	330	55	36	443	58	1591	0.971873
08:00	91	143	26	61	159	34	33	363	70	33	414	30	1457	1.061256
08:15	88	143	25	69	277	49	29	356	43	23	430	41	1573	0.982994
08:30	60	128	21	69	221	31	44	416	49	22	458	45	1564	0.988651
PK TOTAL	**338**	**585**	**98**	**255**	**904**	**152**	**138**	**1465**	**217**	**114**	**1745**	**174**	**6185**	
08:45	79	127	34	53	160	55	50	427	55	26	361	31	1458	
11:00	52	97	23	34	123	46	42	306	42	18	256	28	1067	
11:15	48	111	21	44	106	31	73	254	51	27	273	27	1066	
11:30	50	99	20	49	109	44	19	286	33	29	293	29	1060	
11:45	58	116	19	38	112	30	45	339	57	13	209	22	1058	
12:00	47	88	35	54	105	43	48	316	50	26	315	42	1169	
12:15	58	112	30	32	112	47	52	292	66	24	312	29	1166	
12:30	44	77	20	48	114	58	35	303	52	29	290	36	1106	
12:45	59	109	35	61	150	45	45	335	61	18	279	23	1220	
16:00	63	134	18	59	161	58	52	305	68	19	449	42	1428	
16:15	77	157	17	51	146	65	43	303	57	15	345	48	1324	
16:30	66	163	26	49	161	56	54	290	66	20	404	50	1405	
16:45	87	190	36	57	143	69	44	272	67	33	347	39	1384	1.074241
17:00	71	152	27	41	128	45	45	311	69	27	436	44	1396	1.065007
17:15	80	217	40	65	157	61	56	328	87	25	432	49	1597	0.930964
17:30	99	202	24	65	168	63	45	361	88	29	381	45	1570	0.946975
PK TOTAL	**337**	**761**	**127**	**228**	**596**	**238**	**190**	**1272**	**311**	**114**	**1596**	**177**	**5947**	
17:45	72	172	23	54	182	41	43	282	80	15	366	47	1377	

APPENDIX D

BCTED Signal Timing Sheets

BROWARD COUNTY
FLORIDA

Our Best.
BROWARD COUNTY
Nothing Less.

PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION
2300 W. Commercial Boulevard • Fort Lauderdale, Florida 33309 • 954-847-2600 • FAX 954-735-8564

June 18, 2010

Bryan Kelley
Calvin, Giordano & Associates, Inc.
560 Village Boulevard, Suite 340
West Palm Beach, FL 33409

RE: Pompano Beach, Signal Timing Data

Dear Mr. Kelly:

Enclosed per your request are Signal and System Timing Sheets for the following subject locations:

- Hammondville Rd/ MLK Blvd and NW 6 Avenue – (1350)
- Dixie Highway and NW 3 Street/ Hammondville Rd – (1351)
- Atlantic Blvd and NW 6 Avenue – (1468)
- Atlantic Blvd and Dixie Highway – (1324)
- Atlantic Blvd and NW/SW 1 Avenue – (1340)
- Atlantic Blvd and Cypress Rd/ NE 2 Avenue – (1339)
- Dixie Highway and NW 6 Street – (1356)

If I can be of further assistance, please do not hesitate to contact me at extension 2753.

Sincerely,

John Kleinedler, PE, PTOE
Engineer III

JK/BF/dk

ENC

20399June

Broward County Board of County Commissioners
Sue Gunzburger • Kristin D. Jacobs • Albert C. Jones • Ken Keechl • Ilene Lieberman • Stacy Ritter • John E. Rodstrom, Jr. • Diana Wasserman-Rubin • Lois Wexler
www.broward.org

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1350	**Initial Operation Date**	3/20/84
Controller Type	2070 LN	**System Number**	1350
Modification Number	5	**Modification Date**	06/22/2010
Drawing/Project No	WH&S 4220.40	**FPL Grid Number**	87788152706
Intersection	HAMMONDVILLE RD/MLK BLVD and NW 6 AVENUE		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	10		6	4	10		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	35		30	12	35		30
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	1.5	1.5		1.5	1.5	1.5		1.5
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		18		23		18		23
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop 129 / 7 **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODES EAST/WEST AND DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. VIDEO DETECTION.
3. MOD. 5 INSTALLS VIDEO DETECTION.

Submitted By _____ **Approved By** _____

System Number: 1350

Section Number: 155

Friday, June 18, 2010

2:50:41 PM

Pattern Timing Plan Data

Hammondville Rd & NW 6 Ave

Pattern Number	Offset	Cycle Length	Phase Durations EW	NS	EWL	WBL	EBL
1	0	90	50	25	15	0	0
2	0	90	39	36	15	0	0
3	0	90	50	25	15	0	0

Fixed Intervals:

Min Green	10	6	4	4	4
Flashing Don't Walk	18	0	0	0	0
Yellow	4	4	4	4	4
All Red	1	2	1	1	1
Green Returns	1,2	5,6	7,8	8	7
Command	YIELD	FO 1&2	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1351	**Initial Operation Date**	3/20/84
Controller Type	2070	**System Number**	1351
Modification Number	7	**Modification Date**	07/21/2005
Drawing/Project No	86170-3508	**FPL Grid Number**	87788522902
Intersection	DIXIE HIGHWAY (SR 811) and NW 3 ST.(HAMMONDVILLE RD)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,3A	4	5	6	7	8,8A
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	7	4	6	4	7	4	6
Vehicle Ext.(GAP)	1.5	0.0	1.5	2.0	1.5	0.0	1.5	2.0
Maximum Green I	12	50	12	25	12	50	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MAX	OFF	OFF	OFF	MAX	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		17		23		17		15
Permissive	5 SECT		NOTE 3		5 SECT		5 SECT	
Flash Operation	RED	YELLOW	RED	RED		YELLOW		RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop 129 / 6 **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODES NORTH/SOUTH AND DUAL ENTRY HARDWIRED EAST/WEST.
2. NO DETECTION NORTH/SOUTH, SIGNAL OPERATES SEMI-ACTUATED.
3. HEAD 3 IS 3-SECTION <R,<Y,<G NEARSIDE AND HEAD 3A IS 5-SECTION R,Y,G,<Y,<G FARSIDE LEFT TURN SIGNALS. HEADS 8 AND 8A ARE 3-SECTION R,Y,G NEARSIDE AND FARSIDE RESPECTIVELY. COMBINATION PROVIDES DOUBLE CLEARANCE WESTBOUND AS FOLLOWS IN SEC.-PH3 & PH8 GREEN = 6 (MEASURED FROM BEGINNING OF NEARSIDE YELLOW TO FARSIDE YELLOW);PH3 & PH8 YELLOW=4.0;PH8 ALL RED= 2.0. FARSIDE WESTBOUND HEADS AND EASTBOUND HEADS CLEAR SIMULTANEOUSLY
4. RAILROAD PREEMPTION SEQUENCE (UTILIZING PHASE 9, ACTIVE IN PREEMPTION):
   (A) PHASE 9 INITIAL AND MAXIMUM GREEN = 9.0 SECONDS.
   (B) TIME BEFORE PREEMPTION = 0.
   (C) TRACK CLEARANCE = 10 GREEN, 4 YELLOW (WB+WBL FARSIDE).
   (D) ACTIVE PHASES IN PREEMPTION: NB,NBL,SB,EBL (PHASES 2,5,6 AND 7).
   (E) RETURN TO WB+WBL (PHASES 3+8).
5. MOD. 7 UPDATES PREEMPTION SEQUENCE, REFLECTS CABINET AND CONTROLLER CHANGE-OUT.

Submitted By _____ **Approved By** _____

System Number: 1351
Section Number: 132

Friday, June 18, 2010
2:51:18 PM

Pattern Timing Plan Data

Dixie Highway & NW 3 St

Pattern Number	Offset	Cycle Length	Phase Durations NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	0	90	33	17	0	0	25	15	0	0
2	150	160	55	25	0	0	55	25	0	0
3	30	140	45	25	0	0	45	25	0	0
4	35	160	55	25	0	0	55	25	0	0
5	0	120	40	20	0	0	40	20	0	0
6	0	130	45	20	0	0	45	20	0	0

Fixed Intervals:

Min Green	7	4	4	4	6	4	4	4
Flashing Don't Walk	17	0	0	0	0	0	0	0
Yellow	4	4	4	4	4	4	4	4
All Red	2	8	8	8	8	2	2	2
Green Returns	1,2	3,4	3	4	5,6	7,8	8	7
Command	YIELD	FO 1&2	FO 1	FO 2	FO 1&2	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1468	**Initial Operation Date**	1/16/91
Controller Type	2070 LN	**System Number**	1468
Modification Number	4	**Modification Date**	08/04/2009
Drawing/Project No	227921-1-52-01	**FPL Grid Number**	87788150908
Intersection	ATLANTIC BLVD. (SR 814) and NW 6 AVENUE		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2				6		8
Direction	EBL	WB				EB		SB
Initial Green(MIN)	4	15				15		6
Vehicle Ext.(GAP)	1.5	3.0				3.0		2.0
Maximum Green I	18	50				50		20
Maximum Green II								
Yellow Clearance	4.0	4.0				4.0		4.0
All Red Clearance	1.5	1.5				1.5		2.0
Phase Recall	OFF	MIN				MIN		OFF
Detector Delay								
Walk		7				7		5
Pedestrian Clearance		14						25
Permissive	5 SECT							
Flash Operation		YELLOW				YELLOW		RED
Green Return	7	1				2		6

Attachment

Channel/Drop **105 / 3** **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODE EASTBOUND
2. VIDEO DETECTION.
3. MOD. 4 INSTALLS SB PEDESTRIAN SIGNAL AND VIDEO DETECTION UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

System Number: 1468
Section Number: 80

Friday, June 18, 2010
2:52:00 PM

Pattern Timing Plan Data

Atlantic Blvd & NW 6 Ave

Pattern Number	Offset	Cycle Length	Phase Durations EW	SB	EBL
1	55	110	66	28	17
2	49	160	105	38	17
3	88	140	86	39	15
4	89	160	105	38	17
5	59	130	92	21	17
6	55	130	95	21	14
12	29	160	113	30	17
13	79	140	94	31	15
14	35	160	113	30	17

Fixed Intervals:

Min Green	15	6	4
Flashing Don't Walk	14	0	0
Yellow	4	4	4
All Red	2	2	2
Green Returns	1,2	6	7
Command	YIELD	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY
FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1324	**Initial Operation Date**	3/20/84
Controller Type	NEMA 8 PHASE	**System Number**	1324
Modification Number	11	**Modification Date**	05/30/2006
Drawing/Project No	McMAHON 40650615201	**FPL Grid Number**	87788430901
Intersection	ATLANTIC BLVD. (SR 814) and DIXIE HWY. (SR 811)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.5	1.5	3.0	1.5	2.5
Maximum Green I	15	40	15	30	15	40	15	30
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		34		34		34		34
Permissive	DUAL		DUAL		NO		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **105 / 4** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. RAILROAD PREEMPTION SETTINGS:
   (A) TIME BEFORE PREEMPTION = 3 SECONDS;
   (B) DOUBLE CLEARANCE WB = 3 SECONDS.
   (C) ACTIVE PHASES = NBL, NB, SB, EBL;
   (D) EXIT PHASES = WB, WBL.
3. MOD. 11 UPDATES PEDESTRIAN CLEARANCE TIMES.

Submitted By _____ **Approved By** _____

System Number: 1324
Section Number: 80

Friday, June 18, 2010
2:52:33 PM

Pattern Timing Plan Data

Atlantic Blvd & Dixie Highway

Pattern Number	Offset	Cycle Length	Phase Durations EW	NSL	SBL	NBL	NS	EWL	WBL	EBL
1	47	110	55	18	0	0	24	13	0	0
2	47	160	70	23	0	0	48	20	0	0
3	100	140	55	18	0	0	49	18	0	0
4	100	160	64	23	0	0	48	26	0	0
5	69	130	59	14	0	0	43	14	0	0
6	56	130	69	12	0	0	36	13	0	0
12	47	160	70	23	0	0	48	20	0	0
13	100	140	55	18	0	0	49	18	0	0
14	60	160	64	23	0	0	48	26	0	0

Fixed Intervals:

Min Green	10	5	5	5	10	5	5	5
Flashing Don't Walk	34	0	0	0	0	0	0	0
Yellow	4	4	4	4	4	4	4	4
All Red	5	2	2	2	2	2	2	2
Green Returns	1,2	3,4	3	4	5,6	7,8	8	7
Command	YIELD	FO 1&2	FO 1	FO 2	FO 1&2	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1340	**Initial Operation Date**	3/20/84
Controller Type	NEMA 8 PHASE	**System Number**	1340
Modification Number	6	**Modification Date**	01/19/2005
Drawing/Project No	McMahon 40650615201	**FPL Grid Number**	87788550906
Intersection	ATLANTIC BLVD. (SR 814) and NW/SW 1 AVENUE		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2		4	5	6		8
Direction	EBL	WB		NB	WBL	EB		SB
Initial Green(MIN)	4	12		6	4	12		6
Vehicle Ext.(GAP)	1.5	3.0		2.0	1.5	3.0		2.0
Maximum Green I	12	60		25	12	60		25
Maximum Green II								
Yellow Clearance	4.0	4.0		4.0	4.0	4.0		4.0
All Red Clearance	2.0	2.0		2.0	2.0	2.0		2.0
Phase Recall	OFF	MIN		OFF	OFF	MIN		OFF
Detector Delay								
Walk		7		5		7		5
Pedestrian Clearance		16		30		16		30
Permissive	5 SECT				5 SECT			
Flash Operation		YELLOW		RED		YELLOW		RED
Green Return	7	1		5	8	2		6

Attachment

Channel/Drop **105 / 5** **IP Address**

NOTES:

1. ANTI-BACKDOWN DIODE EAST/WEST AND DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 6 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

System Number: 1340
Section Number: 80

Friday, June 18, 2010
2:53:07 PM

Pattern Timing Plan Data

Atlantic Blvd & NW/SW 1 Ave

Pattern Number	Offset	Cycle Length	Phase Durations EW	NS	EWL	WBL	EBL
1	65	110	71	23	16	0	0
2	41	160	108	37	15	0	0
3	92	140	87	36	17	0	0
4	57	160	108	37	15	0	0
5	64	130	80	36	14	0	0
6	57	130	81	36	12	0	0
12	41	160	108	37	15	0	0
13	92	140	87	36	17	0	0
14	57	160	108	37	15	0	0

Fixed Intervals:

Min Green	15	6	3	3	3
Flashing Don't Walk	16	0	0	0	0
Yellow	4	4	4	4	4
All Red	2	2	2	2	2
Green Returns	1,2	5,6	7,8	8	7
Command	YIELD	FO 1&2	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1339	**Initial Operation Date**	3/20/84
Controller Type	NEMA 8 PHASE	**System Number**	1339
Modification Number	8	**Modification Date**	01/19/05
Drawing/Project No	McMahon 40650615201	**FPL Grid Number**	87788650803
Intersection	ATLANTIC BLVD. (SR 814) and CYPRESS ROAD		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3,8	4	5,4R	6		
Direction	EBL	WB	SB	NB	WBL	EB		
Initial Green(MIN)	5	12	6	6	5	12		
Vehicle Ext.(GAP)	1.5	3.0	2.0	2.0	1.5	3.0		
Maximum Green I	15	60	25	25	15	60		
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0		
All Red Clearance	2.0	1.0	2.0	2.0	2.0	1.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		
Detector Delay			20-RT	20-RT				
Walk		7	7	7		7		
Pedestrian Clearance		22	36	30		22		
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		
Green Return	7	1	3	5	8	2		

Attachment

Channel/Drop **105 / 6** **IP Address**

NOTES:

1. HEAD 4R (NBR)IS HARDWIRED TO PHASE 5 (WBL).
2. MOD. 8 REFLECTS INTERSECTION REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

System Number: 1339
Section Number: 80

Friday, June 18, 2010
2:53:53 PM

Pattern Timing Plan Data

Atlantic Blvd & Cypress Rd

Pattern Number	Offset	Cycle Length	Phase Durations EW	SB	NB	EWL	WBL	EBL
1	60	110	56	20	20	15	0	0
2	67	160	60	50	25	25	0	0
3	112	140	50	20	50	20	0	0
4	99	160	60	50	25	25	0	0
5	72	130	60	25	25	20	0	0
6	59	130	60	25	25	20	0	0
12	52	160	60	50	25	25	0	0
13	112	140	50	20	50	20	0	0
14	79	160	60	50	25	25	0	0

Fixed Intervals:

Min Green	12	6	6	5	5	5
Flashing Don't Walk	22	0	0	0	0	0
Yellow	4	4	4	4	4	4
All Red	1	2	2	2	2	2
Green Returns	1,2	3	5	7,8	8	7
Command	YIELD	FO 1	FO 1	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

BROWARD COUNTY FLORIDA

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	1356	**Initial Operation Date**	3/20/84
Controller Type	2070	**System Number**	1356
Modification Number	8	**Modification Date**	02/16/2010
Drawing/Project No	86170-3508	**FPL Grid Number**	87788514600
Intersection	DIXIE HIGHWAY (SR 811) and NW 6 STREET (POMPANO)		
Municipality	POMPANO BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	SBL	NB	WBL	EB	NBL	SB	EBL	WB
Initial Green(MIN)	4	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	12	60	12	25	12	60	12	25
Maximum Green II								
Yellow Clearance	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		7
Pedestrian Clearance		7		17		7		17
Permissive	5 SECT		NOTE 3		5 SECT		5 SECT	
Flash Operation		YELLOW	RED	RED		YELLOW	RED	RED
Green Return	7	1	3	5	8	2	4	6

Attachment

Channel/Drop **129 / 3** **IP Address**

NOTES:

1. DUAL ENTRY HARDWIRED EAST/WEST, ANTI-BACKDOWN DIODES NORTH/SOUTH.
2. VIDEO DETECTION.
3. DOUBLE CLEARANCE WB AND WBL (MEASURED FROM BEGINING OF NEARSIDE YELLOW):
   a)TIME = 6 SECONDS GREEN, 4 SECONDS YELLOW AND 1 SECONDS ALL RED;
   b)NEARSIDE WBL IS PROTECTED ONLY, FARSIDE IS 5-SECT. FARSIDE WB AND EB HEADS CLEAR SIMULTANEOUSLY.
4. RAILROAD PREEMPTION SEQUENCE:
   a)TIME BEFORE PREEMPTION= 2 SECONDS;
   b)TRACK CLEARANCE = NOT USED;
   c)ACTIVE PHASES IN PREEMPTION (2070 DWELL PHASES) = PHASES 2,5,6 & 7 (NB, NBL, SB, EBL);
   d)RETURN TO PHASES 3 AND 8 (WB/WBL).
5. MOD. 8 INSTALLS VIDEO DETECTION.

Submitted By _____ **Approved By** _____

System Number: 1356
Section Number: 132

Friday, June 18, 2010
2:54:35 PM

Pattern Timing Plan Data

Dixie Highway & NW 6 St

Pattern Number	Offset	Cycle Length	Phase Durations NS	EWL	WBL	EBL	EW	NSL	NBL	SBL
1	0	90	25	20	0	0	30	15	0	0
2	125	160	55	25	0	0	55	25	0	0
3	0	140	45	25	0	0	45	25	0	0
4	25	160	55	25	0	0	55	25	0	0
5	0	120	40	20	0	0	40	20	0	0
6	0	130	45	20	0	0	45	20	0	0

Fixed Intervals:

Min Green	12	4	4	4	6	4	4	4
Flashing Don't Walk	7	0	0	0	0	0	0	0
Yellow	4	4	4	4	4	4	4	4
All Red	2	8	8	8	8	2	2	2
Green Returns	1,2	3,4	3	4	5,6	7,8	8	7
Command	YIELD	FO 1&2	FO 1	FO 2	FO 1&2	FO 1&2	FO 2	FO 1

Time Of Day Schedule

Pattern 2	Morning Peak Pattern	06:00 - 09:00
Pattern 3	Midday Pattern	09:00 - 15:10
Pattern 4	Evening Peak Patten	15:10 - 20:00
Pattern 3	Midday Pattern	20:00 - 00:00

APPENDIX E

Summary of TAZ Data

TAZ Data - Population

Immediate Study Area

TAZ	SERPM 2005 Validation Model				SERPM 2035 Validation Model				Linear Growth between Models				
	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Average
168	386	192	648	463	388	280	718	646	0.0%	1.5%	0.4%	1.3%	0.7%
177	644	1212	984	3529	834	1859	1359	5568	1.0%	1.8%	1.3%	1.9%	1.7%
178	103	102	173	332	230	334	413	1035	4.1%	7.6%	4.6%	7.1%	6.1%
198	553	733	1002	2059	559	935	1088	2649	0.0%	0.9%	0.3%	1.0%	0.7%
200	22	13	26	21	106	107	173	206	12.7%	24.1%	18.8%	29.4%	20.7%
208	598	344	1045	737	615	400	1124	857	0.1%	0.5%	0.3%	0.5%	0.3%
214	235	230	408	534	322	449	609	1017	1.2%	3.2%	1.6%	3.0%	2.3%
215	1263	465	2090	922	1307	585	2294	1135	0.1%	0.9%	0.3%	0.8%	0.4%
TOTAL	3804	3291	6376	8597	4361	4949	7778	13113	0.5%	1.7%	0.7%	1.8%	**1.2%**

Extended Study Area

TAZ	SERPM 2005 Validation Model				SERPM 2035 Validation Model				Linear Growth between Models				
	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Workers in Households Without Children	Workers in Households With Children	Persons in Households Without Children	Persons in Households With Children	Average
167	49	24	83	77	64	48	111	137	1.0%	3.3%	1.1%	2.6%	1.8%
168	386	192	648	463	388	280	718	646	0.0%	1.5%	0.4%	1.3%	0.7%
169	80	63	127	134	90	81	146	169	0.4%	1.0%	0.5%	0.9%	0.7%
173	332	1109	554	2482	329	1337	585	3082	0.0%	0.7%	0.2%	0.8%	0.6%
174	636	876	978	2659	695	1185	1141	3646	0.3%	1.2%	0.6%	1.2%	1.0%
175	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
176	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
177	644	1212	984	3529	834	1859	1359	5568	1.0%	1.8%	1.3%	1.9%	1.7%
178	103	102	173	332	230	334	413	1035	4.1%	7.6%	4.6%	7.1%	6.1%
179	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
182	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
183	75	77	141	170	39	214	115	528	-1.6%	5.9%	-0.6%	7.0%	3.1%
184	50	169	68	562	168	760	471	1822	7.9%	11.7%	19.8%	7.5%	9.3%
185	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
186	402	403	723	1557	497	731	999	2845	0.8%	2.7%	1.3%	2.8%	2.1%
196	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
197	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
198	553	733	1002	2059	559	935	1088	2649	0.0%	0.9%	0.3%	1.0%	0.7%
199	465	281	485	373	467	285	508	392	0.0%	0.0%	0.2%	0.2%	0.1%
200	22	13	26	21	106	107	173	206	12.7%	24.1%	18.8%	29.4%	20.7%
201	343	750	769	2165	430	1296	1096	3896	0.8%	2.4%	1.4%	2.7%	2.2%
202	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
203	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
204	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
206	825	157	2240	321	849	200	2422	397	0.1%	0.9%	0.3%	0.8%	0.3%
207	1106	707	2038	1619	1491	1265	2974	2828	1.2%	2.6%	1.5%	2.5%	1.9%
208	598	344	1045	737	615	400	1124	857	0.1%	0.5%	0.3%	0.5%	0.3%
209	970	450	1701	968	970	507	1770	1083	0.0%	0.4%	0.1%	0.4%	0.2%
212	234	118	379	231	294	191	520	365	0.9%	2.1%	1.2%	1.9%	1.4%
213	341	262	553	534	340	312	580	629	0.0%	0.6%	0.2%	0.6%	0.3%
214	235	230	408	534	322	449	609	1017	1.2%	3.2%	1.6%	3.0%	2.3%
215	1263	465	2090	922	1307	585	2294	1135	0.1%	0.9%	0.3%	0.8%	0.4%
216	494	225	756	440	505	273	826	531	0.1%	0.7%	0.3%	0.7%	0.4%
220	114	75	194	170	121	84	212	194	0.2%	0.4%	0.3%	0.5%	0.3%
TOTAL	10320	9037	18165	23059	11710	13718	22254	35657	0.4%	1.7%	0.8%	1.8%	**1.3%**

TAZ Data - Employment

Immediate Study Area

TAZ	SERPM 2005 Validation Model				SERPM 2035 Validation Model				Linear Growth between Models			
	Industrial Employment	Commercial Employment	Services Employment	Total Employment	Industrial Employment	Commercial Employment	Services Employment	Total Employment	Industrial Employment	Commercial Employment	Services Employment	Total Employment
168	9	9	33	51	11	35	49	95	0.7%	9.6%	1.6%	2.9%
177	44	165	460	669	55	895	879	1829	0.8%	14.7%	3.0%	5.8%
178	55	129	81	265	69	361	205	635	0.8%	6.0%	5.1%	4.7%
198	0	31	198	229	0	37	217	254	#DIV/0!	0.6%	0.3%	0.4%
200	290	270	227	787	361	317	261	939	0.8%	0.6%	0.5%	0.6%
208	30	98	90	218	37	106	98	241	0.8%	0.3%	0.3%	0.4%
214	78	196	849	1123	97	286	966	1349	0.8%	1.5%	0.5%	0.7%
215	187	469	1122	1778	233	618	1283	2134	0.8%	1.1%	0.5%	0.7%
TOTAL	693	1367	3060	5120	863	2655	3958	7476	0.8%	3.1%	1.0%	**1.5%**

Extended Study Area

TAZ	SERPM 2005 Validation Model				SERPM 2035 Validation Model				Linear Growth between Models			
	Industrial Employment	Commercial Employment	Services Employment	Total Employment	Industrial Employment	Commercial Employment	Services Employment	Total Employment	Industrial Employment	Commercial Employment	Services Employment	Total Employment
167	98	67	191	356	122	72	208	402	0.8%	0.2%	0.3%	0.4%
168	9	9	33	51	11	35	49	95	0.7%	9.6%	1.6%	2.9%
169	13	11	253	277	16	12	276	304	0.8%	0.3%	0.3%	0.3%
173	98	190	715	1003	122	256	807	1185	0.8%	1.2%	0.4%	0.6%
174	36	780	533	1349	45	1066	699	1810	0.8%	1.2%	1.0%	1.1%
175	300	509	0	809	435	657	113	1205	1.5%	1.0%	#DIV/0!	1.6%
176	275	144	72	491	452	352	286	1090	2.1%	4.8%	9.9%	4.1%
177	44	165	460	669	55	895	879	1829	0.8%	14.7%	3.0%	5.8%
178	55	129	81	265	69	361	205	635	0.8%	6.0%	5.1%	4.7%
179	167	419	180	766	273	568	320	1161	2.1%	1.2%	2.6%	1.7%
182	665	970	115	1750	1022	1394	492	2908	1.8%	1.5%	10.9%	2.2%
183	1371	874	651	2896	1875	1243	1027	4145	1.2%	1.4%	1.9%	1.4%
184	130	105	46	281	166	121	58	345	0.9%	0.5%	0.9%	0.8%
185	117	48	33	198	152	63	47	262	1.0%	1.0%	1.4%	1.1%
186	92	473	144	709	150	1058	478	1686	2.1%	4.1%	7.7%	4.6%
196	213	346	36	595	278	396	62	736	1.0%	0.5%	2.4%	0.8%
197	40	66	264	370	50	71	288	409	0.8%	0.3%	0.3%	0.4%
198	0	31	198	229	0	37	217	254	#DIV/0!	0.6%	0.3%	0.4%
199	0	10	698	708	24	76	804	904	#DIV/0!	22.0%	0.5%	0.9%
200	290	270	227	787	361	317	261	939	0.8%	0.6%	0.5%	0.6%
201	137	182	127	446	171	280	183	634	0.8%	1.8%	1.5%	1.4%
202	577	786	705	2068	738	881	805	2424	0.9%	0.4%	0.5%	0.6%
203	1714	959	876	3549	2379	1471	1416	5266	1.3%	1.8%	2.1%	1.6%
204	33	1250	183	1466	294	1530	391	2215	26.4%	0.7%	3.8%	1.7%
206	22	99	419	540	683	578	954	2215	100.2%	16.1%	4.3%	10.3%
207	388	601	1453	2442	485	659	1593	2737	0.8%	0.3%	0.3%	0.4%
208	30	98	90	218	37	106	98	241	0.8%	0.3%	0.3%	0.4%
209	20	62	157	239	25	100	189	314	0.8%	2.0%	0.7%	1.0%
212	48	308	396	752	60	341	436	837	0.8%	0.4%	0.3%	0.4%
213	40	180	678	898	50	213	750	1013	0.8%	0.6%	0.4%	0.4%
214	78	196	849	1123	97	286	966	1349	0.8%	1.5%	0.5%	0.7%
215	187	469	1122	1778	233	618	1283	2134	0.8%	1.1%	0.5%	0.7%
216	33	264	237	534	41	320	277	638	0.8%	0.7%	0.6%	0.6%
220	13	282	328	623	16	304	358	678	0.8%	0.3%	0.3%	0.3%
TOTAL	7333	11352	12550	31235	10987	16737	17275	44999	1.7%	1.6%	1.3%	**1.5%**

APPENDIX F

Future Traffic Volume Projections

MASTER TRAFFIC VOLUME PROJECTIONS

Intersection	Scenario	AM Peak Hour - Count Date: 7/13/2010																PM Peak Hour - Count Date: 7/13/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NW 6th St at NW 7th Ave	Existing Raw Counts	0	4	21	7	0	16	28	4	0	5	6	2	0	2	10	18	0	4	43	14	0	42	44	12	0	8	24	3	0	11	16	40
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	0	4	23	8	0	17	31	4	0	5	7	2	0	2	11	20	0	4	47	15	0	46	48	13	0	9	26	3	0	12	17	44
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	4	25	9	0	18	33	4	0	5	7	2	0	2	12	21	0	4	50	16	0	49	51	14	0	10	28	3	0	13	18	47
	Project Trips	0	0	1	1	0	17	1	0	0	0	1	0	0	1	1	6	0	0	1	1	0	6	1	0	0	0	1	0	0	1	1	14
	2015 Volumes with project	0	4	26	10	0	35	34	4	0	5	8	2	0	3	13	27	0	4	51	17	0	55	52	14	0	10	29	3	0	14	19	61
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	5	29	10	0	22	40	5	0	6	9	3	0	3	14	26	0	5	60	19	0	59	61	17	0	12	33	4	0	15	22	56
	Future Volumes (2030) w/ project	0	5	30	11	0	39	41	5	0	6	10	3	0	4	15	32	0	5	61	20	0	65	62	17	0	12	34	4	0	16	23	70

Intersection	Scenario	AM Peak Hour - Count Date: 6/29/2010																PM Peak Hour - Count Date: 6/29/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NW 6th St at Dixie Hwy	Existing Raw Counts	0	7	15	14	0	29	17	37	2	63	710	42	0	12	521	25	0	13	19	19	0	24	24	58	1	72	788	21	1	15	906	29
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	7	16	15	0	31	18	40	2	67	760	45	0	13	557	27	0	14	20	20	0	26	26	62	1	77	843	22	1	16	969	31
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	7	17	16	0	33	19	43	2	72	813	48	0	14	596	29	0	15	21	21	0	28	28	66	1	82	902	24	1	17	1,037	33
	Project Trips	0	4	2	1	0	0	4	0	0	0	38	13	0	1	13	0	0	10	5	1	0	0	2	0	0	0	14	5	0	1	29	0
	2015 Volumes with project	0	11	19	17	0	33	23	43	2	72	851	61	0	15	609	29	0	25	26	22	0	28	30	66	1	82	916	29	1	18	1,066	33
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	9	20	19	0	40	23	51	3	86	973	58	0	17	713	35	0	18	26	26	0	33	33	79	1	99	1,079	28	1	20	1,240	40
	Future Volumes (2030) w/ project	0	13	22	20	0	40	27	51	3	86	1,011	71	0	18	726	35	0	28	31	27	0	33	35	79	1	99	1,093	33	1	21	1,269	40

Intersection	Scenario	AM Peak Hour - Count Date: 7/13/2010																PM Peak Hour - Count Date: 7/14/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NW 6th St at NE 5th Ave	Existing Raw Counts	0	2	19	15	0	2	9	1	0	4	58	4	0	4	45	1	0	10	22	9	0	0	9	6	0	4	66	7	1	3	88	4
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	0	2	21	16	0	2	10	1	0	4	63	4	0	4	49	1	0	11	24	10	0	0	10	7	0	4	72	8	1	3	96	4
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	2	22	17	0	2	11	1	0	4	67	4	0	4	52	1	0	12	26	11	0	0	11	7	0	4	77	9	1	3	103	4
	Project Trips	0	2	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	2015 Volumes with project	0	4	23	17	0	2	12	1	0	4	67	8	0	4	52	1	0	16	27	11	0	0	11	7	0	4	77	11	1	3	103	4
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	3	27	20	0	3	13	1	0	5	81	5	0	5	63	1	0	14	31	13	0	0	13	9	0	5	92	10	1	4	123	5
	Future Volumes (2030) w/ project	0	5	28	20	0	3	14	1	0	5	81	9	0	5	63	1	0	18	32	13	0	0	13	9	0	5	92	12	1	4	123	5

Intersection	Scenario	AM Peak Hour - Count Date: 6/23/2010																PM Peak Hour - Count Date: 6/23/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Dr. MLK Blvd at NW 7th Ave	Existing Raw Counts	0	11	484	47	0	15	391	13	0	2	11	23	0	10	1	8	0	42	467	51	0	34	556	26	0	10	24	32	0	13	9	19
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	12	518	50	0	16	418	14	0	2	12	25	0	11	1	9	0	45	500	55	0	36	595	28	0	11	26	34	0	14	10	20
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	13	554	54	0	17	447	15	0	2	13	27	0	12	1	10	0	48	535	59	0	39	637	30	0	12	28	36	0	15	11	21
	Project Trips	0	0	33	0	0	26	13	7	0	19	0	0	0	0	0	0	0	0	12	0	0	34	24	17	0	8	0	0	0	0	0	0
	2015 Volumes with project	0	13	587	54	0	43	460	22	0	21	13	27	0	12	1	10	0	48	547	59	0	73	661	47	0	20	28	36	0	15	11	21
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	15	663	64	0	20	535	18	0	3	15	32	0	14	1	12	0	58	640	70	0	46	762	36	0	14	33	44	0	18	13	26
	Future Volumes (2030) w/ project	0	15	696	64	0	46	548	25	0	22	15	32	0	14	1	12	0	58	652	70	0	80	786	53	0	22	33	44	0	18	13	26

Intersection	Scenario	AM Peak Hour - Count Date: 6/23/2010																PM Peak Hour - Count Date: 6/23/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Dr. MLK Blvd at NW 6th Ave	Existing Raw Counts	0	54	400	48	0	78	283	12	0	14	109	54	1	83	210	61	0	84	404	37	0	66	436	19	0	13	103	78	0	99	162	87
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	58	428	51	0	83	303	13	0	15	117	58	1	89	225	65	0	90	432	40	0	71	467	20	0	14	110	83	0	106	173	93
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	62	458	55	0	89	324	14	0	16	125	62	1	95	241	70	0	96	462	43	0	76	500	21	0	15	118	89	0	113	185	100
	Project Trips	0	0	39	10	0	10	67	0	0	0	0	0	0	37	0	37	0	0	14	13	0	13	27	0	0	0	0	0	0	12	0	12
	2015 Volumes with project	0	62	497	65	0	99	391	14	0	16	125	62	1	132	241	107	0	96	476	56	0	89	527	21	0	15	118	89	0	125	185	112
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	74	548	65	0	106	388	17	0	19	150	74	1	114	288	83	0	115	553	51	0	91	598	26	0	18	141	106	0	136	221	119
	Future Volumes (2030) w/ project	0	74	587	75	0	116	455	17	0	19	150	74	1	151	288	120	0	115	567	64	0	104	625	26	0	18	141	106	0	148	221	131

Intersection	Scenario	AM Peak Hour - Count Date: 6/24/2010																PM Peak Hour - Count Date: 6/24/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Dr. MLK Blvd at Dixie Hwy	Existing Raw Counts	3	101	135	209	0	25	67	20	0	46	645	88	0	90	440	28	2	109	122	203	0	31	141	43	0	72	812	115	0	146	681	72
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	3	108	144	224	0	27	72	21	0	49	690	94	0	96	471	30	2	117	131	217	0	33	151	46	0	77	869	123	0	156	729	77
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	3	116	154	240	0	29	77	22	0	52	738	101	0	103	504	32	2	125	140	232	0	35	162	49	0	82	930	132	0	167	780	82
	Project Trips	0	14	35	95	0	0	68	0	0	0	0	39	0	161	0	0	0	31	49	116	0	0	29	0	0	0	0	14	0	65	0	0
	2015 Volumes with project	3	130	189	335	0	29	145	22	0	52	738	140	0	264	504	32	2	156	189	348	0	35	191	49	0	82	930	146	0	232	780	82
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	4	138	184	287	0	35	92	27	0	63	883	120	0	123	603	38	3	150	168	278	0	42	193	59	0	99	1,112	157	0	200	933	99
	Future Volumes (2030) w/ project	4	152	219	382	0	35	160	27	0	63	883	159	0	284	603	38	3	181	217	394	0	42	222	59	0	99	1,112	171	0	265	933	99

Intersection	Scenario	AM Peak Hour - Count Date: 7/7/2010																PM Peak Hour - Count Date: 6/24/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NE 3rd St at N. Flaglar Ave	Existing Raw Counts	0	17	160	35	0	2	102	4	0	4	8	12	0	10	2	1	0	7	190	51	0	4	175	8	0	7	7	26	0	34	7	13
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	19	174	38	0	2	111	4	0	4	9	13	0	11	2	1	0	7	203	55	0	4	187	9	0	7	7	28	0	36	7	14
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	20	186	41	0	2	119	4	0	4	10	14	0	12	2	1	0	7	217	59	0	4	200	10	0	7	7	30	0	39	7	15
	Project Trips	0	0	35	0	0	0	68	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	29	0	0	0	0	0	0	0	0	0
	2015 Volumes with project	0	20	221	41	0	2	187	4	0	4	10	14	0	12	2	1	0	7	266	59	0	4	229	10	0	7	0	30	0	39	7	15
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	24	223	49	0	3	142	5	0	5	12	17	0	14	3	1	0	9	260	70	0	5	239	12	0	9	9	36	0	46	9	18
	Future Volumes (2030) w/ project	0	24	258	49	0	3	210	5	0	5	12	17	0	14	3	1	0	9	309	70	0	5	268	12	0	9	9	36	0	46	9	18

Intersection	Scenario	AM Peak Hour - Count Date: 7/14/2010																PM Peak Hour - Count Date: 7/7/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NE 3rd St at NE 1st Ave	Existing Raw Counts	0	18	114	47	0	3	58	3	0	2	11	18	0	31	19	8	0	19	131	38	0	1	85	3	0	3	15	22	0	61	19	11
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	0	20	124	51	0	3	63	3	0	2	12	20	0	34	21	9	0	21	143	41	0	1	93	3	0	3	16	24	0	66	21	12
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	21	133	55	0	3	67	3	0	2	13	21	0	36	22	10	0	22	153	44	0	1	100	3	0	3	17	26	0	71	22	13
	Project Trips	0	0	25	11	0	0	48	0	0	0	0	0	0	19	0	0	0	0	35	14	0	0	20	0	0	0	0	0	0	8	0	0
	2015 Volumes with project	0	21	158	66	0	3	115	3	0	2	13	21	0	55	22	10	0	22	188	58	0	1	120	3	0	3	17	26	0	79	22	13
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	26	159	65	0	4	81	4	0	3	15	26	0	44	27	12	0	27	183	52	0	1	119	4	0	4	20	31	0	84	27	15
	Future Volumes (2030) w/ project	0	26	184	76	0	4	129	4	0	3	15	26	0	63	27	12	0	27	218	66	0	1	139	4	0	4	20	31	0	92	27	15

Intersection	Scenario	AM Peak Hour - Count Date: 6/30/2010																PM Peak Hour - Count Date: 6/30/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NE 3rd St at NE 2nd Ave	Existing Raw Counts	0	8	69	28	0	5	27	1	0	0	40	6	0	23	27	7	0	8	92	36	0	8	28	1	0	4	41	7	0	46	39	7
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	9	74	30	0	5	29	1	0	0	43	6	0	25	29	7	0	9	98	39	0	9	30	1	0	4	44	7	0	49	42	7
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	10	79	32	0	5	31	1	0	0	46	6	0	27	31	7	0	10	105	42	0	10	32	1	0	4	47	7	0	52	45	7
	Project Trips	0	0	10	15	0	0	17	0	0	0	0	0	0	31	0	0	0	0	13	22	0	0	7	0	0	0	0	0	0	13	0	0
	2015 Volumes with project	0	10	89	47	0	5	48	1	0	0	46	6	0	58	31	7	0	10	118	64	0	10	39	1	0	4	47	7	0	65	45	7
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	12	95	38	0	6	37	1	0	0	55	8	0	32	37	9	0	12	125	50	0	12	38	1	0	5	56	9	0	63	54	9
	Future Volumes (2030) w/ project	0	12	105	53	0	6	54	1	0	0	55	8	0	63	37	9	0	12	138	72	0	12	45	1	0	5	56	9	0	76	54	9

Intersection	Scenario	AM Peak Hour - Count Date: 7/8/2010																PM Peak Hour - Count Date: 7/8/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NE 3rd St at NE 3rd Ave	Existing Raw Counts	0	1	49	3	0	6	16	1	0	1	5	0	0	5	3	5	0	2	71	6	0	0	31	1	0	0	1	0	0	7	6	2
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	0	1	53	3	0	7	17	1	0	1	5	0	0	5	3	5	0	2	77	7	0	0	34	1	0	0	1	0	0	8	7	2
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	1	57	3	0	7	18	1	0	1	5	0	0	5	3	5	0	2	82	7	0	0	36	1	0	0	1	0	0	9	7	2
	Project Trips	0	0	10	0	0	0	17	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	0	0	0	0	0	0	0
	2015 Volumes with project	0	1	67	3	0	7	35	1	0	1	5	0	0	5	3	5	0	2	95	7	0	0	43	1	0	0	1	0	0	9	7	2
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	1	68	4	0	9	22	1	0	1	6	0	0	6	4	6	0	3	99	9	0	0	44	1	0	0	1	0	0	10	9	3
	Future Volumes (2030) w/ project	0	1	78	4	0	9	39	1	0	1	6	0	0	6	4	6	0	3	112	9	0	0	51	1	0	0	1	0	0	10	9	3

Intersection	Scenario	AM Peak Hour - Count Date: 7/14/2010																PM Peak Hour - Count Date: 7/8/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
NE 3rd St at NE 4th Ave	Existing Raw Counts	0	1	51	2	0	1	28	0	0	0	3	3	0	0	10	0	0	1	62	2	0	1	29	0	0	0	4	1	0	4	8	2
	Peak Season Correction Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	0	1	56	2	0	1	31	0	0	0	3	3	0	0	11	0	0	1	68	2	0	1	32	0	0	0	4	1	0	4	9	2
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	1	60	2	0	1	33	0	0	0	3	3	0	0	12	0	0	1	73	2	0	1	34	0	0	0	4	1	0	4	10	2
	Project Trips	0	0	0	10	0	0	9	0	0	0	0	0	0	9	0	0	0	0	0	13	0	0	4	0	0	0	0	0	0	3	0	0
	2015 Volumes with project	0	1	60	12	0	1	42	0	0	0	3	3	0	9	12	0	0	1	73	15	0	1	38	0	0	0	4	1	0	7	10	2
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	1	72	3	0	1	40	0	0	0	4	4	0	0	14	0	0	1	87	3	0	1	41	0	0	0	5	1	0	5	12	3
	Future Volumes (2030) w/ project	0	1	72	13	0	1	49	0	0	0	4	4	0	9	14	0	0	1	87	16	0	1	45	0	0	0	5	1	0	8	12	3

Intersection	Scenario	AM Peak Hour - Count Date: 6/15/2010																PM Peak Hour - Count Date: 6/15/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NW 7th Ave	Existing Raw Counts	0	0	1,733	0	0	0	1,974	19	0	0	0	64	0	0	0	0	0	0	1,951	0	0	0	2,058	37	0	0	0	98	0	0	0	0
	Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	Existing Adjusted (2010)	0	0	1,837	0	0	0	2,092	20	0	0	0	68	0	0	0	0	0	0	2,068	0	0	0	2,181	39	0	0	0	104	0	0	0	0
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	0	1,966	0	0	0	2,238	21	0	0	0	73	0	0	0	0	0	0	2,213	0	0	0	2,334	42	0	0	0	111	0	0	0	0
	Project Trips	0	0	105	0	0	0	39	0	0	0	0	26	0	0	0	0	0	0	40	0	0	0	51	0	0	0	0	34	0	0	0	0
	2015 Volumes with project	0	0	2,071	0	0	0	2,277	21	0	0	0	99	0	0	0	0	0	0	2,253	0	0	0	2,385	42	0	0	0	145	0	0	0	0
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	0	2,351	0	0	0	2,678	26	0	0	0	87	0	0	0	0	0	0	2,647	0	0	0	2,792	50	0	0	0	133	0	0	0	0
	Future Volumes (2030) w/ project	0	0	2,456	0	0	0	2,717	26	0	0	0	113	0	0	0	0	0	0	2,687	0	0	0	2,843	50	0	0	0	167	0	0	0	0

Intersection	Scenario	AM Peak Hour - Count Date: 8/4/2005																PM Peak Hour - Count Date: 8/4/2005															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NW 6th Ave	Existing Raw Counts	0	358	1,750	0	0	8	1,775	88	0	55	0	266	0	0	0	0	0	320	1,647	0	0	26	2,074	91	0	72	0	353	0	0	0	0
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	383	1,873	0	0	9	1,899	94	0	59	0	285	0	0	0	0	0	342	1,762	0	0	28	2,219	97	0	77	0	378	0	0	0	0
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	410	2,004	0	0	10	2,032	101	0	63	0	305	0	0	0	0	0	366	1,885	0	0	30	2,374	104	0	82	0	404	0	0	0	0
	Project Trips	0	74	32	0	0	0	19	0	0	0	0	19	0	0	0	0	0	25	12	0	0	0	26	0	0	0	0	26	0	0	0	0
	2015 Volumes with project	0	484	2,036	0	0	10	2,051	101	0	63	0	324	0	0	0	0	0	391	1,897	0	0	30	2,400	104	0	82	0	430	0	0	0	0
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	490	2,397	0	0	12	2,431	120	0	76	0	365	0	0	0	0	0	438	2,255	0	0	36	2,840	124	0	99	0	484	0	0	0	0
	Future Volumes (2030) w/ project	0	564	2,429	0	0	12	2,450	120	0	76	0	384	0	0	0	0	0	463	2,267	0	0	36	2,866	124	0	99	0	510	0	0	0	0

Intersection	Scenario	AM Peak Hour - Count Date: 8/23/2006																PM Peak Hour - Count Date: 8/23/2006															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at Dixie Hwy	Existing Raw Counts	0	138	1,465	217	0	114	1,745	174	0	255	904	152	0	338	585	98	0	190	1,272	311	0	114	1,596	117	0	228	596	238	0	337	761	127
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	0	148	1,568	232	0	122	1,867	186	0	273	967	163	0	362	626	105	0	203	1,361	333	0	122	1,708	125	0	244	638	255	0	361	814	136
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	0	158	1,678	248	0	131	1,998	199	0	292	1,035	174	0	387	670	112	0	217	1,456	356	0	131	1,828	134	0	261	683	273	0	386	871	146
	Project Trips	0	32	0	0	0	0	0	67	0	37	39	19	0	0	63	0	0	12	0	0	0	0	0	28	0	49	41	26	0	0	25	0
	2015 Volumes with project	0	190	1,678	248	0	131	1,998	266	0	329	1,074	193	0	387	733	112	0	229	1,456	356	0	131	1,828	162	0	310	724	299	0	386	896	146
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	0	189	2,007	297	0	156	2,390	238	0	349	1,238	209	0	463	801	134	0	260	1,742	426	0	156	2,186	160	0	312	817	326	0	462	1,042	174
	Future Volumes (2030) w/ project	0	221	2,007	297	0	156	2,390	305	0	386	1,277	228	0	463	864	134	0	272	1,742	426	0	156	2,186	188	0	361	858	352	0	462	1,067	174

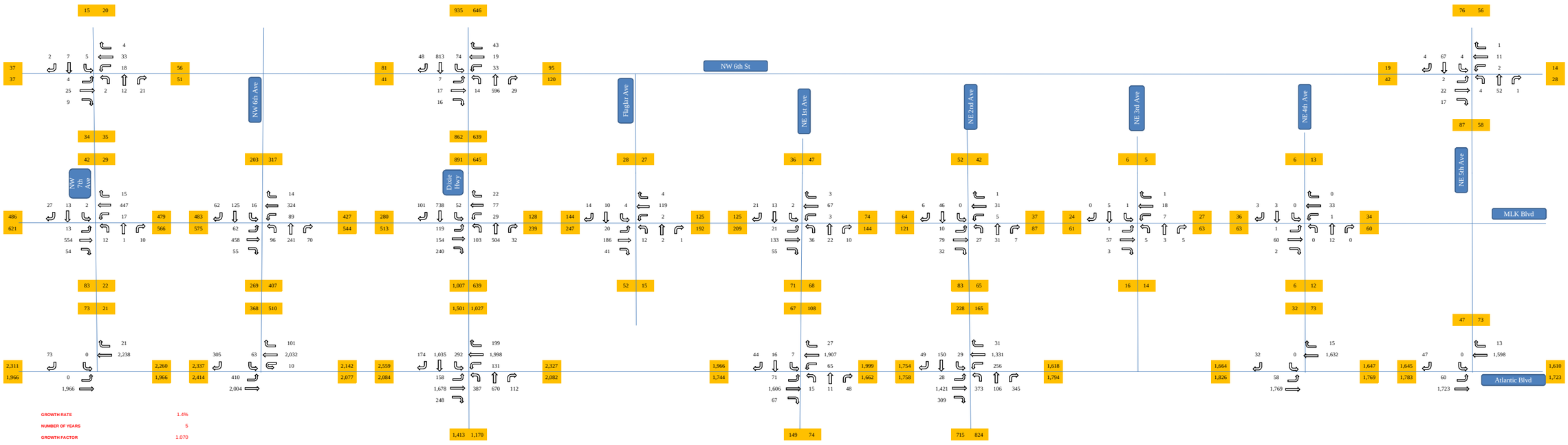
Intersection	Scenario	AM Peak Hour - Count Date: 6/15/2010																PM Peak Hour - Count Date: 7/14/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NE 1st Ave	Existing Raw Counts	2	60	1,416	59	1	57	1,681	24	0	7	14	39	0	13	9	42	0	79	1,768	16	0	38	1,952	21	1	3	12	85	0	30	16	27
	Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
	Existing Adjusted (2010)	2	64	1,501	63	1	60	1,782	25	0	7	15	41	0	14	10	45	0	86	1,927	17	0	41	2,128	23	1	3	13	93	0	33	17	29
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	2	68	1,606	67	1	64	1,907	27	0	7	16	44	0	15	11	48	0	92	2,062	18	0	44	2,277	25	1	3	14	100	0	35	18	31
	Project Trips	0	0	35	2	0	0	65	17	0	9	2	0	0	2	2	0	0	0	48	1	0	0	27	7	0	13	1	0	0	1	1	0
	2015 Volumes with project	2	68	1,641	69	1	64	1,972	44	0	16	18	44	0	17	13	48	0	92	2,110	19	0	44	2,304	32	1	16	15	100	0	36	19	31
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	3	82	1,921	81	1	77	2,281	32	0	9	19	52	0	18	13	58	0	110	2,467	22	0	52	2,724	29	1	4	17	119	0	42	22	37
	Future Volumes (2030) w/ project	3	82	1,956	83	1	77	2,346	49	0	18	21	52	0	20	15	58	0	110	2,515	23	0	52	2,751	36	1	17	18	119	0	43	23	37

Intersection	Scenario	AM Peak Hour - Count Date: 6/16/2010																PM Peak Hour - Count Date: 6/17/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NE 2nd Ave	Existing Raw Counts	2	23	1,253	273	0	225	1,174	27	0	25	132	43	0	329	93	304	2	38	1,421	336	3	242	1,421	33	0	30	184	51	3	392	161	420
	Peak Season Correction Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
	Existing Adjusted (2010)	2	24	1,328	289	0	239	1,244	29	0	27	140	46	0	349	99	322	2	40	1,506	356	3	257	1,506	35	0	32	195	54	3	416	171	445
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	2	26	1,421	309	0	256	1,331	31	0	29	150	49	0	373	106	345	2	43	1,611	381	3	275	1,611	37	0	34	209	58	3	445	183	476
	Project Trips	0	0	34	10	0	0	60	9	0	5	10	0	0	22	22	0	0	0	45	15	0	0	24	3	0	6	15	0	0	10	10	0
	2015 Volumes with project	2	26	1,455	319	0	256	1,391	40	0	34	160	49	0	395	128	345	2	43	1,656	396	3	275	1,635	40	0	40	224	58	3	455	193	476
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	3	31	1,700	370	0	306	1,592	37	0	35	179	59	0	447	127	412	3	51	1,928	456	4	329	1,928	45	0	41	250	69	4	532	219	570
	Future Volumes (2030) w/ project	3	31	1,734	380	0	306	1,652	46	0	40	189	59	0	469	149	412	3	51	1,973	471	4	329	1,952	48	0	47	265	69	4	542	229	570

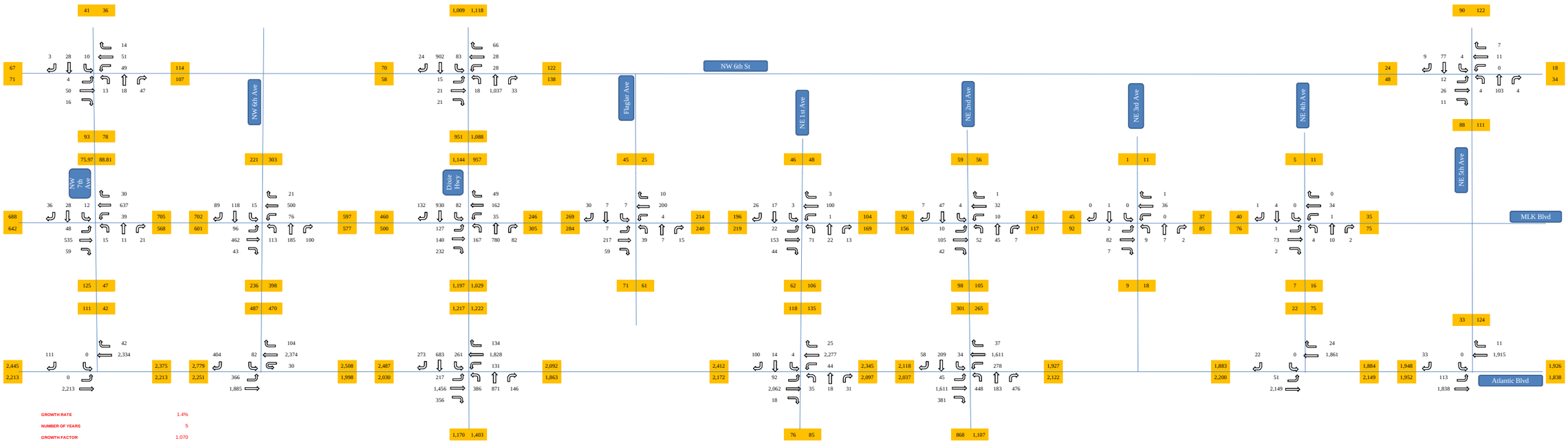
Intersection	Scenario	AM Peak Hour - Count Date: 6/29/2010																PM Peak Hour - Count Date: 6/22/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NE 4th Ave	Existing Raw Counts	9	41	1,545	6	9	3	1,425	13	0	0	0	28	0	0	0	1	14	31	1,877	2	11	2	1,625	21	0	0	0	20	0	0	0	7
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	10	44	1,653	6	10	3	1,525	14	0	0	0	30	0	0	0	1	15	33	2,008	2	12	2	1,739	22	0	0	0	21	0	0	0	7
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	11	47	1,769	6	11	3	1,632	15	0	0	0	32	0	0	0	1	16	35	2,149	2	13	2	1,861	24	0	0	0	22	0	0	0	7
	Project Trips	0	0	38	0	0	0	69	9	0	10	0	0	0	0	0	0	0	0	51	0	0	0	28	3	0	13	0	0	0	0	0	0
	2015 Volumes with project	11	47	1,807	6	11	3	1,701	24	0	10	0	32	0	0	0	1	16	35	2,200	2	13	2	1,889	27	0	13	0	22	0	0	0	7
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	13	56	2,116	8	13	4	1,952	18	0	0	0	38	0	0	0	1	19	42	2,570	3	15	3	2,226	28	0	0	0	27	0	0	0	9
	Future Volumes (2030) w/ project	13	56	2,154	8	13	4	2,021	27	0	10	0	38	0	0	0	1	19	42	2,621	3	15	3	2,254	31	0	13	0	27	0	0	0	9

Intersection	Scenario	AM Peak Hour - Count Date: 6/22/2010																PM Peak Hour - Count Date: 6/22/2010															
		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	SBU	SBL	SBT	SBR	NBU	NBL	NBT	NBR
Atlantic Blvd at NE 5th Ave	Existing Raw Counts	5	48	1,505	0	0	0	1,395	11	0	0	0	41	0	0	0	0	0	99	1,606	8	0	0	1,673	9	0	0	0	29	0	0	0	0
	Peak Season Correction Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	Existing Adjusted (2010)	5	51	1,610	0	0	0	1,493	12	0	0	0	44	0	0	0	0	0	106	1,718	9	0	0	1,790	10	0	0	0	31	0	0	0	0
	2010 - 2015 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Buildout Volumes (2015)	5	55	1,723	0	0	0	1,598	13	0	0	0	47	0	0	0	0	0	113	1,838	10	0	0	1,915	11	0	0	0	33	0	0	0	0
	Project Trips	0	0	48	0	0	0	78	9	0	0	0	0	0	0	0	0	0	0	64	0	0	0	31	3	0	0	0	0	0	0	0	0
	2015 Volumes with project	5	55	1,771	0	0	0	1,676	22	0	0	0	47	0	0	0	0	0	113	1,902	10	0	0	1,946	14	0	0	0	33	0	0	0	0
	2015 - 2030 Growth Rate	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%	1.4%
	Future Volumes (2030) w/o project	6	65	2,061	0	0	0	1,911	15	0	0	0	56	0	0	0	0	0	136	2,199	12	0	0	2,291	13	0	0	0	40	0	0	0	0
	Future Volumes (2030) w/ project	6	65	2,109	0	0	0	1,989	24	0	0	0	56	0	0	0	0	0	136	2,263	12	0	0	2,322	16	0	0	0	40	0	0	0	0

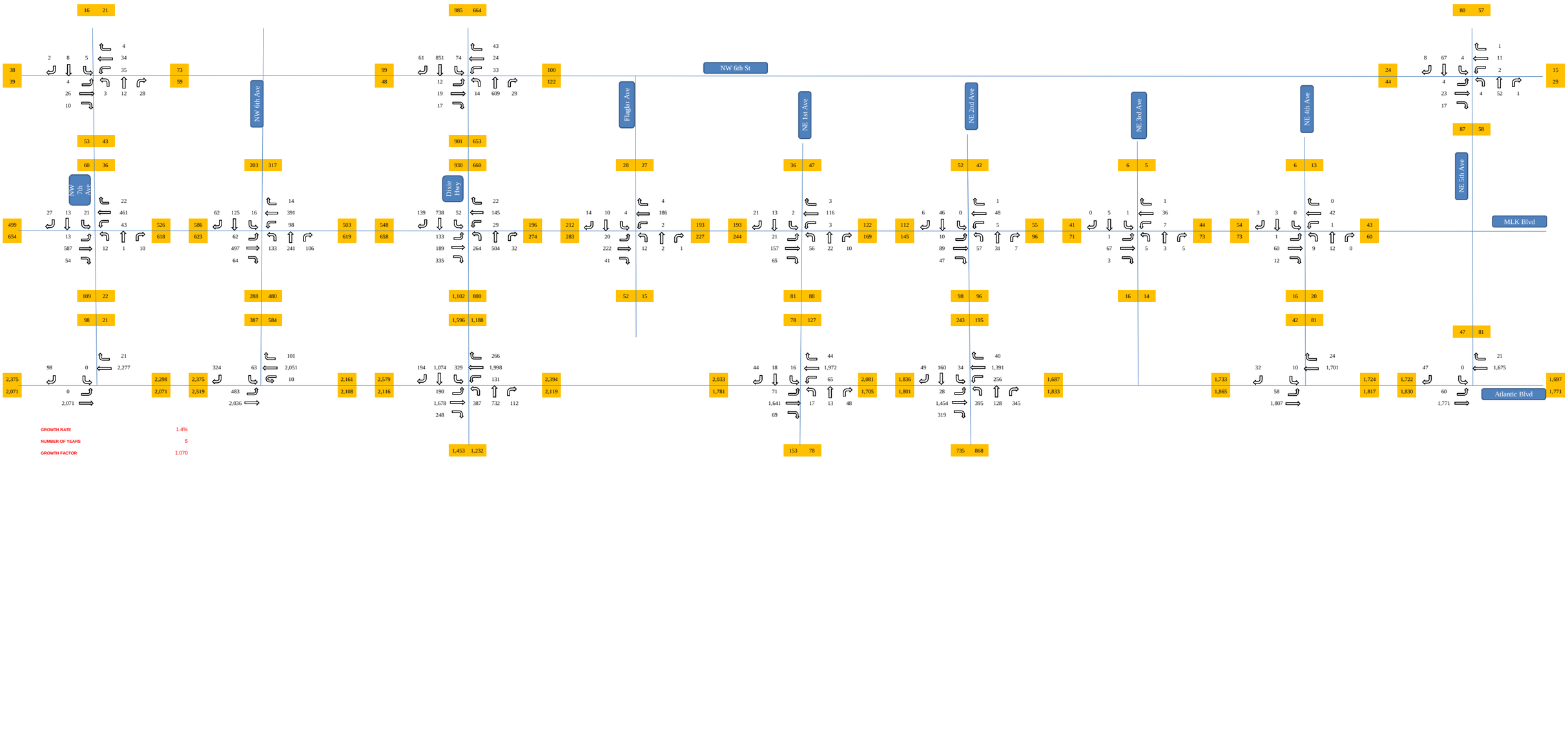
AM Peak Hour - Future 2015 Turning Movement Counts w/o project



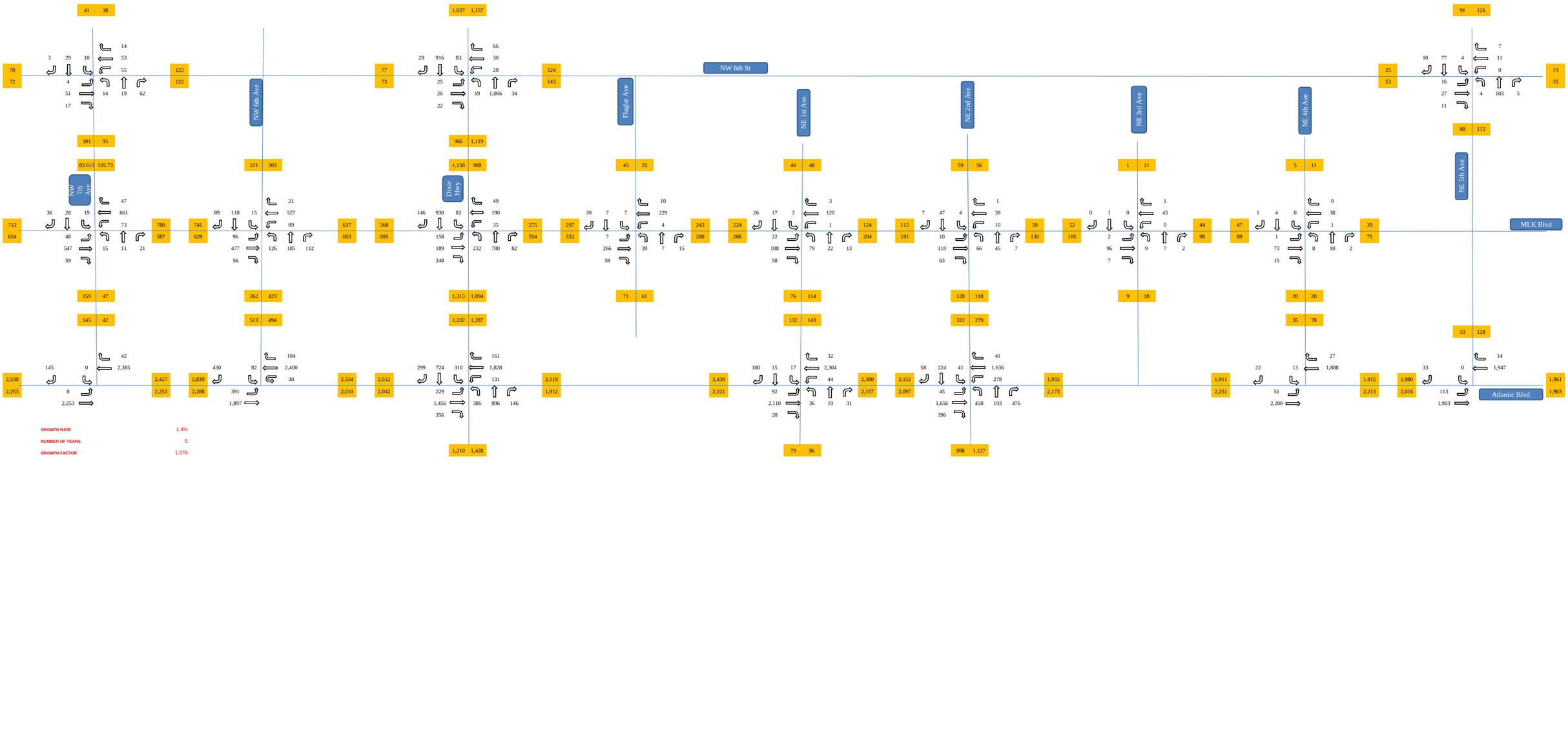
PM Peak Hour - Future 2015 Turning Movement Counts w/o project



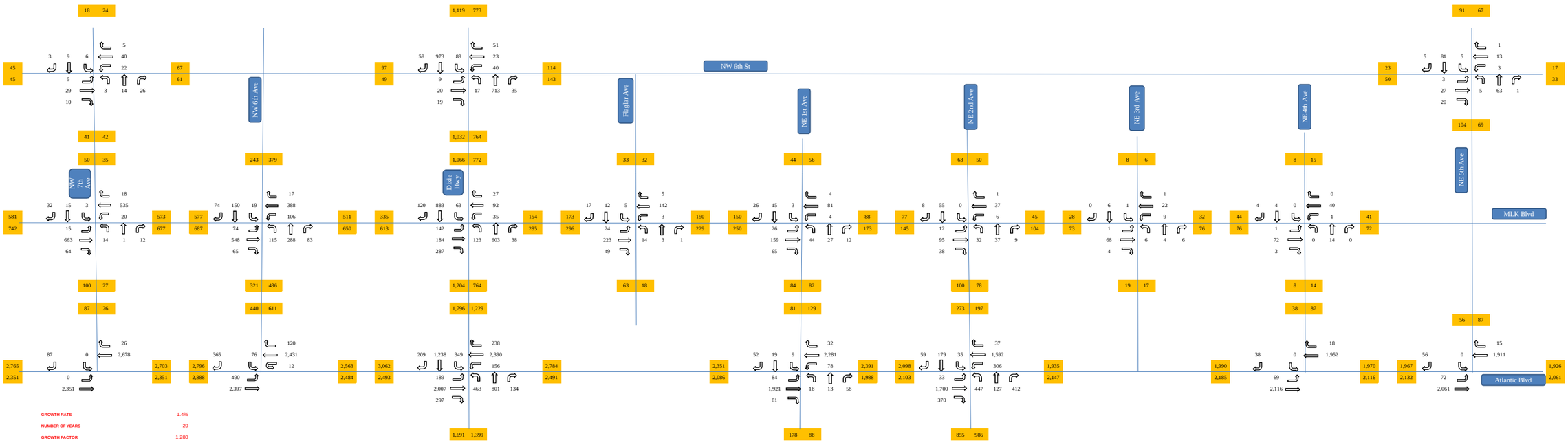
AM Peak Hour - Future 2015 Turning Movement Counts with project



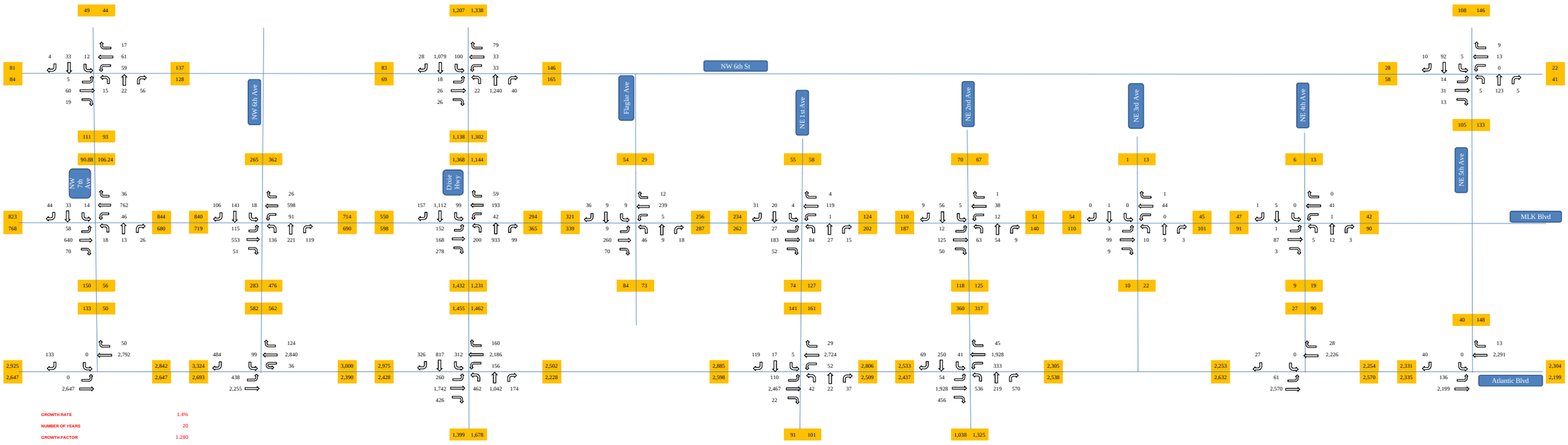
PM Peak Hour - Future 2015 Turning Movement Counts with project



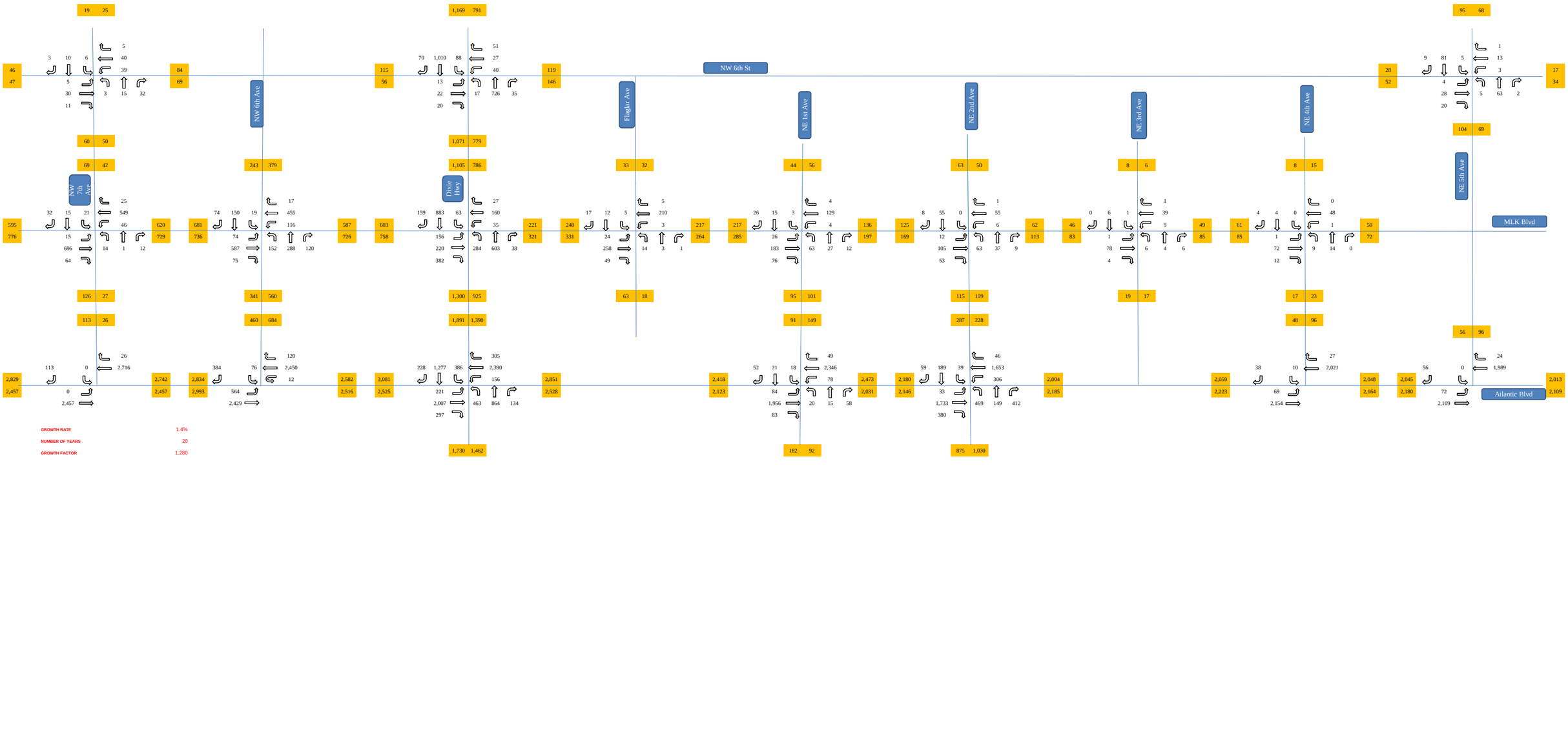
AM Peak Hour - Future 2030 Turning Movement Counts w/o project



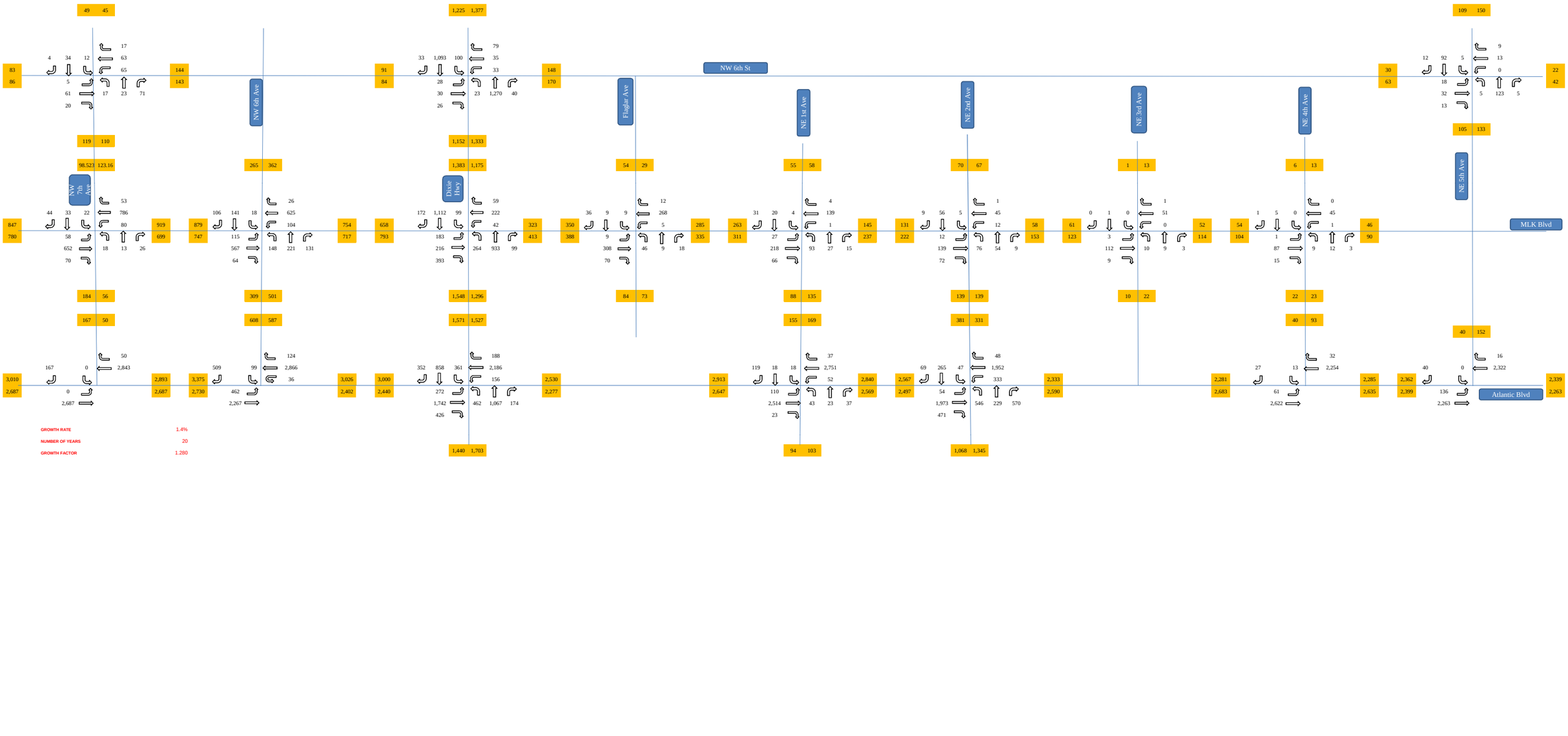
PM Peak Hour - Future 2030 Turning Movement Counts w/o project



AM Peak Hour - Future 2030 Turning Movement Counts with project



PM Peak Hour - Future 2030 Turning Movement Counts with project



APPENDIX G

Proposed Development Trips

Trip Generation

	EDIT HERE	AM Peak Hour		PM Peak Hour		Daily	
		Total Trips In	Total Trips Out	Total Trips In	Total Trips Out	Total Trips In	Total Trips Out
Office Square Footage =	120,000	191	26	36	177	109	109
Retail Square Footage =	30,000	126	137	41	52	661	661
Hotel Rooms =	250	78	50	78	69	932	932

OFFICE - ITE LU CODE 710

AM

Ln(T)=0.80 Ln(X) + 1.55, (88% entering, 12% exiting) 5.379993394 7.336368642

X= Square feet per 1000

T=Total Trips

PM

T=1.12(X) + 78.81, (17% entering, 83% exiting)

X= Square feet per 1000

T=Total Trips

DAILY

Ln(T)=0.77 Ln(X) + 3.65, (50% entering, 50% exiting)

X= Square feet per 1000

T=Total Trips

RETAIL - ITE LU CODE 814

AM - *PEAK HOUR OF GENERATOR*

T=4.91 (X) + 115.59, (48% entering, 52% exiting)

X= Square feet per 1000

T=Total Trips

PM

T=2.40 (X) + 21.48, (44% entering, 56% exiting)

X= Square feet per 1000

T=Total Trips

DAILY

T=42.78 (X) + 37.66, (50% entering, 50% exiting)

X= Square feet per 1000

T=Total Trips

HOTEL

AM

Ln(T)= 1.24 Ln(X) - 2.0, (61% entering, 39% exiting) 4.846611538

X= Rooms

T=Total Trips

PM

T = 0.59 (X), (53% entering, 47% exiting)

X= Rooms

T=Total Trips

DAILY

T=Total Trips

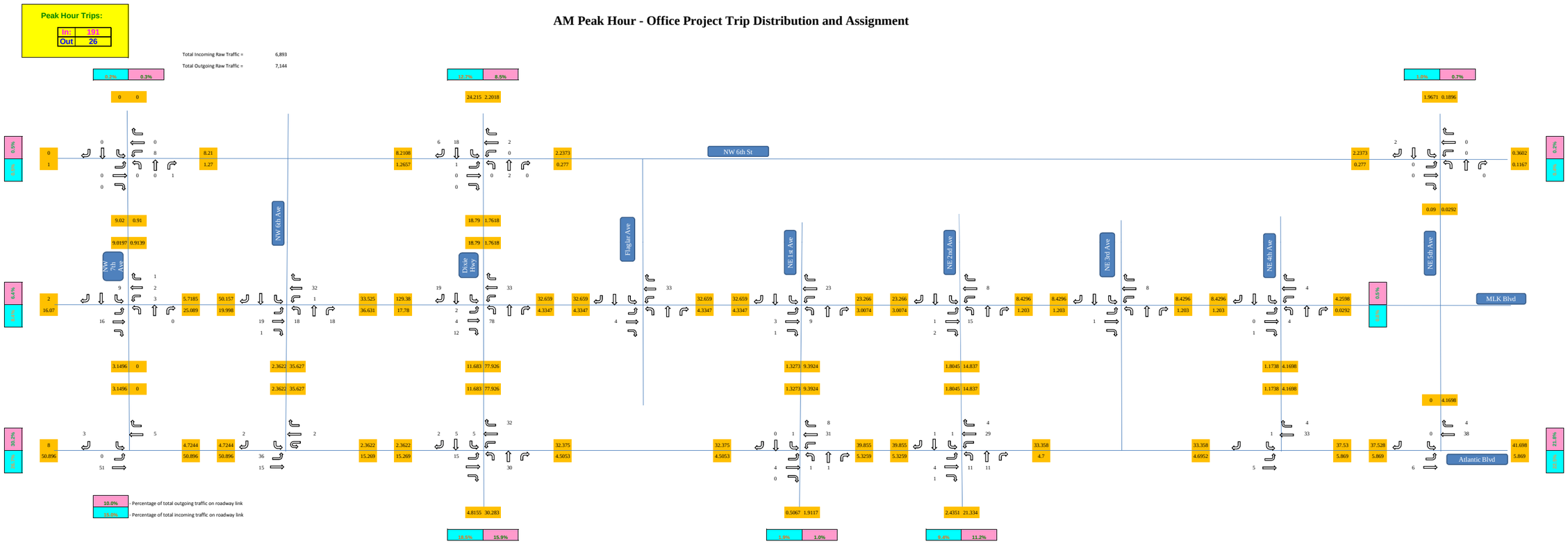
AM Peak Hour - Office Project Trip Distribution and Assignment

Peak Hour Trips:

In:	191
Out	26

Total Incoming Raw Traffic = 6,893

Total Outgoing Raw Traffic = 7,144



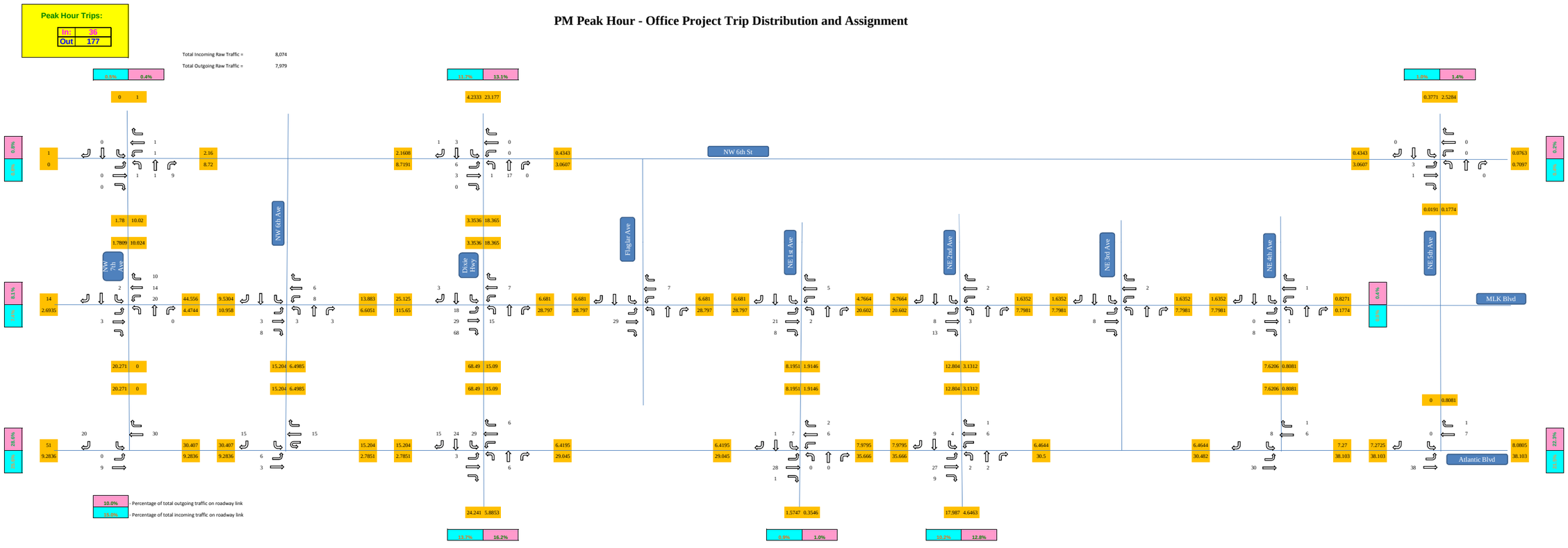
PM Peak Hour - Office Project Trip Distribution and Assignment

Peak Hour Trips:

In:	38
Out	177

Total Incoming Raw Traffic = 8,074

Total Outgoing Raw Traffic = 7,979



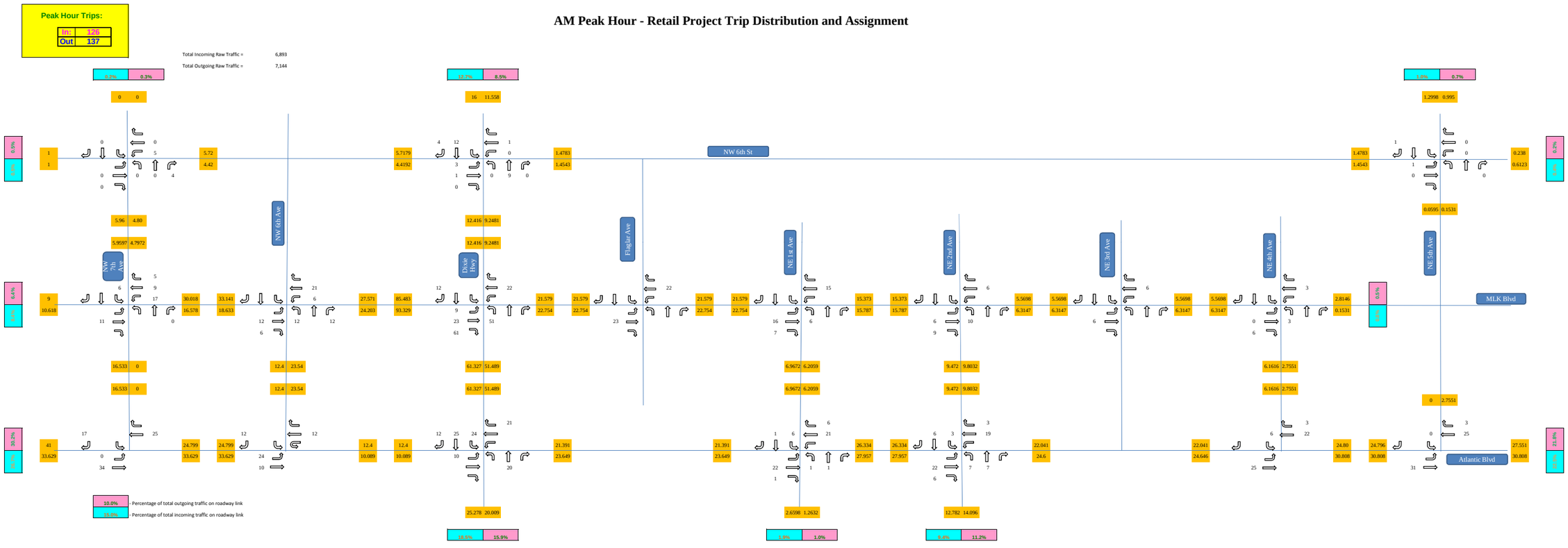
AM Peak Hour - Retail Project Trip Distribution and Assignment

Peak Hour Trips:

In:	126
Out	137

Total Incoming Raw Traffic = 6,893

Total Outgoing Raw Traffic = 7,144



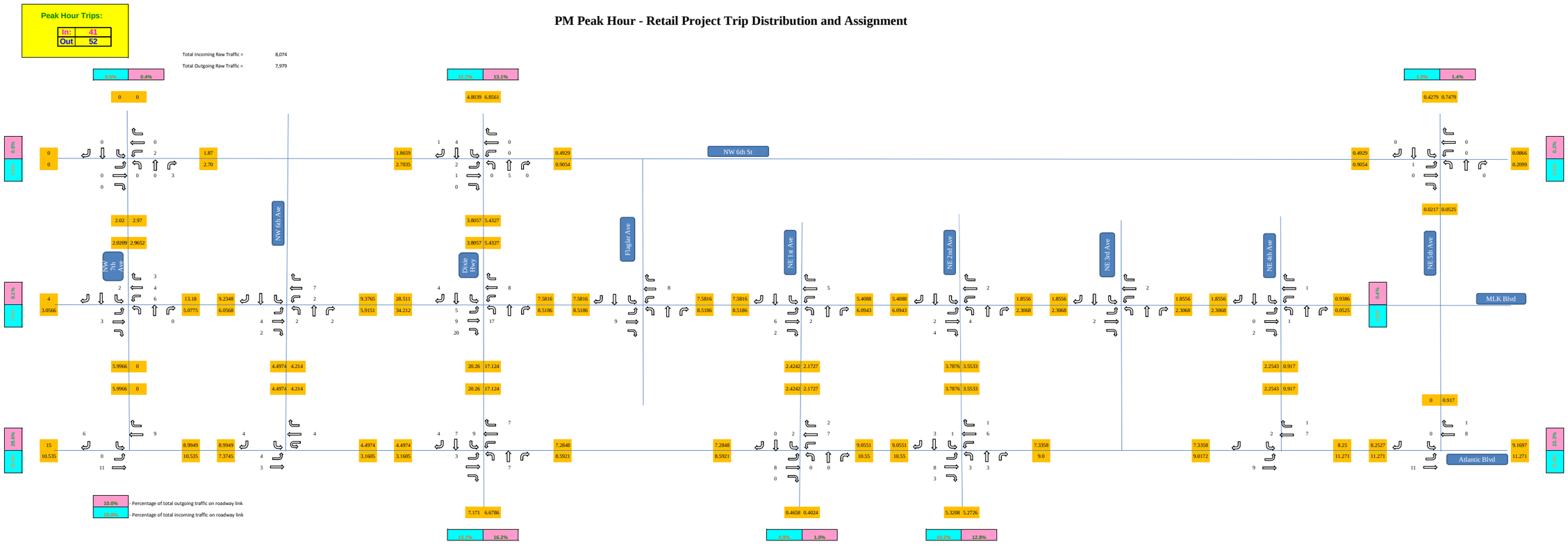
PM Peak Hour - Retail Project Trip Distribution and Assignment

Peak Hour Trips:

In:	41
Out	52

Total Incoming Raw Traffic = 8,074

Total Outgoing Raw Traffic = 7,979



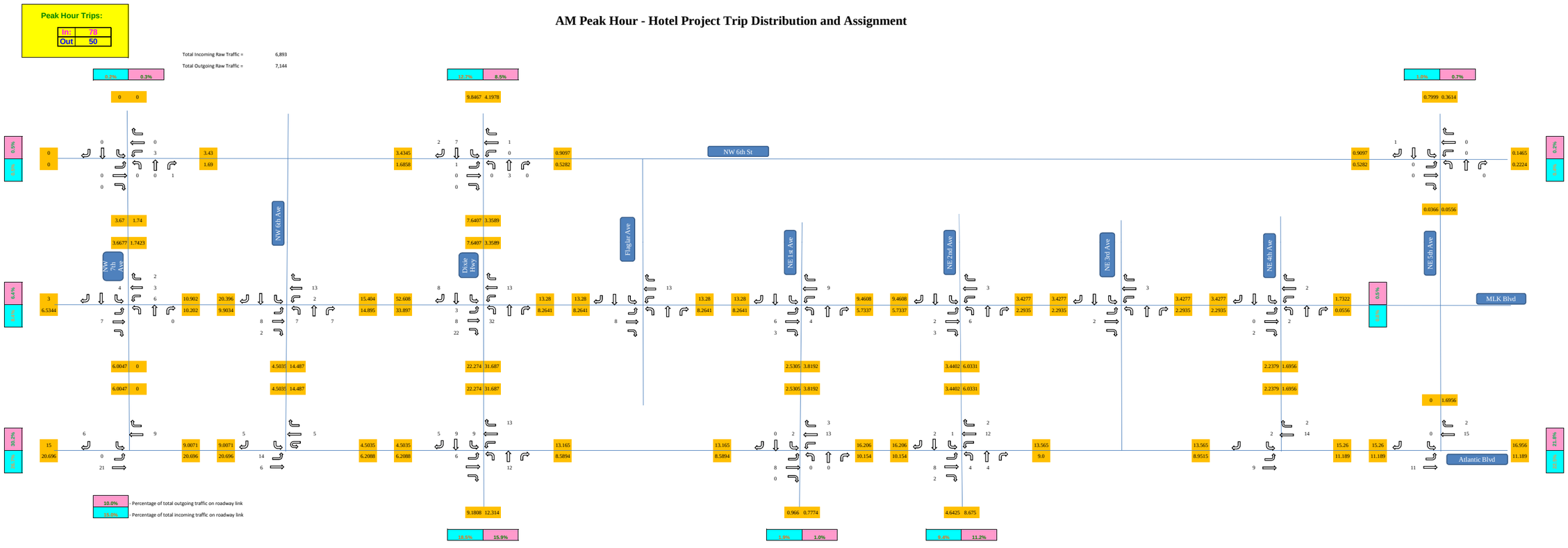
AM Peak Hour - Hotel Project Trip Distribution and Assignment

Peak Hour Trips:

In:	78
Out	50

Total Incoming Raw Traffic = 6,893

Total Outgoing Raw Traffic = 7,144



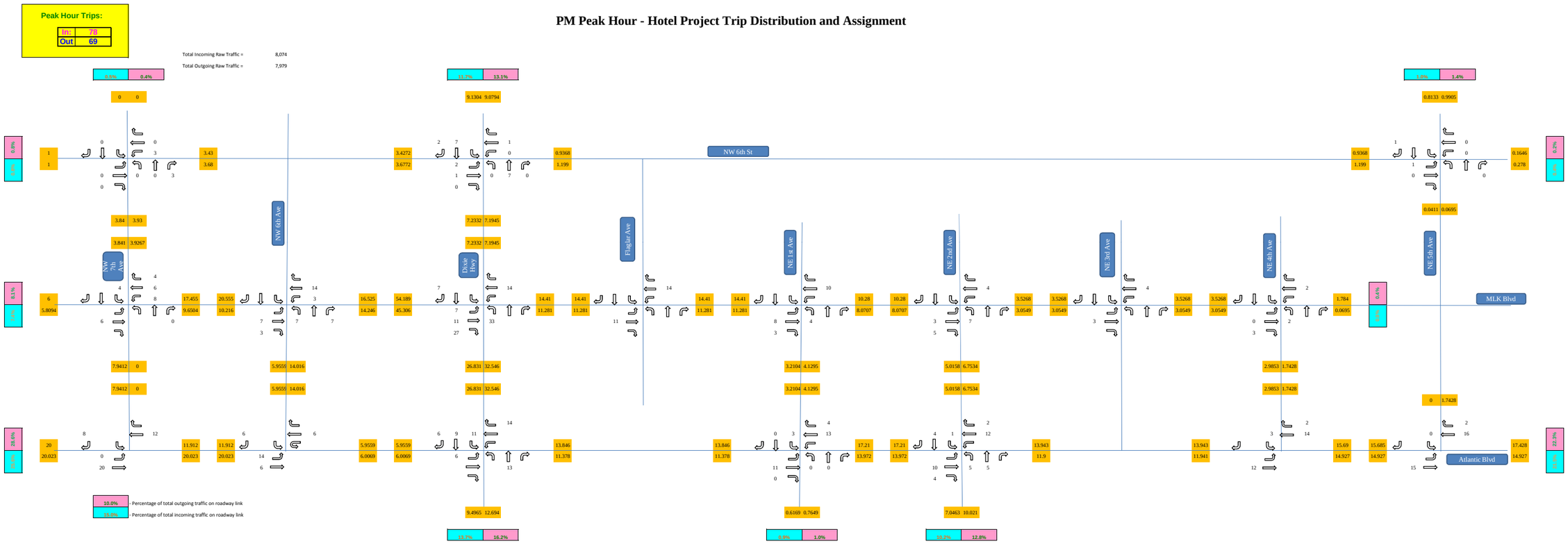
PM Peak Hour - Hotel Project Trip Distribution and Assignment

Peak Hour Trips:

In:	78
Out	69

Total Incoming Raw Traffic = 8,074

Total Outgoing Raw Traffic = 7,979



APPENDIX H

HCM Intersection Operational Analysis

Operational Analysis

NW 6th Street at NW 7th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.9		2.5		9.1	A	9.7	A	4.4	
	PM Peak	0.5		3.3		9.9	A	11.0	B	5.4	
No Build (2015)	AM Peak	0.8		2.5		9.2	A	9.7	A	4.4	
	PM Peak	0.4		3.4		10.0	B	11.2	B	5.5	
Build (2015)	AM Peak	0.8		3.6		9.3	A	10.1	B	5.0	
	PM Peak	0.4		3.6		10.1	B	11.5	B	5.8	
No Build (2030)	AM Peak	0.9		2.5		9.3	A	9.9	A	4.6	
	PM Peak	0.5		3.4		10.5	B	12.0	B	5.7	
Build (2030)	AM Peak	0.8		3.5		9.5	A	10.3	B	5.1	
	PM Peak	0.5		3.6		10.6	B	12.3	B	6.0	

NW 6th Street at Dixie Highway		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	71.8	E	66.5	E	5.1	A	6.9	A	11.1	B
	PM Peak	71.5	E	70.3	E	21.4	C	7.6	A	19.2	B
No Build (2015)	AM Peak	70.6	E	65.0	E	8.0	A	7.6	A	12.4	B
	PM Peak	71.1	E	70.2	E	6.2	A	8.1	A	12.1	B
Build (2015)	AM Peak	71.2	E	67.4	E	7.6	A	7.8	A	12.7	B
	PM Peak	69.6	E	70.1	E	7.0	A	8.7	A	13.0	B
No Build (2030)	AM Peak	71.3	E	66.5	E	7.3	A	8.5	A	12.7	B
	PM Peak	70.1	E	69.8	E	8.1	A	9.8	A	13.8	B
Build (2030)	AM Peak	71.2	E	66.9	E	7.5	A	8.8	A	13.2	B
	PM Peak	69.8	E	74.6	E	8.5	A	10.1	B	14.6	B

NW 6th Street at NE 5th Avenue		Roundabout									
		EB		WB		NB		SB		Maximum	
		Low V/C	High V/C	Low V/C	High V/C	Low V/C	High V/C	Low V/C	High V/C	Low V/C	High V/C
Existing	AM Peak	0.04	0.03	0.01	0.01	0.05	0.04	0.07	0.06	0.07	0.06
	PM Peak	0.05	0.04	0.02	0.02	0.12	0.10	0.09	0.08	0.05	0.04
No Build (2015)	AM Peak	0.04	0.03	0.01	0.01	0.05	0.05	0.07	0.06	0.07	0.06
	PM Peak	0.06	0.05	0.02	0.02	0.12	0.10	0.10	0.08	0.12	0.10
Build (2015)	AM Peak	0.04	0.04	0.01	0.01	0.05	0.05	0.07	0.06	0.07	0.06
	PM Peak	0.06	0.05	0.02	0.02	0.12	0.10	0.10	0.08	0.12	0.10
No Build (2030)	AM Peak	0.05	0.04	0.02	0.01	0.07	0.06	0.09	0.07	0.09	0.07
	PM Peak	0.07	0.06	0.03	0.02	0.15	0.12	0.12	0.10	0.15	0.12
Build (2030)	AM Peak	0.05	0.04	0.02	0.01	0.07	0.06	0.09	0.08	0.09	0.08
	PM Peak	0.07	0.06	0.03	0.02	0.15	0.12	0.12	0.10	0.15	0.12

Dr. Martin Luther King Boulevard at NW 7th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.2		0.3		14.2	B	12.6	B	0.9	
	PM Peak	0.7		0.5		16.3	C	16.9	C	1.9	
No Build (2015)	AM Peak	0.2		0.3		14.9	B	13.1	B	1.0	
	PM Peak	0.7		0.5		17.7	C	18.6	C	2.1	
Build (2015)	AM Peak	0.2		0.8		15.7	C	15.8	C	1.5	
	PM Peak	0.7		0.9		19.0	C	22.1	C	2.5	
No Build (2030)	AM Peak	0.2		0.3		16.9	C	14.4	B	1.1	
	PM Peak	0.7		0.5		21.5	C	22.9	C	2.4	
Build (2030)	AM Peak	0.2		0.7		18.0	C	18.0	C	1.6	
	PM Peak	0.7		0.9		24.1	C	30.2	D	3.1	

Dr. Martin Luther King Boulevard at NW 6th Avenue		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	9.0	A	8.1	A	38.8	D	37.5	D	19.9	B
	PM Peak	8.2	A	8.5	A	61.5	E	40.4	D	23.9	C
No Build (2015)	AM Peak	9.8	A	8.6	A	38.4	D	37.5	D	20.2	C
	PM Peak	9.0	A	8.7	A	43.9	D	34.9	C	19.7	B
Build (2015)	AM Peak	10.3	B	9.1	A	45.5	D	36.0	D	22.2	C
	PM Peak	9.9	A	10.4	B	40.2	D	32.4	C	19.4	B
No Build (2030)	AM Peak	11.9	B	10.4	B	38.3	D	40.0	D	21.7	C
	PM Peak	11.5	B	8.3	A	38.7	D	33.0	C	19.0	B
Build (2030)	AM Peak	13.3	B	10.9	B	45.4	D	36.7	D	23.8	C
	PM Peak	12.4	B	8.9	A	33.9	C	30.8	C	18.1	B

Dr. Martin Luther King Boulevard at Dixie Highway		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	61.8	E	71.5	E	5.6	A	12.3	B	25.5	C
	PM Peak	52.0	D	72.3	E	20.2	C	21.9	C	30.7	C
No Build (2015)	AM Peak	60.5	E	72.4	E	5.3	A	11.0	B	24.6	C
	PM Peak	56.3	E	75.3	E	13.8	B	20.0	C	28.7	C
Build (2015)	AM Peak	56.6	E	73.7	E	23.0	C	19.5	B	34.1	C
	PM Peak	56.3	E	77.6	E	21.9	C	25.4	C	35.4	D
Build (2015)	AM Peak	51.6	D	74.4	E	23.0	C	19.5	B	32.9	D
	PM Peak	53.0	D	77.6	E	21.9	C	25.4	C	34.7	C
No Build (2030)	AM Peak	60.7	E	73.0	E	4.3	A	12.7	B	25.2	C
	PM Peak	60.3	E	76.6	E	27.3	C	31.4	C	38.7	D
Build (2030)	AM Peak	60.8	E	75.6	E	32.0	C	24.0	C	39.5	D
	PM Peak	61.9	E	80.2	F	32.8	C	44.8	D	47.3	D
Build (2030)	AM Peak	51.6	D	75.6	E	31.8	C	25.1	C	37.5	D
	PM Peak	51.4	D	77.3	E	33.8	C	48.6	D	46.5	D

NE 3rd Street at N. Flaglar Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.7		0.1		11.5	B	10.3	B	1.6	
	PM Peak	0.3		0.2		13.0	B	10.7	B	2.3	
No Build (2015)	AM Peak	0.7		0.1		11.8	B	10.5	B	1.6	
	PM Peak	0.2		0.2		13.5	B	10.8	B	2.3	
Build (2015)	AM Peak	0.7		0.1		13.2	B	11.4	B	1.4	
	PM Peak	0.2		0.2		14.9	B	11.4	B	2.2	
No Build (2030)	AM Peak	0.8		0.2		13.0	B	11.1	B	1.7	
	PM Peak	0.3		0.2		15.9	C	11.7	B	2.7	
Build (2030)	AM Peak	0.8		0.1		14.7	B	12.1	B	1.6	
	PM Peak	0.3		0.2		17.9	C	12.4	B	2.7	

NE 3rd Street at NE 1st Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	8.5	A	7.8	A	8.1	A	7.5	A	8.2	A
	PM Peak	9.0	A	8.3	A	8.7	A	7.8	A	8.7	A
No Build (2015)	AM Peak	8.6	A	7.9	A	8.2	A	7.6	A	8.3	A
	PM Peak	9.3	A	8.4	A	8.9	A	7.9	A	8.9	A
Build (2015)	AM Peak	9.3	A	8.5	A	8.7	A	7.9	A	8.9	A
	PM Peak	10.1	B	8.8	A	9.2	A	8.2	A	9.5	A
No Build (2030)	AM Peak	9.3	A	8.2	A	8.5	A	7.8	A	8.8	A
	PM Peak	10.2	B	8.9	A	9.4	A	8.3	A	9.6	A
Build (2030)	AM Peak	10.0	B	8.8	A	9.1	A	8.2	A	9.4	A
	PM Peak	11.3	B	9.3	A	9.8	A	8.6	A	10.3	B

NE 3rd Street at NE 2nd Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	8.2	A	7.8	A	8.0	A	7.8	A	8.0	A
	PM Peak	8.2	A	7.8	A	8.2	A	7.8	A	8.1	A
No Build (2015)	AM Peak	8.3	A	7.8	A	8.1	A	7.9	A	8.1	A
	PM Peak	8.3	A	7.9	A	8.3	A	7.9	A	8.2	A
Build (2015)	AM Peak	8.8	A	8.2	A	8.8	A	8.2	A	8.6	A
	PM Peak	8.6	A	8.0	A	8.6	A	8.0	A	8.5	A
No Build (2030)	AM Peak	8.8	A	8.1	A	8.5	A	8.2	A	8.5	A
	PM Peak	8.8	A	8.1	A	8.7	A	8.1	A	8.6	A
Build (2030)	AM Peak	9.4	A	8.5	A	9.2	A	8.5	A	9.1	A
	PM Peak	9.2	A	8.2	A	9.0	A	8.3	A	8.9	A

NE 3rd Street at NE 3rd Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	7.3	A	7.2	A	7.1	A	7.2	A	7.3	A
	PM Peak	7.6	A	7.3	A	7.4	A	7.3	A	7.5	A
No Build (2015)	AM Peak	7.4	A	7.3	A	7.1	A	7.3	A	7.3	A
	PM Peak	7.6	A	7.3	A	7.5	A	7.3	A	7.5	A
Build (2015)	AM Peak	7.5	A	7.4	A	7.2	A	7.3	A	7.4	A
	PM Peak	7.8	A	7.4	A	7.5	A	7.4	A	7.6	A
No Build (2030)	AM Peak	7.5	A	7.3	A	7.2	A	7.3	A	7.4	A
	PM Peak	7.8	A	7.4	A	7.6	A	7.4	A	7.7	A
Build (2030)	AM Peak	7.6	A	7.4	A	7.3	A	7.4	A	7.5	A
	PM Peak	8.0	A	7.5	A	7.6	A	7.5	A	7.8	A

NE 3rd Street at NE 4th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.1		0.2		9.7	A	9.1	A	1.6	
	PM Peak	0.1		0.2		9.6	A	9.5	A	1.7	
No Build (2015)	AM Peak	0.1		0.2		9.8	A	9.1	A	1.6	
	PM Peak	0.1		0.2		9.7	A	9.6	A	1.7	
Build (2015)	AM Peak	0.1		0.2		9.8	A	9.2	A	1.9	
	PM Peak	0.1		0.2		9.8	A	9.7	A	1.6	
No Build (2030)	AM Peak	0.1		0.2		10.0	A	9.2	A	1.6	
	PM Peak	0.1		0.2		9.9	A	9.8	A	1.7	
Build (2030)	AM Peak	0.1		0.2		10.0	B	9.3	A	1.9	
	PM Peak	0.1		0.2		10.0		9.9	A	1.7	

Atlantic Boulevard at NW 7th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.0		0.0				10.2	B	0.2	
	PM Peak	0.0		0.0				11.0	B	0.3	
No Build (2015)	AM Peak	0.0		0.0				10.4	B	0.2	
	PM Peak	0.0		0.0				12.0	B	0.3	
Build (2015)	AM Peak	0.0		0.0				11.4	B	0.3	
	PM Peak	0.0		0.0				13.0	B	0.4	
No Build (2030)	AM Peak	0.0		0.0				12.4	B	0.2	
	PM Peak	0.0		0.0				14.2	B	0.3	
Build (2030)	AM Peak	0.0		0.0				12.8	B	0.3	
	PM Peak	0.0		0.0				15.2	C	0.4	

Atlantic Boulevard at NW 6th Avenue		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	23.9	C	11.2	B			84.3	F	22.9	C
	PM Peak	82.2	F	12.6	B			90.2	F	49.7	D
No Build (2015)	AM Peak	14.5	B	6.3	A			71.3	E	15.2	B
	PM Peak	17.2	B	12.4	B			79.7	E	20.7	C
Build (2015)	AM Peak	12.6	B	10.0	A			71.1	E	15.9	B
	PM Peak	18.0	B	19.4	B			90.3	F	25.6	C
Build (2015)	AM Peak	17.5	B	5.1	A			71.5	E	16.3	B
	PM Peak	22.9	B	14.4	B			89.7	F	25.3	C
No Build (2030)	AM Peak	12.2	B	46.9	D			71.1	E	31.7	C
	PM Peak	33.7	D	81.3	F			91.7	F	61.8	E
Build (2030)	AM Peak	17.3	B	51.0	D			72.4	E	35.9	D
	PM Peak	43.8	D	86.4	F			103.6	F	69.8	E
Build (2030)	AM Peak	16.3	B	6.1	A			78.9	E	16.7	B
	PM Peak	12.5	B	51.9	D			88.4	F	38.5	D

Atlantic Boulevard at Dixie Highway		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	40.4	D	46.2	D	83.8	F	111.3	F	64.5	E
	PM Peak	39.2	D	50.0	D	96.2	F	56.7	E	57.6	E
No Build (2015)	AM Peak	57.5	E	61.5	E	75.2	E	84.7	F	67.5	E
	PM Peak	47.1	D	46.1	D	84.0	F	66.6	E	58.0	E
Build (2015)	AM Peak	63.8	E	60.2	E	76.4	E	98.2	F	72.2	E
	PM Peak	50.5	D	47.0	D	85.5	F	87.2	F	63.7	E
No Build (2030)	AM Peak	86.3	F	134.3	F	126.1	F	126.9	F	117.2	F
	PM Peak	64.1	E	90.7	F	135.7	F	102.0	F	94.1	F
Build (2030)	AM Peak	95.7	F	133.6	F	128.1	F	146.6	F	124.5	F
	PM Peak	66.9	E	90.1	F	142.3	F	132.9	F	102.2	F

Atlantic Boulevard at NE 1st Avenue		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	10.1	B	3.7	A	75.0	E	74.3	E	9.1	A
	PM Peak	13.2	B	9.8	A	74.9	E	64.8	E	13.9	B
No Build (2015)	AM Peak	3.6	A	3.4	A	75.0	E	74.2	E	6.1	A
	PM Peak	5.3	A	4.5	A	75.3	E	71.8	E	7.8	A
Build (2015)	AM Peak	2.8	A	3.8	A	75.0	E	74.2	E	6.1	A
	PM Peak	5.4	A	4.7	A	75.6	E	71.6	E	8.1	A
No Build (2030)	AM Peak	3.0	A	4.3	A	74.7	E	73.8	E	6.3	A
	PM Peak	6.1	A	5.6	A	76.5	E	71.1	E	8.8	A
Build (2030)	AM Peak	3.1	A	4.5	A	75.7	E	73.7	E	6.6	A
	PM Peak	6.2	A	5.9	A	76.9	E	70.7	E	9.1	A

Atlantic Boulevard at NE 2nd Avenue		Signalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	37.0	D	32.1	C	52.4	D	74.8	E	40.0	D
	PM Peak	56.7	E	48.0	D	44.2	D	75.1	E	52.0	D
No Build (2015)	AM Peak	13.1	B	29.3	C	64.8	E	74.8	E	31.8	C
	PM Peak	34.7	C	42.5	D	57.1	E	74.7	E	44.4	D
Build (2015)	AM Peak	5.1	A	30.9	C	65.1	E	74.9	E	33.5	C
	PM Peak	42.9	D	44.7	D	56.4	E	74.4	E	48.2	D
Build (2015)	AM Peak	12.8	B	28.1	C	67.9	E	72.4	E	32.0	C
	PM Peak	22.5	C	36.5	D	68.3	E	68.7	E	37.5	D
No Build (2030)	AM Peak	25.3	C	34.4	C	60.4	E	75.0	E	37.7	D
	PM Peak	60.3	E	61.8	E	74.7	E	74.4	E	64.6	E
Build (2030)	AM Peak	30.1	C	36.8	D	59.5	E	75.6	E	40.5	D
	PM Peak	69.4	E	64.0	E	83.7	F	75.0	E	70.8	E
Build (2030)	AM Peak	13.2	B	34.3	C	68.3	E	70.9	E	34.4	C
	PM Peak	36.1	D	45.8	D	76.9	E	75.9	E	50.2	D

Atlantic Boulevard at NE 4th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.5		0.0				17.2	C	0.4	
	PM Peak	0.4		0.0				19.3	C	0.3	
No Build (2015)	AM Peak	0.5		0.0				18.5	C	0.4	
	PM Peak	0.5		0.0				21.0	C	0.4	
Build (2015)	AM Peak	0.6		0.0				30.6	D	0.6	
	PM Peak	0.5		0.0				44.8	E	0.6	
No Build (2030)	AM Peak	0.7		0.0				15.3	C	0.5	
	PM Peak	0.7		0.0				16.8	C	0.5	
Build (2030)	AM Peak	0.8		0.0				31.1	D	0.7	
	PM Peak	0.7		0.0				55.3	F	0.8	

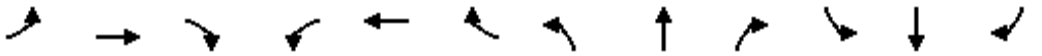
Atlantic Boulevard at NE 5th Avenue		Unsignalized									
		EB		WB		NB		SB		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Existing	AM Peak	0.5		0.0				17.2	C	0.5	
	PM Peak	1.2		0.0				19.9	C	0.8	
No Build (2015)	AM Peak	0.5		0.0				18.6	C	0.5	
	PM Peak	1.5		0.0				21.8	C	0.9	
Build (2015)	AM Peak	0.6		0.0				19.7	C	0.5	
	PM Peak	1.5		0.0				22.3	C	0.9	
No Build (2030)	AM Peak	0.7		0.0				15.4	C	0.6	
	PM Peak	3.1		0.0				17.2	C	1.7	
Build (2030)	AM Peak	0.8		0.0				16.0	C	0.6	
	PM Peak	3.2		0.0				17.5	C	1.8	

Notes:
The HCM does not compute LOS for free flow movements or the overall intersection LOS for two-way stop control

APPENDIX I

Synchro Printouts

2010 Existing Conditions – AM Peak Hour



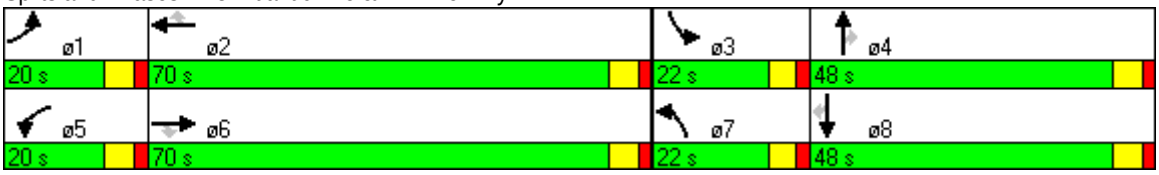
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	1568	232	122	1867	186	362	626	105	273	967	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			61			87			135
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	153	1616	239	126	1925	192	373	645	108	281	997	168
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1616	239	126	1925	192	373	645	108	281	997	168
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	20.0	70.0	70.0	20.0	70.0	70.0	22.0	48.0	48.0	22.0	48.0	48.0
Total Split (%)	12.5%	43.8%	43.8%	12.5%	43.8%	43.8%	13.8%	30.0%	30.0%	13.8%	30.0%	30.0%
Maximum Green (s)	14.0	64.0	64.0	14.0	64.0	64.0	16.0	42.0	42.0	16.0	42.0	42.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

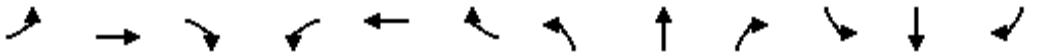
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.9	64.8	64.8	13.2	67.1	67.1	16.0	42.8	42.8	15.2	42.0	42.0
Actuated g/C Ratio	0.07	0.40	0.40	0.08	0.42	0.42	0.10	0.27	0.27	0.10	0.26	0.26
v/c Ratio	0.65	0.79	0.34	0.86	0.91	0.27	1.09	0.68	0.22	0.86	1.07	0.33
Control Delay	100.4	38.6	11.5	116.8	44.8	16.1	138.4	57.0	13.8	88.3	116.3	24.3
Queue Delay	0.0	0.0	0.0	0.0	30.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.4	38.6	11.5	116.8	75.1	16.1	138.4	57.0	13.8	88.3	116.3	24.3
LOS	F	D	B	F	E	B	F	E	B	F	F	C
Approach Delay		40.0			72.4			79.9			100.2	
Approach LOS		D			E			E			F	
Queue Length 50th (ft)	81	547	53	137	774	71	~224	322	17	151	~615	54
Queue Length 95th (ft)	128	589	76	#250	#805	99	#335	395	68	#223	#758	120
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	300	2058	713	155	2120	699	343	946	487	343	929	515
Starvation Cap Reductn	0	0	0	0	309	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.79	0.34	0.81	1.06	0.27	1.09	0.68	0.22	0.82	1.07	0.33

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 47 (29%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 70.0 Intersection LOS: E
Intersection Capacity Utilization 97.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

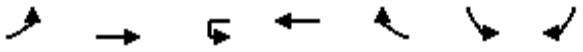




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	148	1568	232	122	1867	186	362	626	105	273	967	163
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	153	1616	239	126	1925	192	373	645	108	281	997	168
RTOR Reduction (vph)	0	0	72	0	0	35	0	0	64	0	0	100
Lane Group Flow (vph)	153	1616	167	126	1925	157	373	645	44	281	997	68
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.9	64.8	64.8	13.2	67.1	67.1	16.0	42.8	42.8	15.2	42.0	42.0
Effective Green, g (s)	10.9	64.8	64.8	13.2	67.1	67.1	16.0	42.8	42.8	15.2	42.0	42.0
Actuated g/C Ratio	0.07	0.40	0.40	0.08	0.42	0.42	0.10	0.27	0.27	0.10	0.26	0.26
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	234	2059	641	146	2121	664	343	947	423	326	929	416
v/s Ratio Prot	0.04	0.32		c0.07	c0.38		c0.11	0.18		0.08	c0.28	
v/s Ratio Perm			0.11			0.10			0.03			0.04
v/c Ratio	0.65	0.78	0.26	0.86	0.91	0.24	1.09	0.68	0.10	0.86	1.07	0.16
Uniform Delay, d1	72.7	41.5	31.7	72.5	43.5	29.9	72.0	52.5	44.2	71.4	59.0	45.5
Progression Factor	1.22	0.85	0.66	1.05	0.87	0.72	1.00	1.00	1.00	0.91	1.22	1.95
Incremental Delay, d2	4.4	2.7	0.9	34.6	6.7	0.8	74.0	1.9	0.1	19.3	50.9	0.1
Delay (s)	93.4	38.1	21.6	110.6	44.4	22.4	146.0	54.3	44.2	83.9	122.8	88.8
Level of Service	F	D	C	F	D	C	F	D	D	F	F	F
Approach Delay (s)		40.4			46.2			83.8			111.3	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	64.5	HCM Level of Service	E
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	383	1873	9	1899	94	59	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.043		0.095			0.950	
Satd. Flow (perm)	80	5085	177	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					48		124
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	407	1993	10	2020	100	63	303
Shared Lane Traffic (%)							
Lane Group Flow (vph)	407	1993	10	2020	100	63	303
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	17.0	105.0	105.0	105.0	105.0	38.0	38.0
Total Split (%)	10.6%	65.6%	65.6%	65.6%	65.6%	23.8%	23.8%
Maximum Green (s)	11.5	99.5	99.5	99.5	99.5	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	124.9	124.9	87.6	87.6	87.6	23.6	23.6
Actuated g/C Ratio	0.78	0.78	0.55	0.55	0.55	0.15	0.15
v/c Ratio	1.03	0.50	0.10	0.73	0.11	0.24	0.89
Control Delay	99.3	7.5	8.8	11.4	2.7	59.7	66.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.3	7.5	8.8	11.4	2.7	59.7	66.2
LOS	F	A	A	B	A	E	E
Approach Delay		23.1		11.0		65.0	
Approach LOS		C		B		E	
Queue Length 50th (ft)	~413	246	0	157	8	59	194
Queue Length 95th (ft)	#859	360	m1	m96	m2	101	294
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	397	3980	110	3162	1003	358	419
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	1.03	0.50	0.09	0.64	0.10	0.18	0.72

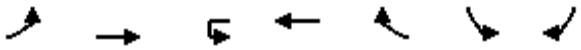
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 49 (31%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 21.0		Intersection LOS: C	
Intersection Capacity Utilization 77.1%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

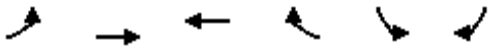
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



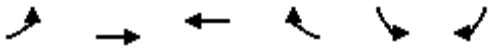
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	383	1873	9	1899	94	59	285
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.04	1.00	0.10	1.00	1.00	0.95	1.00
Satd. Flow (perm)	80	5085	178	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	407	1993	10	2020	100	63	303
RTOR Reduction (vph)	0	0	0	0	22	0	106
Lane Group Flow (vph)	407	1993	10	2020	78	63	197
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	124.9	124.9	87.7	87.7	87.7	23.6	23.6
Effective Green, g (s)	124.9	124.9	87.7	87.7	87.7	23.6	23.6
Actuated g/C Ratio	0.78	0.78	0.55	0.55	0.55	0.15	0.15
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	397	3969	98	2787	868	261	233
v/s Ratio Prot	c0.20	0.39		0.40		0.04	
v/s Ratio Perm	c0.60		0.06		0.05		c0.12
v/c Ratio	1.03	0.50	0.10	0.72	0.09	0.24	0.85
Uniform Delay, d1	55.7	6.3	17.3	27.1	17.2	60.3	66.4
Progression Factor	1.00	1.00	0.51	0.40	0.33	1.00	1.00
Incremental Delay, d2	51.8	0.5	0.9	0.7	0.1	0.2	22.8
Delay (s)	107.4	6.8	9.7	11.5	5.7	60.5	89.3
Level of Service	F	A	A	B	A	E	F
Approach Delay (s)		23.9		11.2		84.3	
Approach LOS		C		B		F	

Intersection Summary			
HCM Average Control Delay	22.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1837	2092	20	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5080	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5080	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1894	2157	21	0	70
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1894	2178	0	0	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

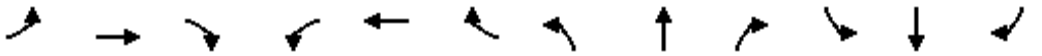
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1837	2092	20	0	68
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	1894	2157	21	0	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.70				0.70	0.70
vC, conflicting volume	2177				2798	729
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1195				2078	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	91
cM capacity (veh/h)	408				32	762

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	631	631	631	863	863	452	70
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	21	70
cSH	1700	1700	1700	1700	1700	1700	762
Volume to Capacity	0.37	0.37	0.37	0.51	0.51	0.27	0.09
Queue Length 95th (ft)	0	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.2
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.2
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

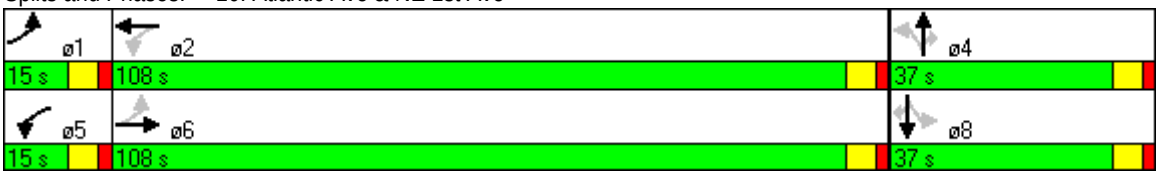


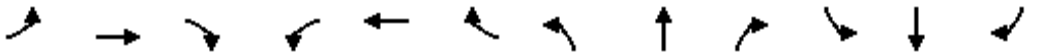
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	1501	63	61	1782	25	14	10	45	7	15	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.972		0.950		
Satd. Flow (prot)	1770	5055	0	1770	5075	0	0	1811	1583	1770	1863	1583
Flt Permitted	0.088			0.127				0.813		0.740		
Satd. Flow (perm)	164	5055	0	237	5075	0	0	1514	1583	1378	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			2				48			44
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	71	1614	68	66	1916	27	15	11	48	8	16	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	1682	0	66	1943	0	0	26	48	8	16	44
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	15.0	108.0	0.0	15.0	108.0	0.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	9.4%	67.5%	0.0%	9.4%	67.5%	0.0%	23.1%	23.1%	23.1%	23.1%	23.1%	23.1%
Maximum Green (s)	9.0	102.0		9.0	102.0		31.0	31.0	31.0	31.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	139.4	132.2		134.4	129.7			7.5	7.5	7.5	7.5	7.5
Actuated g/C Ratio	0.87	0.83		0.84	0.81			0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.33	0.40		0.27	0.47			0.37	0.40	0.12	0.18	0.38
Control Delay	11.4	9.7		4.1	3.9			87.8	27.5	76.3	77.3	28.0
Queue Delay	0.0	0.4		0.0	0.1			0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	10.1		4.1	4.0			87.8	27.5	76.3	77.3	28.0
LOS	B	B		A	A			F	C	E	E	C
Approach Delay		10.2			4.0			48.7			45.2	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	22	300		5	149			27	0	8	17	0
Queue Length 95th (ft)	m32	240		m11	149			61	45	28	43	43
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	238	4179		292	4115			293	345	267	361	342
Starvation Cap Reductn	0	1750		0	909			0	0	0	0	0
Spillback Cap Reductn	0	0		0	584			0	0	0	0	5
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.30	0.69		0.23	0.61			0.09	0.14	0.03	0.04	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.47			
Intersection Signal Delay: 8.3		Intersection LOS: A	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

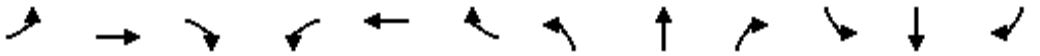
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	1501	63	61	1782	25	14	10	45	7	15	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5054		1770	5075			1811	1583	1770	1863	1583
Flt Permitted	0.09	1.00		0.13	1.00			0.81	1.00	0.74	1.00	1.00
Satd. Flow (perm)	163	5054		236	5075			1514	1583	1379	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	71	1614	68	66	1916	27	15	11	48	8	16	44
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	46	0	0	42
Lane Group Flow (vph)	71	1681	0	66	1943	0	0	26	2	8	16	2
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	138.2	131.0		133.2	128.5			6.3	6.3	6.3	6.3	6.3
Effective Green, g (s)	138.2	131.0		133.2	128.5			6.3	6.3	6.3	6.3	6.3
Actuated g/C Ratio	0.86	0.82		0.83	0.80			0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	213	4138		242	4076			60	62	54	73	62
v/s Ratio Prot	c0.01	0.33		0.01	c0.38						0.01	
v/s Ratio Perm	0.27			0.22				c0.02	0.00	0.01		0.00
v/c Ratio	0.33	0.41		0.27	0.48			0.43	0.03	0.15	0.22	0.03
Uniform Delay, d1	3.0	3.9		2.5	5.0			75.1	73.9	74.3	74.5	73.9
Progression Factor	6.61	2.40		0.90	0.66			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2		0.2	0.4			1.8	0.1	0.5	0.6	0.1
Delay (s)	20.1	9.6		2.5	3.7			76.9	74.0	74.7	75.0	74.0
Level of Service	C	A		A	A			E	E	E	E	E
Approach Delay (s)		10.1			3.7			75.0			74.3	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



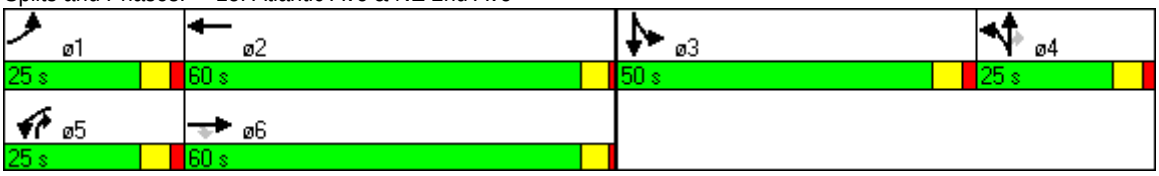
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	1328	289	239	1244	29	349	99	322	27	140	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.963	
Flt Protected	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1720	1583	1770	3408	0
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1720	1583	1770	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163		2				332		27	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	27	1369	298	246	1282	30	360	102	332	28	144	47
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	27	1369	298	246	1312	0	227	235	332	28	191	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	25.0	60.0	60.0	25.0	60.0	0.0	25.0	25.0	25.0	50.0	50.0	0.0
Total Split (%)	15.6%	37.5%	37.5%	15.6%	37.5%	0.0%	15.6%	15.6%	15.6%	31.3%	31.3%	0.0%
Maximum Green (s)	19.0	55.0	55.0	19.0	55.0		19.0	19.0	19.0	44.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

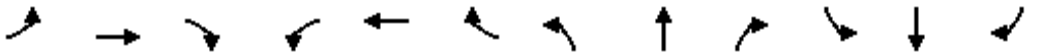
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	6.7	75.8	75.8	15.3	88.9		33.7	33.7	55.0	12.2	12.2	
Actuated g/C Ratio	0.04	0.47	0.47	0.10	0.56		0.21	0.21	0.34	0.08	0.08	
v/c Ratio	0.36	0.57	0.36	0.75	0.47		0.64	0.65	0.44	0.21	0.67	
Control Delay	83.0	35.9	21.0	84.6	23.0		67.4	67.5	5.1	71.6	73.1	
Queue Delay	0.0	0.8	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	83.0	36.8	21.0	84.6	23.0		67.4	67.5	5.1	71.6	73.1	
LOS	F	D	C	F	C		E	E	A	E	E	
Approach Delay		34.7			32.7			41.4			72.9	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	30	321	144	131	302		234	243	0	28	89	
Queue Length 95th (ft)	67	231	124	176	391		333	343	66	62	131	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	210	2410	836	411	2811		354	362	792	487	957	
Starvation Cap Reductn	0	673	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.13	0.79	0.36	0.60	0.47		0.64	0.65	0.42	0.06	0.20	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 67 (42%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 37.2 Intersection LOS: D
Intersection Capacity Utilization 69.3% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

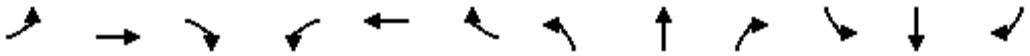




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	1328	289	239	1244	29	349	99	322	27	140	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5054		1681	1721	1583	1770	3409	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5054		1681	1721	1583	1770	3409	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	27	1369	298	246	1282	30	360	102	332	28	144	47
RTOR Reduction (vph)	0	0	86	0	1	0	0	0	230	0	25	0
Lane Group Flow (vph)	27	1369	212	246	1311	0	227	235	102	28	166	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	4.6	75.8	75.8	15.3	86.5		33.7	33.7	49.0	12.2	12.2	
Effective Green, g (s)	4.6	75.8	75.8	15.3	86.5		33.7	33.7	49.0	12.2	12.2	
Actuated g/C Ratio	0.03	0.47	0.47	0.10	0.54		0.21	0.21	0.31	0.08	0.08	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	51	2409	750	328	2732		354	362	544	135	260	
v/s Ratio Prot	0.02	c0.27		c0.07	0.26		0.14	c0.14	0.02	0.02	c0.05	
v/s Ratio Perm			0.13						0.05			
v/c Ratio	0.53	0.57	0.28	0.75	0.48		0.64	0.65	0.19	0.21	0.64	
Uniform Delay, d1	76.6	30.3	25.6	70.5	22.8		57.6	57.7	40.8	69.4	71.8	
Progression Factor	0.95	1.12	1.63	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.2	0.9	0.9	8.3	0.6		3.0	3.0	0.1	0.3	3.8	
Delay (s)	76.9	35.0	42.5	78.8	23.4		60.6	60.7	40.9	69.6	75.5	
Level of Service	E	D	D	E	C		E	E	D	E	E	
Approach Delay (s)		37.0			32.1			52.4			74.8	
Approach LOS		D			C			D			E	

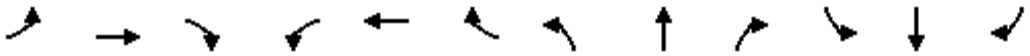
Intersection Summary			
HCM Average Control Delay	40.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	124	51	3	63	3	34	21	9	2	12	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.995			0.981			0.920	
Flt Protected		0.995			0.998			0.974			0.997	
Satd. Flow (prot)	0	1789	0	0	1850	0	0	1780	0	0	1709	0
Flt Permitted		0.995			0.998			0.974			0.997	
Satd. Flow (perm)	0	1789	0	0	1850	0	0	1780	0	0	1709	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	135	55	3	68	3	37	23	10	2	13	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	212	0	0	74	0	0	70	0	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

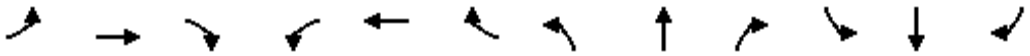
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	124	51	3	63	3	34	21	9	2	12	20
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
Hourly flow rate (vph)	22	135	55	3	68	3	37	23	10	2	13	22

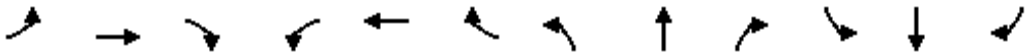
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	212	75	70	37
Volume Left (vph)	22	3	37	2
Volume Right (vph)	55	3	10	22
Hadj (s)	-0.10	0.02	0.06	-0.31
Departure Headway (s)	4.1	4.4	4.6	4.3
Degree Utilization, x	0.24	0.09	0.09	0.04
Capacity (veh/h)	847	781	727	767
Control Delay (s)	8.5	7.8	8.1	7.5
Approach Delay (s)	8.5	7.8	8.1	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.2			
HCM Level of Service	A			
Intersection Capacity Utilization	34.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	74	30	5	29	1	25	29	7	0	43	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.997			0.984			0.984	
Flt Protected		0.996			0.993			0.980				
Satd. Flow (prot)	0	1789	0	0	1844	0	0	1796	0	0	1833	0
Flt Permitted		0.996			0.993			0.980				
Satd. Flow (perm)	0	1789	0	0	1844	0	0	1796	0	0	1833	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	13	104	42	7	41	1	35	41	10	0	61	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	159	0	0	49	0	0	86	0	0	69	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

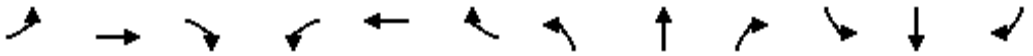
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	74	30	5	29	1	25	29	7	0	43	6
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	13	104	42	7	41	1	35	41	10	0	61	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	159	49	86	69
Volume Left (vph)	13	7	35	0
Volume Right (vph)	42	1	10	8
Hadj (s)	-0.11	0.05	0.05	-0.04
Departure Headway (s)	4.2	4.5	4.5	4.4
Degree Utilization, x	0.19	0.06	0.11	0.08
Capacity (veh/h)	823	757	757	761
Control Delay (s)	8.2	7.8	8.0	7.8
Approach Delay (s)	8.2	7.8	8.0	7.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.0			
HCM Level of Service	A			
Intersection Capacity Utilization	23.9%	ICU Level of Service	A	
Analysis Period (min)	15			

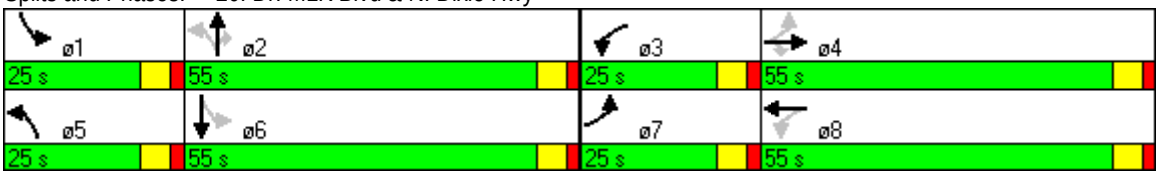


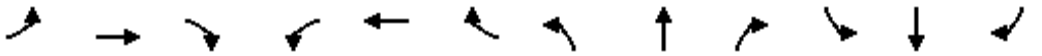
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	144	224	27	72	21	96	471	30	49	690	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3476	0
Flt Permitted	0.392			0.659			0.286			0.460		
Satd. Flow (perm)	730	1863	1583	1228	1798	0	533	3539	1583	857	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			241		10				32		10	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	119	155	241	29	77	23	103	506	32	53	742	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	119	155	241	29	100	0	103	506	32	53	843	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	25.0	55.0	55.0	25.0	55.0	0.0	25.0	55.0	55.0	25.0	55.0	0.0
Total Split (%)	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%
Maximum Green (s)	19.0	49.0	49.0	19.0	49.0		19.0	49.0	49.0	19.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	31.9	21.7	21.7	18.7	12.5		112.7	106.7	106.7	108.7	103.3	
Actuated g/C Ratio	0.20	0.14	0.14	0.12	0.08		0.70	0.67	0.67	0.68	0.65	
v/c Ratio	0.51	0.62	0.57	0.18	0.67		0.24	0.21	0.03	0.09	0.38	
Control Delay	61.2	75.8	12.0	51.6	84.6		3.2	6.3	3.1	7.6	12.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	75.8	12.0	51.6	84.6		3.2	6.3	3.1	7.6	12.9	
LOS	E	E	B	D	F		A	A	A	A	B	
Approach Delay		42.6			77.2			5.6			12.6	
Approach LOS		D			E			A			B	
Queue Length 50th (ft)	108	158	0	25	93		1	93	4	14	161	
Queue Length 95th (ft)	159	227	81	52	155		m30	242	m18	33	220	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	269	571	652	297	558		534	2360	1066	730	2247	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.44	0.27	0.37	0.10	0.18		0.19	0.21	0.03	0.07	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 66 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 58.6%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

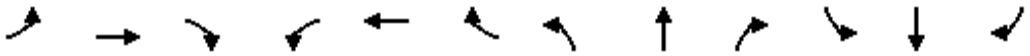
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





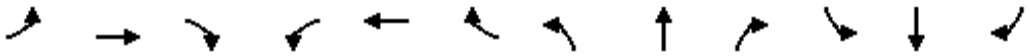
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	144	224	27	72	21	96	471	30	49	690	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1798		1770	3539	1583	1770	3476	
Flt Permitted	0.39	1.00	1.00	0.66	1.00		0.29	1.00	1.00	0.46	1.00	
Satd. Flow (perm)	729	1863	1583	1227	1798		532	3539	1583	856	3476	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	119	155	241	29	77	23	103	506	32	53	742	101
RTOR Reduction (vph)	0	0	208	0	9	0	0	0	11	0	4	0
Lane Group Flow (vph)	119	155	33	29	91	0	103	506	21	53	839	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	33.1	21.7	21.7	19.2	13.8		111.2	104.3	104.3	106.6	102.0	
Effective Green, g (s)	33.1	21.7	21.7	19.2	13.8		111.2	104.3	104.3	106.6	102.0	
Actuated g/C Ratio	0.21	0.14	0.14	0.12	0.09		0.70	0.65	0.65	0.67	0.64	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	237	253	215	166	155		423	2307	1032	597	2216	
v/s Ratio Prot	c0.04	c0.08		0.01	0.05		c0.01	0.14		0.00	c0.24	
v/s Ratio Perm	0.06		0.02	0.02			0.16		0.01	0.06		
v/c Ratio	0.50	0.61	0.15	0.17	0.59		0.24	0.22	0.02	0.09	0.38	
Uniform Delay, d1	54.2	65.2	61.0	63.0	70.4		8.8	11.3	9.8	9.2	13.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.28	0.52	0.77	0.94	0.87	
Incremental Delay, d2	0.6	3.1	0.1	0.2	3.6		0.1	0.2	0.0	0.0	0.5	
Delay (s)	54.8	68.3	61.1	63.2	74.0		2.5	6.1	7.6	8.6	12.5	
Level of Service	D	E	E	E	E		A	A	A	A	B	
Approach Delay (s)		61.8			71.5			5.6			12.3	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM Average Control Delay	25.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	56	2	1	31	0	0	11	0	0	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996									0.932	
Flt Protected		0.999			0.999							
Satd. Flow (prot)	0	1853	0	0	1861	0	0	1863	0	0	1736	0
Flt Permitted		0.999			0.999							
Satd. Flow (perm)	0	1853	0	0	1861	0	0	1863	0	0	1736	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	70	3	1	39	0	0	14	0	0	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	73	0	0	40	0	0	14	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.5%		ICU Level of Service A	
Analysis Period (min) 15			



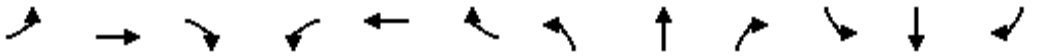
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	56	2	1	31	0	0	11	0	0	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	70	2	1	39	0	0	14	0	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	39			72			121	115	71	122	116	39
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	39			72			121	115	71	122	116	39
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	98	100	100	100	100
cM capacity (veh/h)	1571			1527			847	774	991	840	773	1033

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	74	40	14	8
Volume Left	1	1	0	0
Volume Right	2	0	0	4
cSH	1571	1527	774	884
Volume to Capacity	0.00	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1	1
Control Delay (s)	0.1	0.2	9.7	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.7	9.1
Approach LOS			A	A

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	13.5%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	174	38	2	111	4	11	2	1	4	9	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.978			0.995			0.992				0.850
Flt Protected		0.996			0.999			0.961		0.950		
Satd. Flow (prot)	0	1814	0	0	1852	0	0	1776	0	1770	1863	1583
Flt Permitted		0.996			0.999			0.961		0.950		
Satd. Flow (perm)	0	1814	0	0	1852	0	0	1776	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	22	200	44	2	128	5	13	2	1	5	10	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	266	0	0	135	0	0	16	0	5	10	15
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

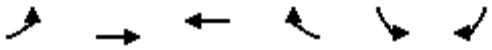
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	174	38	2	111	4	11	2	1	4	9	13
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	22	200	44	2	128	5	13	2	1	5	10	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	132			244			413	402	222	402	422	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	132			138			321	310	115	310	331	130
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			98	100	100	99	98	98
cM capacity (veh/h)	1453			1334			557	548	865	582	534	920

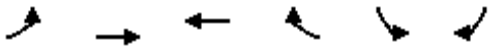
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	266	134	16	5	25
Volume Left	22	2	13	5	0
Volume Right	44	5	1	0	15
cSH	1453	1334	571	582	1304
Volume to Capacity	0.02	0.00	0.03	0.01	0.02
Queue Length 95th (ft)	1	0	2	1	1
Control Delay (s)	0.7	0.1	11.5	11.2	10.2
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.7	0.1	11.5	10.3	
Approach LOS			B	B	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	33.3%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	56	1610	1493	12	0	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3536	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3536	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	58	1660	1539	12	0	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	1660	1551	0	0	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

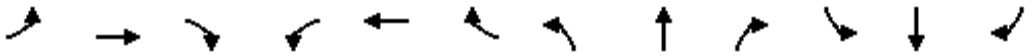
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	56	1610	1493	12	0	44
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	58	1660	1539	12	0	45
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.74	
vC, conflicting volume	1552				2491	776
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1552				2316	776
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	86				100	87
cM capacity (veh/h)	423				20	340

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	58	830	830	1026	525	45
Volume Left	58	0	0	0	0	0
Volume Right	0	0	0	0	12	45
cSH	423	1700	1700	1700	1700	340
Volume to Capacity	0.14	0.49	0.49	0.60	0.31	0.13
Queue Length 95th (ft)	12	0	0	0	0	11
Control Delay (s)	14.9	0.0	0.0	0.0	0.0	17.2
Lane LOS	B					C
Approach Delay (s)	0.5			0.0		17.2
Approach LOS						C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		

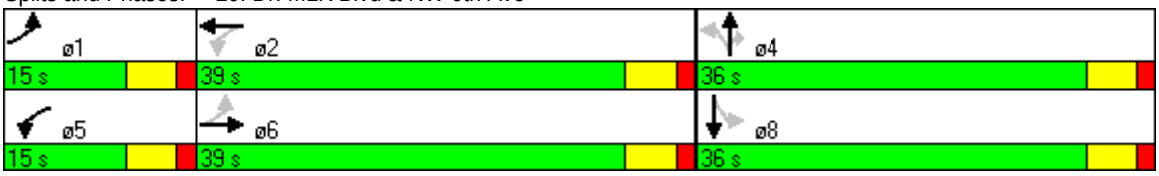


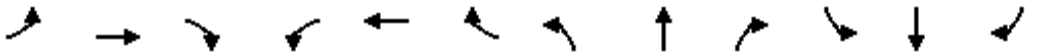
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	428	51	83	303	13	90	225	65	15	117	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.994				0.850		0.959	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1770	3483	0	1770	3518	0	1770	1863	1583	0	1779	0
Flt Permitted	0.549			0.452			0.449				0.882	
Satd. Flow (perm)	1023	3483	0	842	3518	0	836	1863	1583	0	1576	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5				69		27	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	62	455	54	88	322	14	96	239	69	16	124	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	509	0	88	336	0	96	239	69	0	202	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	15.0	39.0	0.0	15.0	39.0	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	16.7%	43.3%	0.0%	16.7%	43.3%	0.0%	40.0%	40.0%	40.0%	40.0%	40.0%	0.0%
Maximum Green (s)	9.5	33.5		9.5	33.5		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	57.9	53.6		58.8	54.1		16.2	16.2	16.2		16.2	
Actuated g/C Ratio	0.64	0.60		0.65	0.60		0.18	0.18	0.18		0.18	
v/c Ratio	0.09	0.24		0.14	0.16		0.64	0.71	0.20		0.66	
Control Delay	5.9	10.2		6.0	9.6		52.0	45.9	8.7		39.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	5.9	10.2		6.0	9.6		52.0	45.9	8.7		39.4	
LOS	A	B		A	A		D	D	A		D	
Approach Delay		9.7			8.8			41.0			39.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	9	67		14	42		51	129	0		93	
Queue Length 95th (ft)	27	120		36	78		96	189	32		151	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	775	2082		675	2116		283	631	582		552	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.08	0.24		0.13	0.16		0.34	0.38	0.12		0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 21.1		Intersection LOS: C	
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			

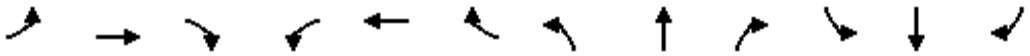
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





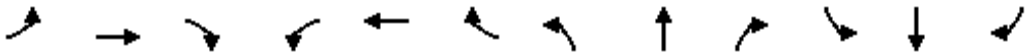
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	428	51	83	303	13	90	225	65	15	117	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3483		1770	3517		1770	1863	1583		1779	
Flt Permitted	0.55	1.00		0.45	1.00		0.45	1.00	1.00		0.88	
Satd. Flow (perm)	1023	3483		842	3517		837	1863	1583		1576	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	62	455	54	88	322	14	96	239	69	16	124	62
RTOR Reduction (vph)	0	7	0	0	2	0	0	0	57	0	22	0
Lane Group Flow (vph)	62	502	0	88	334	0	96	239	12	0	180	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	56.9	52.6		57.7	53.0		16.2	16.2	16.2		16.2	
Effective Green, g (s)	56.9	52.6		57.7	53.0		16.2	16.2	16.2		16.2	
Actuated g/C Ratio	0.63	0.58		0.64	0.59		0.18	0.18	0.18		0.18	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	682	2036		588	2071		151	335	285		284	
v/s Ratio Prot	0.00	c0.14		c0.01	0.09			c0.13				
v/s Ratio Perm	0.05			0.09			0.11		0.01		0.11	
v/c Ratio	0.09	0.25		0.15	0.16		0.64	0.71	0.04		0.63	
Uniform Delay, d1	6.3	9.1		6.1	8.4		34.2	34.7	30.5		34.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.3		0.0	0.2		6.3	5.9	0.0		3.4	
Delay (s)	6.3	9.4		6.2	8.6		40.5	40.6	30.5		37.5	
Level of Service	A	A		A	A		D	D	C		D	
Approach Delay (s)		9.0			8.1			38.8			37.5	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	518	50	16	418	14	11	1	9	2	12	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995			0.941			0.914	
Flt Protected	0.950			0.950				0.975			0.998	
Satd. Flow (prot)	1770	3479	0	1770	3522	0	0	1709	0	0	1699	0
Flt Permitted	0.950			0.950				0.975			0.998	
Satd. Flow (perm)	1770	3479	0	1770	3522	0	0	1709	0	0	1699	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	14	589	57	18	475	16	13	1	10	2	14	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	646	0	18	491	0	0	23	0	0	44	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

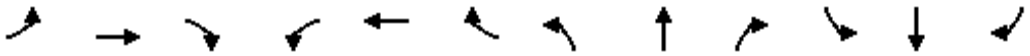
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	518	50	16	418	14	11	1	9	2	12	25
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	14	589	57	18	475	16	12	1	10	2	14	28
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.97						0.97	0.97		0.97	0.97	0.97
vC, conflicting volume	491			645			953	1172	323	852	1192	245
vC1, stage 1 conf vol							644	644		519	519	
vC2, stage 2 conf vol							309	527		332	673	
vCu, unblocked vol	420			645			896	1120	323	791	1141	168
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	100	98	99	95	97
cM capacity (veh/h)	1104			936			323	312	673	379	303	824

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	14	392	253	18	317	174	24	44
Volume Left	14	0	0	18	0	0	12	2
Volume Right	0	0	57	0	0	16	10	28
cSH	1104	1700	1700	936	1700	1700	414	518
Volume to Capacity	0.01	0.23	0.15	0.02	0.19	0.10	0.06	0.09
Queue Length 95th (ft)	1	0	0	1	0	0	5	7
Control Delay (s)	8.3	0.0	0.0	8.9	0.0	0.0	14.2	12.6
Lane LOS	A			A			B	B
Approach Delay (s)	0.2			0.3			14.2	12.6
Approach LOS							B	B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	28.4%	ICU Level of Service		A
Analysis Period (min)	15			

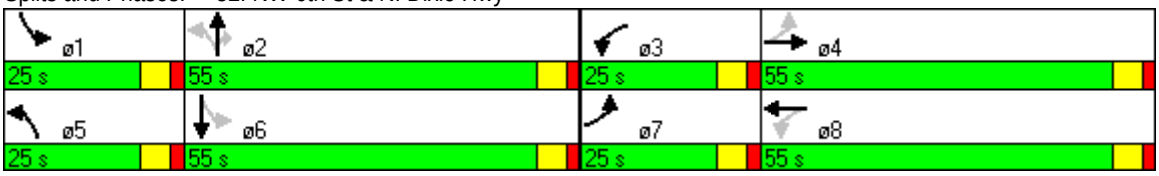


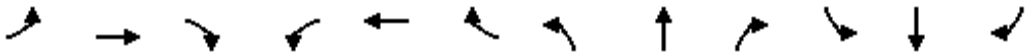
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	16	15	31	18	40	13	557	27	67	760	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.927			0.896				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1727	0	1770	1669	0	1770	3539	1583	1770	3511	0
Flt Permitted	0.717			0.498			0.319			0.404		
Satd. Flow (perm)	1336	1727	0	928	1669	0	594	3539	1583	753	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			43				29		4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	17	16	33	19	43	14	593	29	71	809	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	33	0	33	62	0	14	593	29	71	857	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	25.0	55.0	0.0	25.0	55.0	0.0	25.0	55.0	55.0	25.0	55.0	0.0
Total Split (%)	15.6%	34.4%	0.0%	15.6%	34.4%	0.0%	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%
Maximum Green (s)	19.0	49.0		19.0	49.0		19.0	49.0	49.0	19.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	10.4	6.9		16.2	14.8		126.2	122.0	122.0	131.5	130.2	
Actuated g/C Ratio	0.06	0.04		0.10	0.09		0.79	0.76	0.76	0.82	0.81	
v/c Ratio	0.07	0.37		0.26	0.32		0.03	0.22	0.02	0.11	0.30	
Control Delay	61.7	56.7		67.0	31.4		2.5	4.7	0.4	3.7	5.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.7	56.7		67.0	31.4		2.5	4.7	0.4	3.7	5.6	
LOS	E	E		E	C		A	A	A	A	A	
Approach Delay		57.6			43.8			4.5			5.5	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	7	18		32	18		3	60	0	12	100	
Queue Length 95th (ft)	23	56		66	70		m3	32	1	28	200	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	221	540		217	541		634	2698	1214	748	2858	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.03	0.06		0.15	0.11		0.02	0.22	0.02	0.09	0.30	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 125 (78%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay: 8.5		Intersection LOS: A	
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

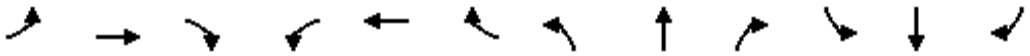
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





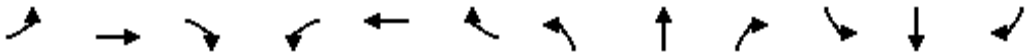
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	16	15	31	18	40	13	557	27	67	760	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727		1770	1669		1770	3539	1583	1770	3509	
Flt Permitted	0.72	1.00		0.50	1.00		0.32	1.00	1.00	0.40	1.00	
Satd. Flow (perm)	1335	1727		927	1669		594	3539	1583	752	3509	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	17	16	33	19	43	14	593	29	71	809	48
RTOR Reduction (vph)	0	15	0	0	39	0	0	0	8	0	1	0
Lane Group Flow (vph)	7	18	0	33	23	0	14	593	21	71	856	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	10.3	9.2		19.1	13.6		117.8	116.0	116.0	124.8	119.5	
Effective Green, g (s)	10.3	9.2		19.1	13.6		117.8	116.0	116.0	124.8	119.5	
Actuated g/C Ratio	0.06	0.06		0.12	0.08		0.74	0.72	0.72	0.78	0.75	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	89	99		140	142		451	2566	1148	620	2621	
v/s Ratio Prot	0.00	0.01		c0.01	0.01		0.00	0.17		c0.00	c0.24	
v/s Ratio Perm	0.00			c0.02			0.02		0.01	0.09		
v/c Ratio	0.08	0.18		0.24	0.16		0.03	0.23	0.02	0.11	0.33	
Uniform Delay, d1	70.3	71.8		63.3	67.9		5.7	7.3	6.1	4.2	6.8	
Progression Factor	1.00	1.00		1.00	1.00		0.65	0.70	0.15	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.3	0.2		0.0	0.2	0.0	0.0	0.3	
Delay (s)	70.4	72.1		63.6	68.1		3.7	5.3	1.0	4.2	7.1	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		71.8			66.5			5.1			6.9	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	11.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	49.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	23	8	17	31	4	2	11	20	5	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.989			0.917			0.983	
Flt Protected		0.994			0.984			0.997			0.982	
Satd. Flow (prot)	0	1794	0	0	1813	0	0	1703	0	0	1798	0
Flt Permitted		0.994			0.984			0.997			0.982	
Satd. Flow (perm)	0	1794	0	0	1813	0	0	1703	0	0	1798	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	5	28	10	20	37	5	2	13	24	6	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	62	0	0	39	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

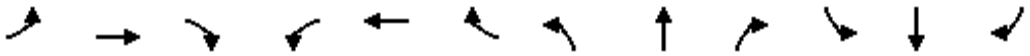
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	23	8	17	31	4	2	11	20	5	7	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	28	10	20	37	5	2	13	24	6	8	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	42			37			130	125	33	154	128	40
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	42			37			130	125	33	154	128	40
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	98	98	99	99	100
cM capacity (veh/h)	1567			1573			824	753	1041	774	751	1032

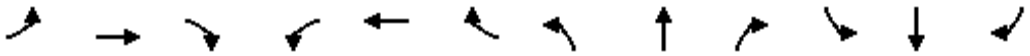
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	42	63	40	17
Volume Left	5	20	2	6
Volume Right	10	5	24	2
cSH	1567	1573	910	790
Volume to Capacity	0.00	0.01	0.04	0.02
Queue Length 95th (ft)	0	1	3	2
Control Delay (s)	0.9	2.5	9.1	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	2.5	9.1	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	16.1%	ICU Level of Service	A	
Analysis Period (min)	15			



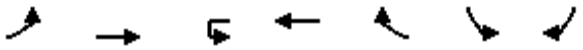
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	21	16	2	10	1	4	49	1	4	63	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.990			0.998			0.993	
Flt Protected		0.998			0.993			0.997			0.997	
Satd. Flow (prot)	0	1757	0	0	1831	0	0	1853	0	0	1844	0
Flt Permitted		0.998			0.993			0.997			0.997	
Satd. Flow (perm)	0	1757	0	0	1831	0	0	1853	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2	23	17	2	11	1	4	53	1	4	68	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	42	0	0	14	0	0	58	0	0	76	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 14.6%		ICU Level of Service A	
Analysis Period (min) 15			



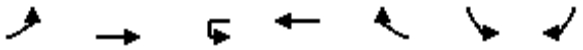
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	2	21	16	2	10	1	4	49	1	4	63	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	23	17	2	11	1	4	53	1	4	68	4
Approach Volume (veh/h)		42			14			58			76	
Crossing Volume (veh/h)		74			59			29			17	
High Capacity (veh/h)		1307			1322			1354			1366	
High v/c (veh/h)		0.03			0.01			0.04			0.06	
Low Capacity (veh/h)		1090			1104			1133			1144	
Low v/c (veh/h)		0.04			0.01			0.05			0.07	

Intersection Summary					
Maximum v/c High	0.06				
Maximum v/c Low	0.07				
Intersection Capacity Utilization	14.6%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	54	1653	10	1525	14	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.999		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	3539	1770	3536	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	3539	1770	3536	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	56	1722	10	1589	15	0	31
Shared Lane Traffic (%)							
Lane Group Flow (vph)	56	1722	10	1604	0	31	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

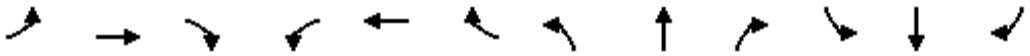
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	54	1653	10	1525	14	0	30
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	56	1722	0	1589	15	0	31
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.76	
vC, conflicting volume	1603		0			2569	802
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1603		0			2432	802
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	86		0			100	90
cM capacity (veh/h)	404		0			17	327

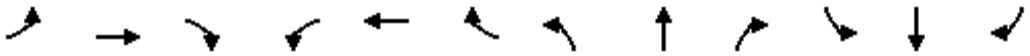
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	56	861	861	1059	544	0	31
Volume Left	56	0	0	0	0	0	0
Volume Right	0	0	0	0	15	0	31
cSH	404	1700	1700	1700	1700	1700	327
Volume to Capacity	0.14	0.51	0.51	0.62	0.32	0.00	0.10
Queue Length 95th (ft)	12	0	0	0	0	0	8
Control Delay (s)	15.3	0.0	0.0	0.0	0.0	0.0	17.2
Lane LOS	C						C
Approach Delay (s)	0.5			0.0			17.2
Approach LOS							C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	53	3	7	17	1	5	3	5	1	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.996			0.949				
Flt Protected		0.999			0.986			0.982			0.993	
Satd. Flow (prot)	0	1848	0	0	1829	0	0	1736	0	0	1850	0
Flt Permitted		0.999			0.986			0.982			0.993	
Satd. Flow (perm)	0	1848	0	0	1829	0	0	1736	0	0	1850	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	69	4	9	22	1	6	4	6	1	6	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	32	0	0	16	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			

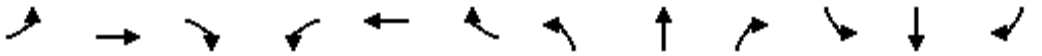


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	53	3	7	17	1	5	3	5	1	5	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	69	4	9	22	1	6	4	6	1	6	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	74	32	17	8
Volume Left (vph)	1	9	6	1
Volume Right (vph)	4	1	6	0
Hadj (s)	0.01	0.07	-0.12	0.07
Departure Headway (s)	4.0	4.1	4.0	4.2
Degree Utilization, x	0.08	0.04	0.02	0.01
Capacity (veh/h)	889	868	863	829
Control Delay (s)	7.3	7.2	7.1	7.2
Approach Delay (s)	7.3	7.2	7.1	7.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.3			
HCM Level of Service	A			
Intersection Capacity Utilization	15.3%	ICU Level of Service	A	
Analysis Period (min)	15			

2010 Existing Conditions – PM Peak Hour



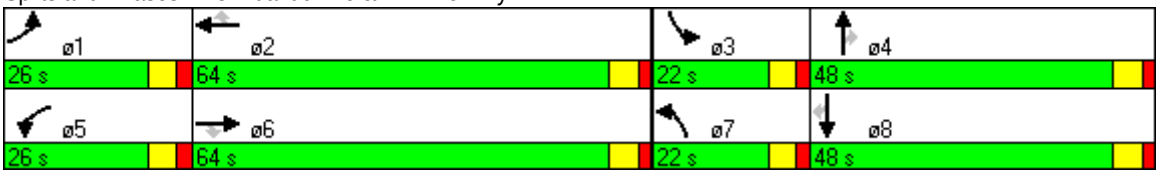
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	1361	333	122	1708	125	361	814	136	244	638	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189			42			87			233
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	218	1463	358	131	1837	134	388	875	146	262	686	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	1463	358	131	1837	134	388	875	146	262	686	274
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	26.0	64.0	64.0	26.0	64.0	64.0	22.0	48.0	48.0	22.0	48.0	48.0
Total Split (%)	16.3%	40.0%	40.0%	16.3%	40.0%	40.0%	13.8%	30.0%	30.0%	13.8%	30.0%	30.0%
Maximum Green (s)	20.0	58.0	58.0	20.0	58.0	58.0	16.0	42.0	42.0	16.0	42.0	42.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

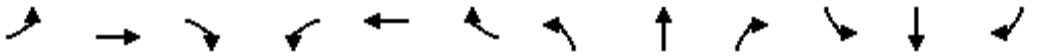
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	14.0	64.1	64.1	15.3	65.4	65.4	16.0	41.7	41.7	14.8	40.6	40.6
Actuated g/C Ratio	0.09	0.40	0.40	0.10	0.41	0.41	0.10	0.26	0.26	0.09	0.25	0.25
v/c Ratio	0.72	0.72	0.48	0.78	0.89	0.20	1.13	0.95	0.31	0.82	0.76	0.48
Control Delay	110.0	35.1	11.4	97.0	49.1	22.9	150.8	77.0	21.3	110.6	47.6	9.8
Queue Delay	0.0	0.0	0.0	0.0	47.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.0	35.1	11.4	97.0	96.3	22.9	150.8	77.0	21.3	110.6	47.6	9.8
LOS	F	D	B	F	F	C	F	E	C	F	D	A
Approach Delay		38.9			91.6			91.6			52.6	
Approach LOS		D			F			F			D	
Queue Length 50th (ft)	124	485	52	142	739	65	~241	476	48	135	348	28
Queue Length 95th (ft)	171	565	155	216	#784	80	#353	#605	112	#204	310	96
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	429	2038	748	221	2067	672	343	936	483	343	929	587
Starvation Cap Reductn	0	0	0	0	400	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.72	0.48	0.59	1.10	0.20	1.13	0.93	0.30	0.76	0.74	0.47

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 100 (63%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 68.7 Intersection LOS: E
Intersection Capacity Utilization 88.3% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

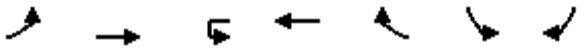




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	1361	333	122	1708	125	361	814	136	244	638	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	218	1463	358	131	1837	134	388	875	146	262	686	274
RTOR Reduction (vph)	0	0	113	0	0	25	0	0	64	0	0	174
Lane Group Flow (vph)	218	1463	245	131	1837	109	388	875	82	262	686	100
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	14.0	64.1	64.1	15.3	65.4	65.4	16.0	41.8	41.8	14.8	40.6	40.6
Effective Green, g (s)	14.0	64.1	64.1	15.3	65.4	65.4	16.0	41.8	41.8	14.8	40.6	40.6
Actuated g/C Ratio	0.09	0.40	0.40	0.10	0.41	0.41	0.10	0.26	0.26	0.09	0.25	0.25
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	300	2037	634	169	2067	647	343	925	414	318	898	402
v/s Ratio Prot	0.06	0.29		c0.07	c0.36		c0.11	c0.25		0.08	0.19	
v/s Ratio Perm			0.15			0.07			0.05			0.06
v/c Ratio	0.73	0.72	0.39	0.78	0.89	0.17	1.13	0.95	0.20	0.82	0.76	0.25
Uniform Delay, d1	71.1	40.4	34.0	70.7	43.9	30.0	72.0	58.0	46.0	71.3	55.3	47.6
Progression Factor	1.38	0.80	0.55	1.04	0.99	1.02	1.00	1.00	1.00	1.29	0.76	0.80
Incremental Delay, d2	6.5	2.0	1.6	15.3	5.2	0.5	89.0	17.8	0.2	13.5	3.3	0.2
Delay (s)	104.4	34.2	20.4	88.6	48.5	31.0	161.0	75.8	46.2	105.7	45.4	38.4
Level of Service	F	C	C	F	D	C	F	E	D	F	D	D
Approach Delay (s)		39.3			49.9			96.2			56.7	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM Average Control Delay	57.6	HCM Level of Service	E
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	342	1762	28	2219	97	77	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.039		0.106			0.950	
Satd. Flow (perm)	73	5085	197	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					43		118
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	364	1874	30	2361	103	82	402
Shared Lane Traffic (%)							
Lane Group Flow (vph)	364	1874	30	2361	103	82	402
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	17.0	105.0	105.0	105.0	105.0	38.0	38.0
Total Split (%)	10.6%	65.6%	65.6%	65.6%	65.6%	23.8%	23.8%
Maximum Green (s)	11.5	99.5	99.5	99.5	99.5	32.0	32.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	115.6	115.6	96.5	96.5	96.5	32.9	32.9
Actuated g/C Ratio	0.72	0.72	0.60	0.60	0.60	0.21	0.21
v/c Ratio	1.84	0.51	0.25	0.77	0.11	0.23	0.96
Control Delay	426.9	10.3	11.7	12.8	4.5	55.1	78.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	426.9	10.3	11.7	12.8	4.5	55.1	78.3
LOS	F	B	B	B	A	E	E
Approach Delay		78.1		12.4		74.4	
Approach LOS		E		B		E	
Queue Length 50th (ft)	~552	290	7	201	6	72	313
Queue Length 95th (ft)	#766	312	m7	m185	m7	127	#540
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	198	3707	123	3162	1001	365	420
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	1.84	0.51	0.24	0.75	0.10	0.22	0.96

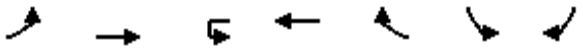
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 89 (56%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.84			
Intersection Signal Delay: 46.3		Intersection LOS: D	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

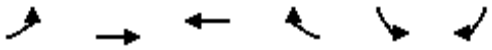
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



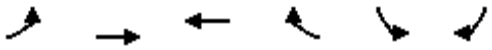
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	342	1762	28	2219	97	77	378
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.04	1.00	0.11	1.00	1.00	0.95	1.00
Satd. Flow (perm)	73	5085	197	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	364	1874	30	2361	103	82	402
RTOR Reduction (vph)	0	0	0	0	17	0	94
Lane Group Flow (vph)	364	1874	30	2361	86	82	308
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	115.6	115.6	96.4	96.4	96.4	32.9	32.9
Effective Green, g (s)	115.6	115.6	96.4	96.4	96.4	32.9	32.9
Actuated g/C Ratio	0.72	0.72	0.60	0.60	0.60	0.21	0.21
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	198	3674	119	3064	954	364	326
v/s Ratio Prot	c0.16	0.37		0.46		0.05	
v/s Ratio Perm	c1.17		0.15		0.05		c0.19
v/c Ratio	1.84	0.51	0.25	0.77	0.09	0.23	0.95
Uniform Delay, d1	56.0	9.8	14.9	23.6	13.4	52.9	62.7
Progression Factor	1.00	1.00	0.61	0.51	0.60	1.00	1.00
Incremental Delay, d2	396.3	0.5	2.3	0.9	0.1	0.1	35.1
Delay (s)	452.3	10.3	11.4	12.8	8.1	53.0	97.8
Level of Service	F	B	B	B	A	D	F
Approach Delay (s)		82.2		12.6		90.2	
Approach LOS		F		B		F	

Intersection Summary			
HCM Average Control Delay	49.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2068	2181	39	0	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2200	2320	41	0	111
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2200	2361	0	0	111
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

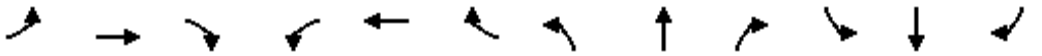
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2068	2181	39	0	104
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2200	2320	41	0	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.66				0.66	0.66
vC, conflicting volume	2362				3074	794
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1258				2338	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	85
cM capacity (veh/h)	362				20	715

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	733	733	733	928	928	506	111
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	41	111
cSH	1700	1700	1700	1700	1700	1700	715
Volume to Capacity	0.43	0.43	0.43	0.55	0.55	0.30	0.15
Queue Length 95th (ft)	0	0	0	0	0	0	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.0
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

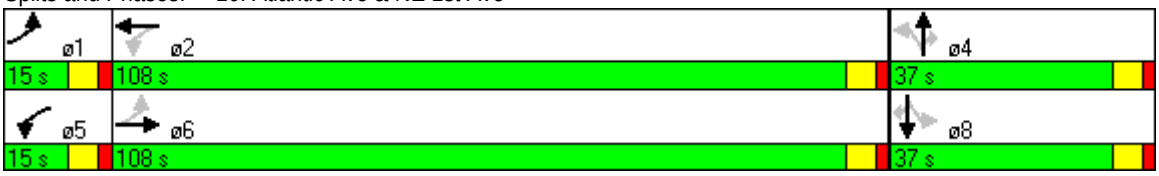


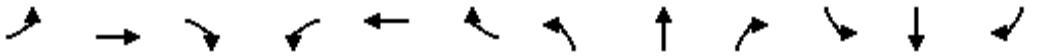
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1927	17	41	2128	23	33	17	29	4	13	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	5080	0	1770	5075	0	0	1803	1583	1770	1863	1583
Flt Permitted	0.052			0.080				0.793		0.722		
Satd. Flow (perm)	97	5080	0	149	5075	0	0	1477	1583	1345	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				31			96
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	2050	18	44	2264	24	35	18	31	4	14	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	2068	0	44	2288	0	0	53	31	4	14	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	15.0	108.0	0.0	15.0	108.0	0.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	9.4%	67.5%	0.0%	9.4%	67.5%	0.0%	23.1%	23.1%	23.1%	23.1%	23.1%	23.1%
Maximum Green (s)	9.0	102.0		9.0	102.0		31.0	31.0	31.0	31.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	137.2	129.3		127.2	122.6			10.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.86	0.81		0.80	0.77			0.06	0.06	0.06	0.06	0.06
v/c Ratio	0.51	0.50		0.27	0.59			0.57	0.24	0.05	0.12	0.52
Control Delay	24.8	13.3		6.9	10.6			94.8	25.0	69.0	71.0	23.2
Queue Delay	0.0	0.7		0.0	0.4			0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	14.0		6.9	11.0			94.8	25.0	69.0	71.0	23.2
LOS	C	B		A	B			F	C	E	E	C
Approach Delay		14.5			10.9			69.1			30.5	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	49	517		11	351			55	0	4	14	3
Queue Length 95th (ft)	m89	249		m5	165			103	36	18	39	64
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	191	4106		214	3890			286	332	261	361	384
Starvation Cap Reductn	0	1501		0	951			0	0	0	0	0
Spillback Cap Reductn	0	354		0	529			0	2	0	0	10
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.48	0.79		0.21	0.78			0.19	0.09	0.02	0.04	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 14.1		Intersection LOS: B	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

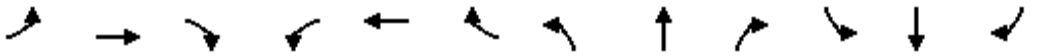
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	1927	17	41	2128	23	33	17	29	4	13	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5079		1770	5077			1803	1583	1770	1863	1583
Flt Permitted	0.05	1.00		0.08	1.00			0.79	1.00	0.72	1.00	1.00
Satd. Flow (perm)	97	5079		148	5077			1477	1583	1346	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	91	2050	18	44	2264	24	35	18	31	4	14	99
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	29	0	0	90
Lane Group Flow (vph)	91	2068	0	44	2288	0	0	53	2	4	14	9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	137.4	128.1		126.4	122.6			10.1	10.1	10.1	10.1	10.1
Effective Green, g (s)	137.4	128.1		126.4	122.6			10.1	10.1	10.1	10.1	10.1
Actuated g/C Ratio	0.86	0.80		0.79	0.77			0.06	0.06	0.06	0.06	0.06
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	181	4066		155	3890			93	100	85	118	100
v/s Ratio Prot	c0.03	c0.41		0.01	c0.45						0.01	
v/s Ratio Perm	0.41			0.22				c0.04	0.00	0.00		0.01
v/c Ratio	0.50	0.51		0.28	0.59			0.57	0.02	0.05	0.12	0.09
Uniform Delay, d1	12.6	5.4		4.2	8.0			72.8	70.3	70.4	70.7	70.6
Progression Factor	1.36	2.35		1.43	1.17			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.4		0.3	0.5			4.7	0.0	0.1	0.2	0.1
Delay (s)	17.8	13.0		6.3	9.8			77.5	70.3	70.5	70.9	70.8
Level of Service	B	B		A	A			E	E	E	E	E
Approach Delay (s)		13.2			9.8			74.9			70.8	
Approach LOS		B			A			E			E	

Intersection Summary			
HCM Average Control Delay	14.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



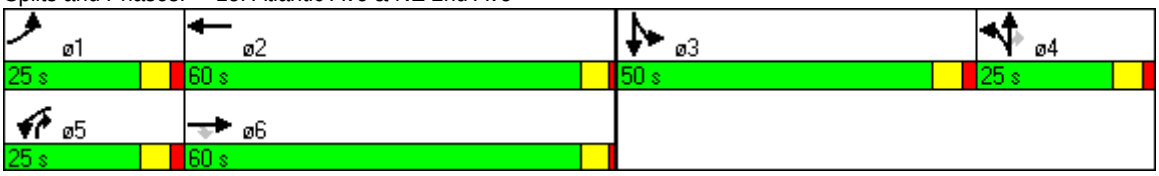
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	1506	356	260	1506	35	416	171	445	32	195	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.968	
Flt Protected	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Flt Permitted	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			177		2				415		22	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	45	1619	383	280	1619	38	447	184	478	34	210	58
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	45	1619	383	280	1657	0	313	318	478	34	268	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	25.0	60.0	60.0	25.0	60.0	0.0	25.0	25.0	25.0	50.0	50.0	0.0
Total Split (%)	15.6%	37.5%	37.5%	15.6%	37.5%	0.0%	15.6%	15.6%	15.6%	31.3%	31.3%	0.0%
Maximum Green (s)	19.0	55.0	55.0	19.0	55.0		19.0	19.0	19.0	44.0	44.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

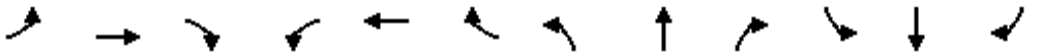
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	8.1	58.4	58.4	16.4	68.8		46.2	46.2	68.6	16.0	16.0	
Actuated g/C Ratio	0.05	0.36	0.36	0.10	0.43		0.29	0.29	0.43	0.10	0.10	
v/c Ratio	0.50	0.87	0.56	0.80	0.76		0.65	0.64	0.52	0.19	0.74	
Control Delay	83.5	57.0	31.7	86.9	42.3		57.9	57.2	7.1	67.0	76.2	
Queue Delay	0.0	47.4	1.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	83.5	104.4	32.9	86.9	42.3		57.9	57.2	7.1	67.0	76.2	
LOS	F	F	C	F	D		E	E	A	E	E	
Approach Delay		90.5			48.7			35.8			75.2	
Approach LOS		F			D			D			E	
Queue Length 50th (ft)	50	657	226	149	539		306	310	39	33	134	
Queue Length 95th (ft)	95	489	193	200	639		437	441	134	68	181	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	210	1855	690	408	2176		485	500	935	487	958	
Starvation Cap Reductn	0	385	133	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.21	1.10	0.69	0.69	0.76		0.65	0.64	0.51	0.07	0.28	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 99 (62%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 63.4 — Intersection LOS: E
Intersection Capacity Utilization 78.8% — ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

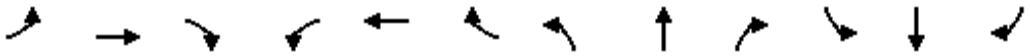




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	42	1506	356	260	1506	35	416	171	445	32	195	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5054		1681	1733	1583	1770	3424	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5054		1681	1733	1583	1770	3424	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	45	1619	383	280	1619	38	447	184	478	34	210	58
RTOR Reduction (vph)	0	0	112	0	1	0	0	0	253	0	20	0
Lane Group Flow (vph)	45	1619	271	280	1656	0	313	318	225	34	248	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	7.1	58.4	58.4	16.4	67.7		46.2	46.2	62.6	16.0	16.0	
Effective Green, g (s)	7.1	58.4	58.4	16.4	67.7		46.2	46.2	62.6	16.0	16.0	
Actuated g/C Ratio	0.04	0.36	0.36	0.10	0.42		0.29	0.29	0.39	0.10	0.10	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	79	1856	578	352	2138		485	500	679	177	342	
v/s Ratio Prot	0.03	c0.32		c0.08	c0.33		c0.19	0.18	0.03	0.02	c0.07	
v/s Ratio Perm			0.17						0.11			
v/c Ratio	0.57	0.87	0.47	0.80	0.77		0.65	0.64	0.33	0.19	0.73	
Uniform Delay, d1	75.0	47.3	38.9	70.2	39.6		49.7	49.6	34.1	66.1	69.9	
Progression Factor	0.92	1.08	1.35	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	4.9	5.3	2.4	11.0	2.8		2.2	2.0	0.1	0.2	6.4	
Delay (s)	73.5	56.7	54.9	81.2	42.4		52.0	51.5	34.2	66.3	76.2	
Level of Service	E	E	D	F	D		D	D	C	E	E	
Approach Delay (s)		56.7			48.0			44.2			75.1	
Approach LOS		E			D			D			E	

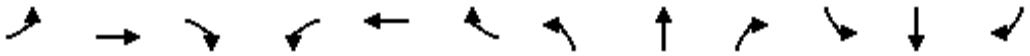
Intersection Summary			
HCM Average Control Delay	52.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	143	41	1	93	3	66	21	12	3	16	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.996			0.984			0.924	
Flt Protected		0.995						0.968			0.997	
Satd. Flow (prot)	0	1803	0	0	1855	0	0	1774	0	0	1716	0
Flt Permitted		0.995						0.968			0.997	
Satd. Flow (perm)	0	1803	0	0	1855	0	0	1774	0	0	1716	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	24	161	46	1	104	3	74	24	13	3	18	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	231	0	0	108	0	0	111	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

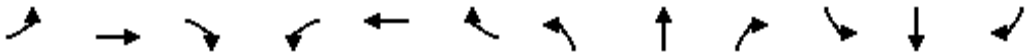
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	143	41	1	93	3	66	21	12	3	16	24
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	24	161	46	1	104	3	74	24	13	3	18	27

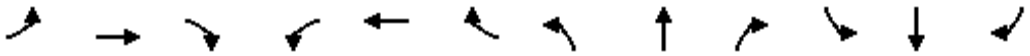
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	230	109	111	48
Volume Left (vph)	24	1	74	3
Volume Right (vph)	46	3	13	27
Hadj (s)	-0.07	0.02	0.09	-0.29
Departure Headway (s)	4.4	4.6	4.8	4.5
Degree Utilization, x	0.28	0.14	0.15	0.06
Capacity (veh/h)	795	742	693	720
Control Delay (s)	9.0	8.3	8.7	7.8
Approach Delay (s)	9.0	8.3	8.7	7.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.7			
HCM Level of Service	A			
Intersection Capacity Utilization	36.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	98	39	9	30	1	49	42	7	4	44	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.997			0.990			0.982	
Flt Protected		0.997			0.989			0.976			0.997	
Satd. Flow (prot)	0	1790	0	0	1837	0	0	1800	0	0	1824	0
Flt Permitted		0.997			0.989			0.976			0.997	
Satd. Flow (perm)	0	1790	0	0	1837	0	0	1800	0	0	1824	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	105	42	10	32	1	53	45	8	4	47	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	157	0	0	43	0	0	106	0	0	59	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

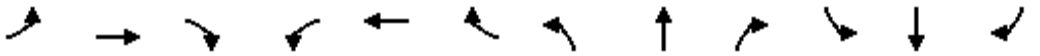
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	9	98	39	9	30	1	49	42	7	4	44	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	10	105	42	10	32	1	53	45	8	4	47	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	157	43	105	59
Volume Left (vph)	10	10	53	4
Volume Right (vph)	42	1	8	8
Hadj (s)	-0.11	0.06	0.09	-0.03
Departure Headway (s)	4.2	4.5	4.5	4.4
Degree Utilization, x	0.18	0.05	0.13	0.07
Capacity (veh/h)	819	748	758	758
Control Delay (s)	8.2	7.8	8.2	7.8
Approach Delay (s)	8.2	7.8	8.2	7.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.1			
HCM Level of Service	A			
Intersection Capacity Utilization	27.3%	ICU Level of Service	A	
Analysis Period (min)	15			



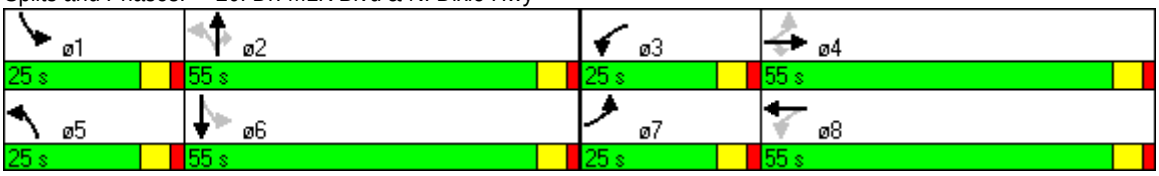
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	131	217	33	151	46	156	729	77	77	869	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3472	0
Flt Permitted	0.248			0.667			0.174			0.315		
Satd. Flow (perm)	462	1863	1583	1242	1798	0	324	3539	1583	587	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			233		10				65		10	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	128	141	233	35	162	49	168	784	83	83	934	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	141	233	35	211	0	168	784	83	83	1066	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	25.0	55.0	55.0	25.0	55.0	0.0	25.0	55.0	55.0	25.0	55.0	0.0
Total Split (%)	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%
Maximum Green (s)	19.0	49.0	49.0	19.0	49.0		19.0	49.0	49.0	19.0	49.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

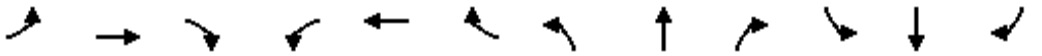
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	42.8	32.4	32.4	29.0	22.6		103.2	92.3	92.3	94.4	87.5	
Actuated g/C Ratio	0.27	0.20	0.20	0.18	0.14		0.64	0.58	0.58	0.59	0.55	
v/c Ratio	0.54	0.37	0.46	0.14	0.80		0.53	0.38	0.09	0.21	0.56	
Control Delay	52.6	57.1	8.4	41.7	84.7		36.9	16.4	5.7	8.7	24.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	52.6	57.1	8.4	41.7	84.7		36.9	16.4	5.7	8.7	24.3	
LOS	D	E	A	D	F		D	B	A	A	C	
Approach Delay		33.4			78.6			18.9			23.2	
Approach LOS		C			E			B			C	
Queue Length 50th (ft)	106	131	0	28	207		94	131	6	29	387	
Queue Length 95th (ft)	149	187	70	52	288		m124	m162	m10	42	577	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	279	571	646	378	558		386	2042	941	521	1903	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.25	0.36	0.09	0.38		0.44	0.38	0.09	0.16	0.56	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 35 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 28.0 Intersection LOS: C
Intersection Capacity Utilization 73.9% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

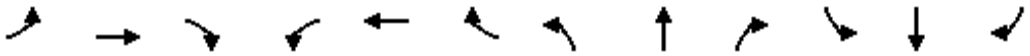
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





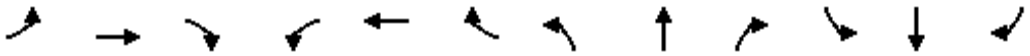
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	131	217	33	151	46	156	729	77	77	869	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1798		1770	3539	1583	1770	3473	
Flt Permitted	0.25	1.00	1.00	0.67	1.00		0.17	1.00	1.00	0.32	1.00	
Satd. Flow (perm)	461	1863	1583	1243	1798		323	3539	1583	587	3473	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	128	141	233	35	162	49	168	784	83	83	934	132
RTOR Reduction (vph)	0	0	186	0	9	0	0	0	28	0	5	0
Lane Group Flow (vph)	128	141	47	35	202	0	168	784	55	83	1061	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	44.0	32.4	32.4	29.5	23.9		102.8	91.1	91.1	93.2	86.3	
Effective Green, g (s)	44.0	32.4	32.4	29.5	23.9		102.8	91.1	91.1	93.2	86.3	
Actuated g/C Ratio	0.28	0.20	0.20	0.18	0.15		0.64	0.57	0.57	0.58	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	242	377	321	248	269		313	2015	901	393	1873	
v/s Ratio Prot	c0.05	0.08		0.00	c0.11		c0.04	0.22		0.01	c0.31	
v/s Ratio Perm	0.10		0.03	0.02			0.30		0.03	0.11		
v/c Ratio	0.53	0.37	0.15	0.14	0.75		0.54	0.39	0.06	0.21	0.57	
Uniform Delay, d1	46.5	55.0	52.4	54.3	65.2		16.2	19.1	15.4	15.0	24.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		2.76	0.80	0.87	0.61	0.88	
Incremental Delay, d2	1.0	0.2	0.1	0.1	10.1		0.5	0.3	0.1	0.1	1.2	
Delay (s)	47.4	55.3	52.5	54.4	75.3		45.1	15.6	13.5	9.3	22.8	
Level of Service	D	E	D	D	E		D	B	B	A	C	
Approach Delay (s)		52.0			72.3			20.2			21.9	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	30.0
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	68	2	1	32	0	4	9	2	0	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.979			0.978	
Flt Protected		0.999			0.999			0.987				
Satd. Flow (prot)	0	1853	0	0	1861	0	0	1800	0	0	1822	0
Flt Permitted		0.999			0.999			0.987				
Satd. Flow (perm)	0	1853	0	0	1861	0	0	1800	0	0	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	86	3	1	41	0	5	11	3	0	5	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	42	0	0	19	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

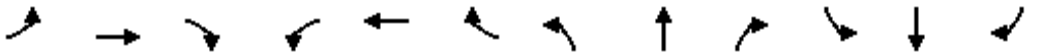
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.0%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	68	2	1	32	0	4	9	2	0	4	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	86	3	1	41	0	5	11	3	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	41			89			137	133	87	141	134	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41			89			137	133	87	141	134	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1569			1507			828	757	971	816	755	1031

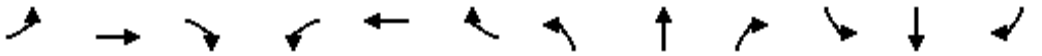
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	90	42	19	6
Volume Left	1	1	5	0
Volume Right	3	0	3	1
cSH	1569	1507	798	798
Volume to Capacity	0.00	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	0.1	0.2	9.6	9.5
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.6	9.5
Approach LOS			A	A

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	15.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	203	55	4	187	9	36	7	14	7	7	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.972			0.994			0.967				0.850
Flt Protected		0.999			0.999			0.969		0.950		
Satd. Flow (prot)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Flt Permitted		0.999			0.999			0.969		0.950		
Satd. Flow (perm)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	231	63	5	213	10	41	8	16	8	8	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	227	0	0	65	0	8	8	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

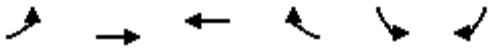
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	203	55	4	187	9	36	7	14	7	7	28
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	231	62	5	212	10	41	8	16	8	8	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	223			293			524	510	262	524	536	218
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	223			190			441	425	156	441	453	218
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			91	98	98	98	98	96
cM capacity (veh/h)	1346			1275			457	476	820	466	458	822

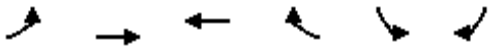
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	301	227	65	8	40
Volume Left	8	5	41	8	0
Volume Right	62	10	16	0	32
cSH	1346	1275	515	466	1028
Volume to Capacity	0.01	0.00	0.13	0.02	0.04
Queue Length 95th (ft)	0	0	11	1	3
Control Delay (s)	0.3	0.2	13.0	12.9	10.2
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.3	0.2	13.0	10.7	
Approach LOS			B	B	

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	34.2%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	106	1718	1790	10	0	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3536	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3536	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	108	1753	1827	10	0	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	1753	1837	0	0	32
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

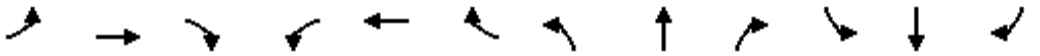
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	106	1718	1790	10	0	31
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	108	1753	1827	10	0	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.67	
vC, conflicting volume	1837				2924	918
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1837				2887	918
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	67				100	88
cM capacity (veh/h)	328				6	274

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	108	877	877	1218	619	32
Volume Left	108	0	0	0	0	0
Volume Right	0	0	0	0	10	32
cSH	328	1700	1700	1700	1700	274
Volume to Capacity	0.33	0.52	0.52	0.72	0.36	0.12
Queue Length 95th (ft)	35	0	0	0	0	10
Control Delay (s)	21.3	0.0	0.0	0.0	0.0	19.9
Lane LOS	C					C
Approach Delay (s)	1.2			0.0		19.9
Approach LOS						C

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		



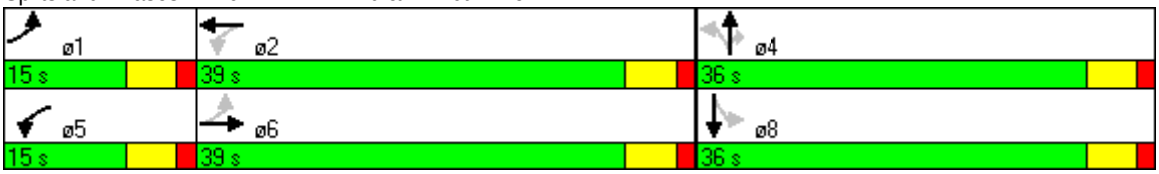
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	432	40	71	467	20	106	173	93	14	110	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.994				0.850		0.946	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3493	0	1770	3518	0	1770	1863	1583	0	1757	0
Flt Permitted	0.443			0.458			0.368				0.968	
Satd. Flow (perm)	825	3493	0	853	3518	0	685	1863	1583	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			5				101		40	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
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)	98	470	43	77	508	22	115	188	101	15	120	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	513	0	77	530	0	115	188	101	0	225	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	15.0	39.0	0.0	15.0	39.0	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	16.7%	43.3%	0.0%	16.7%	43.3%	0.0%	40.0%	40.0%	40.0%	40.0%	40.0%	0.0%
Maximum Green (s)	9.5	33.5		9.5	33.5		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

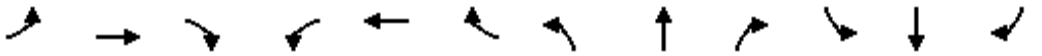
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	60.0	55.2		59.4	54.9		14.9	14.9	14.9		14.9	
Actuated g/C Ratio	0.67	0.61		0.66	0.61		0.17	0.17	0.17		0.17	
v/c Ratio	0.16	0.24		0.12	0.25		1.01	0.61	0.29		0.71	
Control Delay	5.8	9.6		5.8	10.0		125.1	42.2	8.3		40.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	5.8	9.6		5.8	10.0		125.1	42.2	8.3		40.7	
LOS	A	A		A	B		F	D	A		D	
Approach Delay		9.0			9.5			57.3			40.7	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	14	64		11	68		~72	101	0		101	
Queue Length 95th (ft)	39	120		32	128		#140	151	38		159	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	675	2146		689	2146		232	631	603		605	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.15	0.24		0.11	0.25		0.50	0.30	0.17		0.37	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 23.6 Intersection LOS: C
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

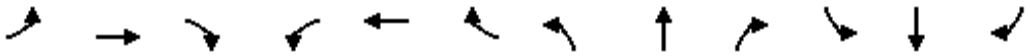
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





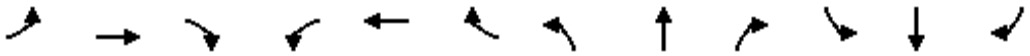
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	432	40	71	467	20	106	173	93	14	110	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3495		1770	3517		1770	1863	1583		1756	
Flt Permitted	0.44	1.00		0.46	1.00		0.37	1.00	1.00		0.97	
Satd. Flow (perm)	825	3495		853	3517		685	1863	1583		1706	
Peak-hour factor, PHF	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)	98	470	43	77	508	22	115	188	101	15	120	90
RTOR Reduction (vph)	0	5	0	0	2	0	0	0	84	0	33	0
Lane Group Flow (vph)	98	508	0	77	528	0	115	188	17	0	192	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	58.9	54.1		58.3	53.8		14.9	14.9	14.9		14.9	
Effective Green, g (s)	58.9	54.1		58.3	53.8		14.9	14.9	14.9		14.9	
Actuated g/C Ratio	0.65	0.60		0.65	0.60		0.17	0.17	0.17		0.17	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	590	2101		598	2102		113	308	262		282	
v/s Ratio Prot	c0.01	0.15		0.01	c0.15			0.10				
v/s Ratio Perm	0.10			0.08			c0.17		0.01		0.11	
v/c Ratio	0.17	0.24		0.13	0.25		1.02	0.61	0.06		0.68	
Uniform Delay, d1	5.7	8.4		5.8	8.6		37.6	34.9	31.7		35.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.3		0.0	0.3		89.5	2.5	0.0		5.0	
Delay (s)	5.8	8.7		5.9	8.9		127.0	37.4	31.7		40.4	
Level of Service	A	A		A	A		F	D	C		D	
Approach Delay (s)		8.2			8.5			61.5			40.4	
Approach LOS		A			A			E			D	

Intersection Summary			
HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	500	55	36	595	28	14	10	20	11	26	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.993			0.938			0.935	
Flt Protected	0.950			0.950				0.985			0.992	
Satd. Flow (prot)	1770	3472	0	1770	3514	0	0	1721	0	0	1728	0
Flt Permitted	0.950			0.950				0.985			0.992	
Satd. Flow (perm)	1770	3472	0	1770	3514	0	0	1721	0	0	1728	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	48	538	59	39	640	30	15	11	22	12	28	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	597	0	39	670	0	0	48	0	0	77	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

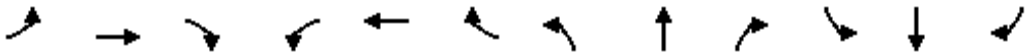
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	45	500	55	36	595	28	14	10	20	11	26	34
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	48	538	59	39	640	30	15	11	22	12	28	37
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	670			597			1112	1411	298	1125	1426	335
vC1, stage 1 conf vol							664	664		732	732	
vC2, stage 2 conf vol							448	747		392	694	
vCu, unblocked vol	525			597			994	1312	298	1008	1328	169
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			96			94	96	97	96	89	95
cM capacity (veh/h)	977			976			272	249	698	280	248	796

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	48	358	238	39	427	243	47	76
Volume Left	48	0	0	39	0	0	15	12
Volume Right	0	0	59	0	0	30	22	37
cSH	977	1700	1700	976	1700	1700	366	380
Volume to Capacity	0.05	0.21	0.14	0.04	0.25	0.14	0.13	0.20
Queue Length 95th (ft)	4	0	0	3	0	0	11	19
Control Delay (s)	8.9	0.0	0.0	8.8	0.0	0.0	16.3	16.9
Lane LOS	A			A			C	C
Approach Delay (s)	0.7			0.5			16.3	16.9
Approach LOS							C	C

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		

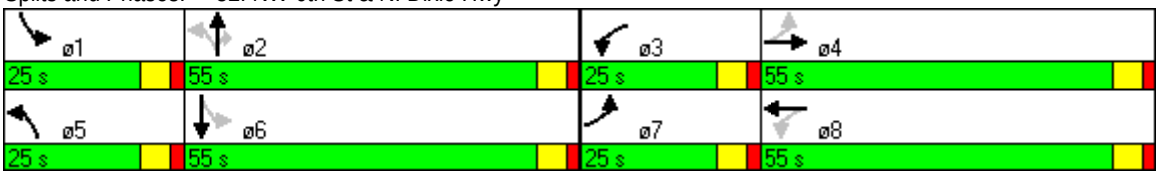


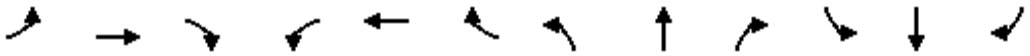
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	20	20	26	26	62	17	969	31	77	843	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.925			0.894				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1723	0	1770	1665	0	1770	3539	1583	1770	3525	0
Flt Permitted	0.618			0.614			0.283			0.214		
Satd. Flow (perm)	1151	1723	0	1144	1665	0	527	3539	1583	399	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			70				22		2	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	16	22	22	29	29	70	19	1089	35	87	947	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	44	0	29	99	0	19	1089	35	87	972	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	25.0	55.0	0.0	25.0	55.0	0.0	25.0	55.0	55.0	25.0	55.0	0.0
Total Split (%)	15.6%	34.4%	0.0%	15.6%	34.4%	0.0%	15.6%	34.4%	34.4%	15.6%	34.4%	0.0%
Maximum Green (s)	19.0	49.0		19.0	49.0		19.0	49.0	49.0	19.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	12.4	7.8		15.2	10.8		119.6	115.2	115.2	129.6	123.6	
Actuated g/C Ratio	0.08	0.05		0.10	0.07		0.75	0.72	0.72	0.81	0.77	
v/c Ratio	0.15	0.42		0.22	0.56		0.04	0.43	0.03	0.22	0.36	
Control Delay	62.5	53.9		64.2	37.7		8.5	22.0	12.3	5.0	7.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	62.5	53.9		64.2	37.7		8.5	22.0	12.3	5.0	7.3	
LOS	E	D		E	D		A	C	B	A	A	
Approach Delay		56.2			43.7			21.5			7.1	
Approach LOS		E			D			C			A	
Queue Length 50th (ft)	15	23		28	30		6	423	13	16	171	
Queue Length 95th (ft)	38	65		58	92		m22	436	26	35	247	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	225	543		225	558		575	2549	1146	487	2723	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.07	0.08		0.13	0.18		0.03	0.43	0.03	0.18	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 25 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 54.2%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

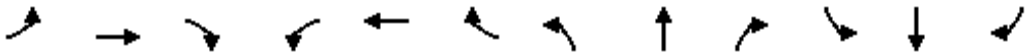
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





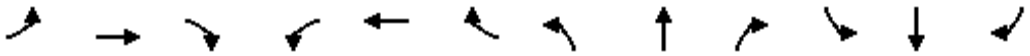
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	20	20	26	26	62	17	969	31	77	843	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.92		1.00	0.89		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1723		1770	1665		1770	3539	1583	1770	3526	
Flt Permitted	0.62	1.00		0.61	1.00		0.28	1.00	1.00	0.21	1.00	
Satd. Flow (perm)	1151	1723		1143	1665		527	3539	1583	398	3526	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	16	22	22	29	29	70	19	1089	35	87	947	25
RTOR Reduction (vph)	0	21	0	0	65	0	0	0	6	0	1	0
Lane Group Flow (vph)	16	23	0	29	34	0	19	1089	29	87	971	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	12.8	9.1		16.2	10.8		115.6	112.8	112.8	127.4	118.7	
Effective Green, g (s)	12.8	9.1		16.2	10.8		115.6	112.8	112.8	127.4	118.7	
Actuated g/C Ratio	0.08	0.06		0.10	0.07		0.72	0.70	0.70	0.80	0.74	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	106	98		137	112		403	2495	1116	392	2616	
v/s Ratio Prot	0.00	0.01		c0.01	c0.02		0.00	c0.31		c0.01	c0.28	
v/s Ratio Perm	0.01			0.01			0.03		0.02	0.16		
v/c Ratio	0.15	0.24		0.21	0.30		0.05	0.44	0.03	0.22	0.37	
Uniform Delay, d1	68.3	72.1		65.7	71.0		6.3	10.1	7.1	5.3	7.4	
Progression Factor	1.00	1.00		1.00	1.00		1.86	2.10	2.58	1.00	1.00	
Incremental Delay, d2	0.2	0.5		0.3	0.6		0.0	0.5	0.0	0.1	0.4	
Delay (s)	68.6	72.6		66.0	71.6		11.7	21.7	18.3	5.4	7.8	
Level of Service	E	E		E	E		B	C	B	A	A	
Approach Delay (s)		71.5			70.3			21.4			7.6	
Approach LOS		E			E			C			A	

Intersection Summary			
HCM Average Control Delay	19.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	54.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	47	15	46	48	13	12	17	44	9	26	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.983			0.919			0.991	
Flt Protected		0.997			0.979			0.992			0.989	
Satd. Flow (prot)	0	1800	0	0	1793	0	0	1698	0	0	1826	0
Flt Permitted		0.997			0.979			0.992			0.989	
Satd. Flow (perm)	0	1800	0	0	1793	0	0	1698	0	0	1826	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	53	17	52	55	15	14	19	50	10	30	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	75	0	0	122	0	0	83	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

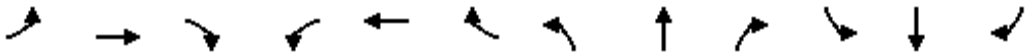
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	47	15	46	48	13	12	17	44	9	26	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	53	17	52	55	15	14	19	50	10	30	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	69			70			256	245	62	297	246	62
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	69			70			256	245	62	297	246	62
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			98	97	95	98	95	100
cM capacity (veh/h)	1532			1530			651	633	1003	591	632	1003

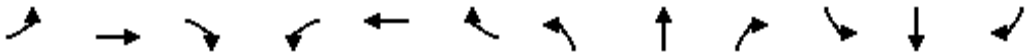
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	75	122	83	43
Volume Left	5	52	14	10
Volume Right	17	15	50	3
cSH	1532	1530	819	640
Volume to Capacity	0.00	0.03	0.10	0.07
Queue Length 95th (ft)	0	3	8	5
Control Delay (s)	0.5	3.3	9.9	11.0
Lane LOS	A	A	A	B
Approach Delay (s)	0.5	3.3	9.9	11.0
Approach LOS			A	B

Intersection Summary				
Average Delay	5.4			
Intersection Capacity Utilization	24.3%	ICU Level of Service	A	
Analysis Period (min)	15			



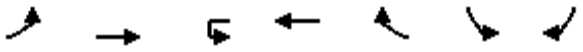
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	24	10	0	10	7	4	96	4	4	72	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.942			0.995			0.987	
Flt Protected		0.988						0.998			0.998	
Satd. Flow (prot)	0	1787	0	0	1755	0	0	1850	0	0	1835	0
Flt Permitted		0.988						0.998			0.998	
Satd. Flow (perm)	0	1787	0	0	1755	0	0	1850	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	14	30	12	0	12	9	5	119	5	5	89	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	56	0	0	21	0	0	129	0	0	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 22.5%		ICU Level of Service A	
Analysis Period (min) 15			



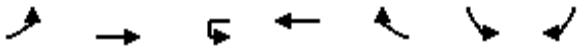
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	11	24	10	0	10	7	4	96	4	4	72	8
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	14	30	12	0	12	9	5	119	5	5	89	10
Approach Volume (veh/h)		56			21			128			104	
Crossing Volume (veh/h)		94			137			48			17	
High Capacity (veh/h)		1287			1244			1334			1366	
High v/c (veh/h)		0.04			0.02			0.10			0.08	
Low Capacity (veh/h)		1072			1033			1115			1144	
Low v/c (veh/h)		0.05			0.02			0.12			0.09	

Intersection Summary					
Maximum v/c High	0.10				
Maximum v/c Low	0.12				
Intersection Capacity Utilization	22.5%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	48	2008	14	1739	22	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.998		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	3539	1770	3532	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	3539	1770	3532	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	50	2092	15	1811	23	0	22
Shared Lane Traffic (%)							
Lane Group Flow (vph)	50	2092	15	1834	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

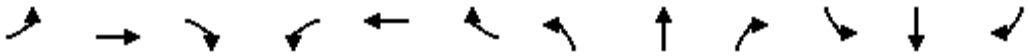
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	48	2008	14	1739	22	0	21
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	50	2092	0	1811	23	0	22
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.65	
vC, conflicting volume	1834		0			2969	917
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1834		0			2952	917
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	85		0			100	92
cM capacity (veh/h)	328		0			6	274

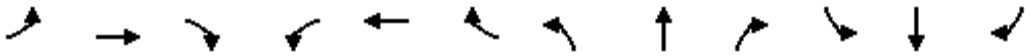
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	50	1046	1046	1208	627	0	22
Volume Left	50	0	0	0	0	0	0
Volume Right	0	0	0	0	23	0	22
cSH	328	1700	1700	1700	1700	1700	274
Volume to Capacity	0.15	0.62	0.62	0.71	0.37	0.00	0.08
Queue Length 95th (ft)	13	0	0	0	0	0	6
Control Delay (s)	17.9	0.0	0.0	0.0	0.0	0.0	19.3
Lane LOS	C						C
Approach Delay (s)	0.4			0.0			19.3
Approach LOS							C

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	77	7	0	34	1	8	7	2	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.997			0.982				
Flt Protected		0.999						0.977				
Satd. Flow (prot)	0	1842	0	0	1857	0	0	1787	0	0	1863	0
Flt Permitted		0.999						0.977				
Satd. Flow (perm)	0	1842	0	0	1857	0	0	1787	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	3	104	9	0	46	1	11	9	3	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	116	0	0	47	0	0	23	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.4%		ICU Level of Service A	
Analysis Period (min) 15			

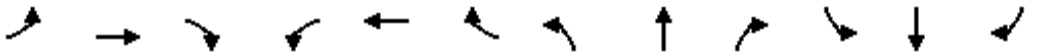


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	77	7	0	34	1	8	7	2	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	3	104	9	0	46	1	11	9	3	0	1	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	116	47	23	1
Volume Left (vph)	3	0	11	0
Volume Right (vph)	9	1	3	0
Hadj (s)	-0.01	0.02	0.06	0.03
Departure Headway (s)	4.0	4.1	4.3	4.3
Degree Utilization, x	0.13	0.05	0.03	0.00
Capacity (veh/h)	889	868	798	800
Control Delay (s)	7.6	7.3	7.4	7.3
Approach Delay (s)	7.6	7.3	7.4	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.5			
HCM Level of Service	A			
Intersection Capacity Utilization	20.4%	ICU Level of Service	A	
Analysis Period (min)	15			

2015 No Build Conditions – AM Peak Hour



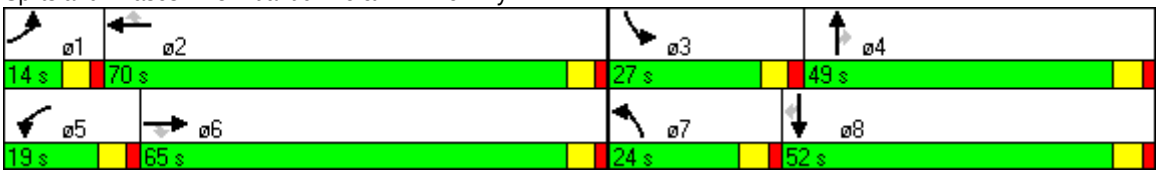
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	1678	248	131	1998	199	387	670	112	292	1035	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			61			87			105
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	163	1730	256	135	2060	205	399	691	115	301	1067	179
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	1730	256	135	2060	205	399	691	115	301	1067	179
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	14.0	65.0	65.0	19.0	70.0	70.0	24.0	49.0	49.0	27.0	52.0	52.0
Total Split (%)	8.8%	40.6%	40.6%	11.9%	43.8%	43.8%	15.0%	30.6%	30.6%	16.9%	32.5%	32.5%
Maximum Green (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	43.0	43.0	21.0	46.0	46.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

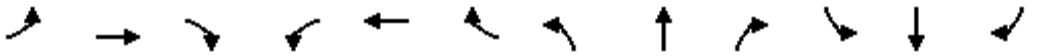
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	46.5	46.5	17.5	46.0	46.0
Actuated g/C Ratio	0.05	0.37	0.37	0.08	0.40	0.40	0.11	0.29	0.29	0.11	0.29	0.29
v/c Ratio	0.95	0.92	0.39	0.94	1.02	0.31	1.03	0.67	0.22	0.80	1.05	0.34
Control Delay	135.9	54.1	18.4	136.3	60.4	16.2	121.8	54.4	14.6	101.4	88.6	14.3
Queue Delay	0.0	0.0	0.0	0.0	11.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	135.9	54.1	18.4	136.3	71.7	16.2	121.8	54.4	14.6	101.4	88.6	14.3
LOS	F	D	B	F	E	B	F	D	B	F	F	B
Approach Delay		56.1			70.6			73.0			82.5	
Approach LOS		E			E			E			F	
Queue Length 50th (ft)	89	637	109	143	~835	72	~229	338	21	167	~637	25
Queue Length 95th (ft)	#173	705	148	#291	#904	92	#342	423	76	218	#761	72
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	172	1875	656	144	2023	670	386	1028	521	451	1017	530
Starvation Cap Reductn	0	0	0	0	61	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.92	0.39	0.94	1.05	0.31	1.03	0.67	0.22	0.67	1.05	0.34

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 69.2 Intersection LOS: E
Intersection Capacity Utilization 102.8% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

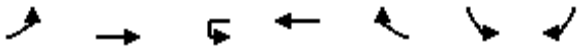




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	1678	248	131	1998	199	387	670	112	292	1035	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	163	1730	256	135	2060	205	399	691	115	301	1067	179
RTOR Reduction (vph)	0	0	73	0	0	37	0	0	62	0	0	75
Lane Group Flow (vph)	163	1730	183	135	2060	168	399	691	53	301	1067	104
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	46.5	46.5	17.5	46.0	46.0
Effective Green, g (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	46.5	46.5	17.5	46.0	46.0
Actuated g/C Ratio	0.05	0.37	0.37	0.08	0.40	0.40	0.11	0.29	0.29	0.11	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	172	1875	584	144	2023	633	386	1029	460	375	1017	455
v/s Ratio Prot	0.05	0.34		c0.08	c0.41		c0.12	0.20		0.09	c0.30	
v/s Ratio Perm			0.12			0.11			0.03			0.07
v/c Ratio	0.95	0.92	0.31	0.94	1.02	0.27	1.03	0.67	0.12	0.80	1.05	0.23
Uniform Delay, d1	75.8	48.3	36.1	73.1	48.0	32.2	71.0	50.0	41.7	69.6	57.0	43.5
Progression Factor	1.14	0.95	0.85	1.13	0.76	0.67	1.00	1.00	1.00	1.24	0.86	0.68
Incremental Delay, d2	49.0	8.3	1.3	52.4	23.9	0.9	54.8	1.6	0.1	10.8	41.6	0.2
Delay (s)	135.7	54.0	31.8	135.0	60.6	22.4	125.8	51.6	41.7	96.9	90.5	29.7
Level of Service	F	D	C	F	E	C	F	D	D	F	F	C
Approach Delay (s)		57.5			61.5			75.2			84.7	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	67.5	HCM Level of Service	E
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	102.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

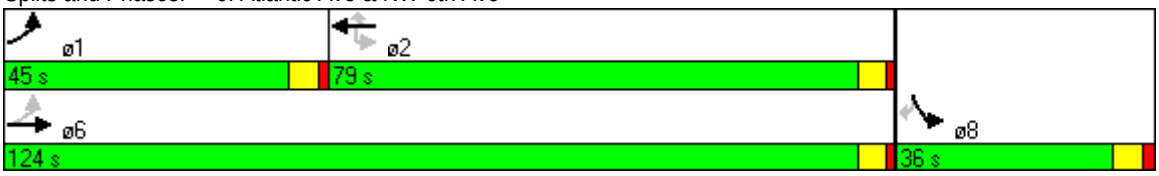


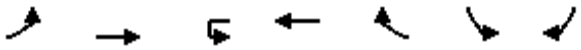
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	410	2004	10	2032	101	63	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.041		0.082			0.950	
Satd. Flow (perm)	76	5085	153	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					34		324
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	436	2132	11	2162	107	67	324
Shared Lane Traffic (%)							
Lane Group Flow (vph)	436	2132	11	2162	107	67	324
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	45.0	124.0	79.0	79.0	79.0	36.0	36.0
Total Split (%)	28.1%	77.5%	49.4%	49.4%	49.4%	22.5%	22.5%
Maximum Green (s)	39.5	118.5	73.5	73.5	73.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	137.4	137.4	92.3	92.3	92.3	11.1	11.1
Actuated g/C Ratio	0.86	0.86	0.58	0.58	0.58	0.07	0.07
v/c Ratio	0.90	0.49	0.12	0.74	0.12	0.54	0.79
Control Delay	70.5	3.4	4.5	7.2	0.6	86.9	20.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.5	3.4	4.5	7.2	0.6	86.9	20.7
LOS	E	A	A	A	A	F	C
Approach Delay		14.8		6.9		32.0	
Approach LOS		B		A		C	
Queue Length 50th (ft)	389	149	1	39	0	69	0
Queue Length 95th (ft)	504	242	m2	m647	m8	119	102
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	514	4366	88	2933	928	332	560
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	0.85	0.49	0.13	0.74	0.12	0.20	0.58

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 52 (33%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 81.1%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

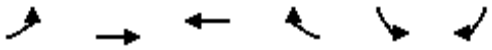
Splits and Phases: 6: Atlantic Ave & NW 6th Ave





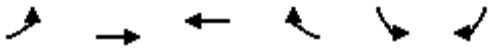
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	410	2004	10	2032	101	63	305
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.04	1.00	0.08	1.00	1.00	0.95	1.00
Satd. Flow (perm)	76	5085	153	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	436	2132	11	2162	107	67	324
RTOR Reduction (vph)	0	0	0	0	14	0	302
Lane Group Flow (vph)	436	2132	11	2162	93	67	22
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	137.4	137.4	92.3	92.3	92.3	11.1	11.1
Effective Green, g (s)	137.4	137.4	92.3	92.3	92.3	11.1	11.1
Actuated g/C Ratio	0.86	0.86	0.58	0.58	0.58	0.07	0.07
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	485	4367	88	2933	913	123	110
v/s Ratio Prot	c0.22	0.42		0.43		c0.04	
v/s Ratio Perm	c0.55		0.07		0.06		0.01
v/c Ratio	0.90	0.49	0.12	0.74	0.10	0.54	0.20
Uniform Delay, d1	51.4	2.7	15.4	24.9	15.2	72.0	70.3
Progression Factor	1.00	1.00	0.17	0.24	0.04	1.00	1.00
Incremental Delay, d2	18.8	0.4	0.8	0.5	0.1	2.6	0.3
Delay (s)	70.2	3.1	3.4	6.6	0.7	74.6	70.6
Level of Service	E	A	A	A	A	E	E
Approach Delay (s)		14.5		6.3		71.3	
Approach LOS		B		A		E	

Intersection Summary			
HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	1966	2238	21	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5080	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5080	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	2027	2307	22	0	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2027	2329	0	0	75
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

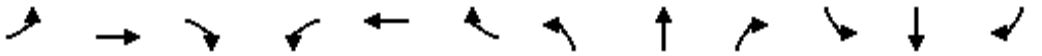
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	1966	2238	21	0	73
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	2027	2307	22	0	75
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.69				0.69	0.69
vC, conflicting volume	2329				2994	780
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1337				2306	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	90
cM capacity (veh/h)	351				22	744

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	676	676	676	923	923	483	75
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	22	75
cSH	1700	1700	1700	1700	1700	1700	744
Volume to Capacity	0.40	0.40	0.40	0.54	0.54	0.28	0.10
Queue Length 95th (ft)	0	0	0	0	0	0	8
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	10.4
Lane LOS							B
Approach Delay (s)	0.0			0.0			10.4
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

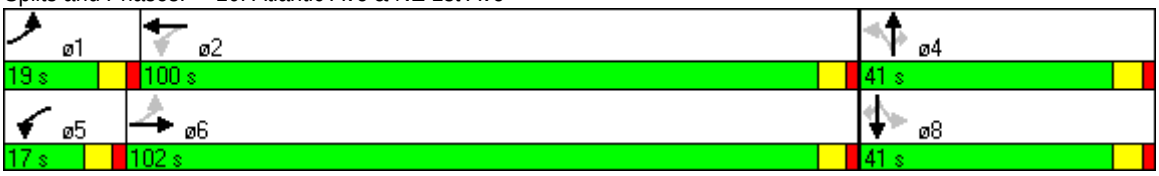


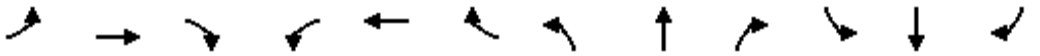
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1606	67	65	1907	27	15	11	48	7	16	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.972		0.950		
Satd. Flow (prot)	1770	5055	0	1770	5075	0	0	1811	1583	1770	1863	1583
Flt Permitted	0.073			0.111				0.814		0.739		
Satd. Flow (perm)	136	5055	0	207	5075	0	0	1516	1583	1377	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				52			47
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1727	72	70	2051	29	16	12	52	8	17	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	1799	0	70	2080	0	0	28	52	8	17	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	19.0	102.0	0.0	17.0	100.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.9%	63.8%	0.0%	10.6%	62.5%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	13.0	96.0		11.0	94.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	140.0	132.0		133.6	128.8			7.6	7.6	7.6	7.6	7.6
Actuated g/C Ratio	0.88	0.82		0.84	0.80			0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.37	0.43		0.32	0.51			0.39	0.42	0.12	0.19	0.39
Control Delay	22.6	1.3		5.9	3.5			88.7	27.2	75.9	77.3	27.5
Queue Delay	0.0	0.1		0.0	0.1			0.0	0.0	0.0	0.0	0.0
Total Delay	22.6	1.5		5.9	3.6			88.7	27.2	75.9	77.3	27.5
LOS	C	A		A	A			F	C	E	E	C
Approach Delay		2.3			3.7			48.8			44.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	15	36		3	112			29	0	8	18	0
Queue Length 95th (ft)	m23	6		m12	205			65	46	27	45	44
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	254	4173		288	4086			332	387	301	408	383
Starvation Cap Reductn	0	1037		0	205			0	0	0	0	0
Spillback Cap Reductn	0	0		0	532			0	0	0	0	4
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.30	0.57		0.24	0.59			0.08	0.13	0.03	0.04	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 4.6		Intersection LOS: A	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

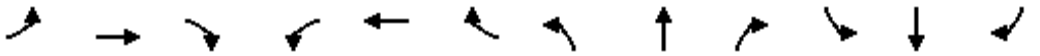
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1606	67	65	1907	27	15	11	48	7	16	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5055		1770	5075			1811	1583	1770	1863	1583
Flt Permitted	0.07	1.00		0.11	1.00			0.81	1.00	0.74	1.00	1.00
Satd. Flow (perm)	136	5055		206	5075			1516	1583	1377	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1727	72	70	2051	29	16	12	52	8	17	47
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	50	0	0	45
Lane Group Flow (vph)	75	1798	0	70	2080	0	0	28	2	8	17	2
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	138.8	130.8		132.4	127.6			6.4	6.4	6.4	6.4	6.4
Effective Green, g (s)	138.8	130.8		132.4	127.6			6.4	6.4	6.4	6.4	6.4
Actuated g/C Ratio	0.87	0.82		0.83	0.80			0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	200	4132		217	4047			61	63	55	75	63
v/s Ratio Prot	c0.02	c0.36		0.01	c0.41						0.01	
v/s Ratio Perm	0.31			0.26				c0.02	0.00	0.01		0.00
v/c Ratio	0.38	0.44		0.32	0.51			0.46	0.03	0.15	0.23	0.03
Uniform Delay, d1	4.0	4.1		2.7	5.6			75.1	73.8	74.2	74.4	73.8
Progression Factor	14.74	0.28		1.21	0.53			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2		0.3	0.4			2.0	0.1	0.4	0.6	0.1
Delay (s)	59.6	1.3		3.6	3.4			77.1	73.9	74.6	75.0	73.9
Level of Service	E	A		A	A			E	E	E	E	E
Approach Delay (s)		3.6			3.4			75.0			74.2	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



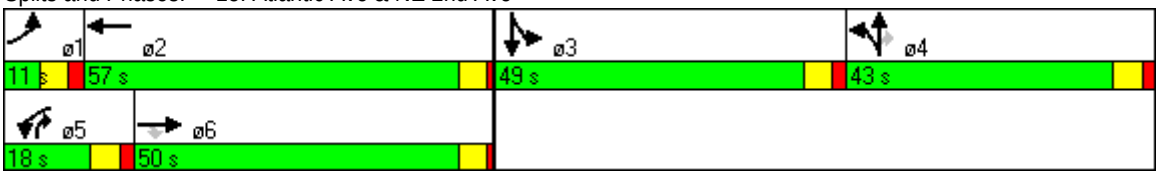
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1421	309	256	1331	31	373	106	345	29	150	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.963	
Flt Protected	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1720	1583	1770	3408	0
Flt Permitted	0.950			0.950			0.950	0.972		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1720	1583	1770	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149		2				356		28	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	29	1465	319	264	1372	32	385	109	356	30	155	51
Shared Lane Traffic (%)							37%					
Lane Group Flow (vph)	29	1465	319	264	1404	0	243	251	356	30	206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	50.0	50.0	18.0	57.0	0.0	43.0	43.0	18.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.3%	31.3%	11.3%	35.6%	0.0%	26.9%	26.9%	11.3%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	45.0	45.0	12.0	52.0		37.0	37.0	12.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

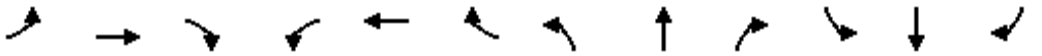
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	6.9	77.5	77.5	18.8	91.5		27.9	27.9	52.6	12.9	12.9	
Actuated g/C Ratio	0.04	0.48	0.48	0.12	0.57		0.17	0.17	0.33	0.08	0.08	
v/c Ratio	0.38	0.59	0.38	0.66	0.49		0.83	0.84	0.47	0.21	0.69	
Control Delay	99.0	13.6	4.5	75.7	23.0		86.0	86.6	5.1	70.9	73.3	
Queue Delay	0.0	0.2	0.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	99.0	13.8	4.8	75.7	23.0		86.0	86.6	5.1	70.9	73.3	
LOS	F	B	A	E	C		F	F	A	E	E	
Approach Delay		13.6			31.4			52.3			73.0	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	33	115	15	138	317		262	271	0	30	96	
Queue Length 95th (ft)	70	169	39	187	447		349	358	65	65	140	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	76	2463	843	402	2894		389	398	759	476	936	
Starvation Cap Reductn	0	314	164	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.68	0.47	0.66	0.49		0.62	0.63	0.47	0.06	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.4 — Intersection LOS: C
Intersection Capacity Utilization 72.8% — ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

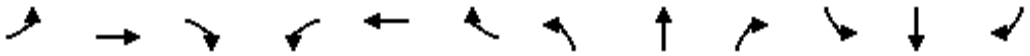




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1421	309	256	1331	31	373	106	345	29	150	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5054		1681	1721	1583	1770	3408	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5054		1681	1721	1583	1770	3408	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	1465	319	264	1372	32	385	109	356	30	155	51
RTOR Reduction (vph)	0	0	77	0	1	0	0	0	252	0	26	0
Lane Group Flow (vph)	29	1465	242	264	1403	0	243	251	104	30	180	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	5.9	77.4	77.4	18.8	90.3		27.9	27.9	46.7	12.9	12.9	
Effective Green, g (s)	5.9	77.4	77.4	18.8	90.3		27.9	27.9	46.7	12.9	12.9	
Actuated g/C Ratio	0.04	0.48	0.48	0.12	0.56		0.17	0.17	0.29	0.08	0.08	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	65	2460	766	403	2852		293	300	521	143	275	
v/s Ratio Prot	0.02	c0.29		c0.08	0.28		0.14	c0.15	0.02	0.02	c0.05	
v/s Ratio Perm			0.15						0.04			
v/c Ratio	0.45	0.60	0.32	0.66	0.49		0.83	0.84	0.20	0.21	0.66	
Uniform Delay, d1	75.5	29.9	25.2	67.5	21.0		63.8	63.8	42.6	68.8	71.4	
Progression Factor	1.17	0.40	0.22	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	1.0	1.0	2.9	0.6		16.6	17.3	0.1	0.3	4.2	
Delay (s)	89.6	13.0	6.6	70.4	21.6		80.3	81.1	42.7	69.1	75.6	
Level of Service	F	B	A	E	C		F	F	D	E	E	
Approach Delay (s)		13.1			29.3			64.8			74.8	
Approach LOS		B			C			E			E	

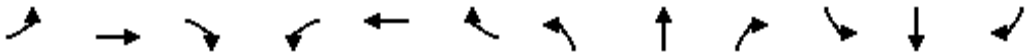
Intersection Summary			
HCM Average Control Delay	31.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	133	55	3	67	3	36	22	10	2	13	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.995			0.980			0.920	
Flt Protected		0.995			0.998			0.974			0.997	
Satd. Flow (prot)	0	1787	0	0	1850	0	0	1778	0	0	1709	0
Flt Permitted		0.995			0.998			0.974			0.997	
Satd. Flow (perm)	0	1787	0	0	1850	0	0	1778	0	0	1709	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	145	60	3	73	3	39	24	11	2	14	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	0	0	79	0	0	74	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

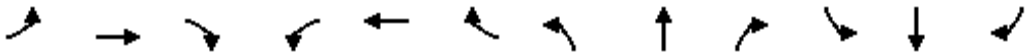
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	133	55	3	67	3	36	22	10	2	13	21
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
Hourly flow rate (vph)	23	145	60	3	73	3	39	24	11	2	14	23

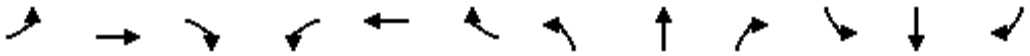
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	227	79	74	39
Volume Left (vph)	23	3	39	2
Volume Right (vph)	60	3	11	23
Hadj (s)	-0.10	0.02	0.05	-0.30
Departure Headway (s)	4.2	4.4	4.7	4.4
Degree Utilization, x	0.26	0.10	0.10	0.05
Capacity (veh/h)	842	773	718	755
Control Delay (s)	8.6	7.9	8.2	7.6
Approach Delay (s)	8.6	7.9	8.2	7.6
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.3			
HCM Level of Service	A			
Intersection Capacity Utilization	35.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	79	32	5	31	1	27	31	7	0	46	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.997			0.985			0.985	
Flt Protected		0.996			0.993			0.980				
Satd. Flow (prot)	0	1789	0	0	1844	0	0	1798	0	0	1835	0
Flt Permitted		0.996			0.993			0.980				
Satd. Flow (perm)	0	1789	0	0	1844	0	0	1798	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	14	111	45	7	44	1	38	44	10	0	65	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	170	0	0	52	0	0	92	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

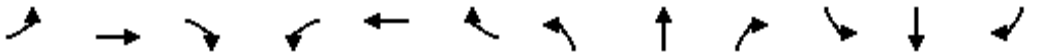
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	79	32	5	31	1	27	31	7	0	46	6
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	14	111	45	7	44	1	38	44	10	0	65	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	170	52	92	73
Volume Left (vph)	14	7	38	0
Volume Right (vph)	45	1	10	8
Hadj (s)	-0.11	0.04	0.05	-0.04
Departure Headway (s)	4.2	4.5	4.5	4.5
Degree Utilization, x	0.20	0.07	0.12	0.09
Capacity (veh/h)	816	749	748	751
Control Delay (s)	8.3	7.8	8.1	7.9
Approach Delay (s)	8.3	7.8	8.1	7.9
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.1		
HCM Level of Service	A		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		

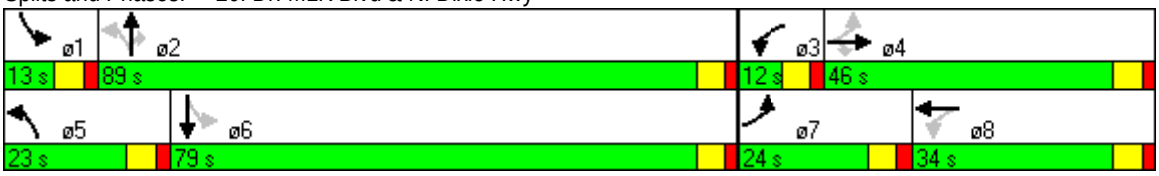


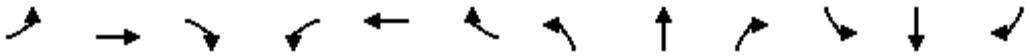
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	154	240	29	77	22	103	504	32	52	738	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.966				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1799	0	1770	3539	1583	1770	3476	0
Flt Permitted	0.378			0.652			0.261			0.440		
Satd. Flow (perm)	704	1863	1583	1215	1799	0	486	3539	1583	820	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			258		8				34		12	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	128	166	258	31	83	24	111	542	34	56	794	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	166	258	31	107	0	111	542	34	56	903	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	24.0	46.0	46.0	12.0	34.0	0.0	23.0	89.0	89.0	13.0	79.0	0.0
Total Split (%)	15.0%	28.8%	28.8%	7.5%	21.3%	0.0%	14.4%	55.6%	55.6%	8.1%	49.4%	0.0%
Maximum Green (s)	18.0	40.0	40.0	6.0	28.0		17.0	83.0	83.0	7.0	73.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	33.1	23.6	23.6	18.7	13.2		111.6	105.4	105.4	107.3	101.7	
Actuated g/C Ratio	0.21	0.15	0.15	0.12	0.08		0.70	0.66	0.66	0.67	0.64	
v/c Ratio	0.54	0.60	0.57	0.19	0.69		0.28	0.23	0.03	0.10	0.41	
Control Delay	61.2	72.9	11.2	51.3	87.0		5.4	5.8	0.4	7.1	11.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.2	72.9	11.2	51.3	87.0		5.4	5.8	0.4	7.1	11.5	
LOS	E	E	B	D	F		A	A	A	A	B	
Approach Delay		41.3			79.0			5.5			11.2	
Approach LOS		D			E			A			B	
Queue Length 50th (ft)	116	168	0	27	103		15	47	1	11	247	
Queue Length 95th (ft)	168	236	82	54	167		m24	m63	m0	28	158	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	265	466	589	167	321		485	2331	1054	600	2215	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.48	0.36	0.44	0.19	0.33		0.23	0.23	0.03	0.09	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 122 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 20.7		Intersection LOS: C	
Intersection Capacity Utilization 61.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

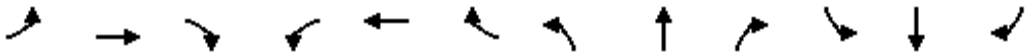
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





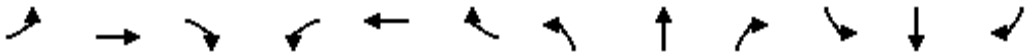
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	119	154	240	29	77	22	103	504	32	52	738	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1800		1770	3539	1583	1770	3475	
Flt Permitted	0.38	1.00	1.00	0.65	1.00		0.26	1.00	1.00	0.44	1.00	
Satd. Flow (perm)	703	1863	1583	1215	1800		486	3539	1583	820	3475	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	128	166	258	31	83	24	111	542	34	56	794	109
RTOR Reduction (vph)	0	0	220	0	7	0	0	0	12	0	4	0
Lane Group Flow (vph)	128	166	38	31	100	0	111	542	22	56	899	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	34.2	23.6	23.6	19.0	14.4		110.3	103.1	103.1	105.3	100.6	
Effective Green, g (s)	34.2	23.6	23.6	19.0	14.4		110.3	103.1	103.1	105.3	100.6	
Actuated g/C Ratio	0.21	0.15	0.15	0.12	0.09		0.69	0.64	0.64	0.66	0.63	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	242	275	233	160	162		393	2280	1020	568	2185	
v/s Ratio Prot	c0.05	c0.09		0.01	0.06		c0.01	0.15		0.00	c0.26	
v/s Ratio Perm	0.07		0.02	0.02			0.18		0.01	0.06		
v/c Ratio	0.53	0.60	0.16	0.19	0.62		0.28	0.24	0.02	0.10	0.41	
Uniform Delay, d1	53.6	63.8	59.6	63.2	70.1		9.5	11.9	10.3	9.7	14.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.51	0.45	0.08	0.83	0.71	
Incremental Delay, d2	1.0	2.6	0.1	0.2	4.8		0.1	0.2	0.0	0.0	0.6	
Delay (s)	54.6	66.4	59.7	63.5	74.9		5.0	5.6	0.9	8.1	11.2	
Level of Service	D	E	E	E	E		A	A	A	A	B	
Approach Delay (s)		60.5			72.4			5.3			11.0	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	60	2	1	33	0	0	12	0	0	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997									0.932	
Flt Protected		0.999			0.999							
Satd. Flow (prot)	0	1855	0	0	1861	0	0	1863	0	0	1736	0
Flt Permitted		0.999			0.999							
Satd. Flow (perm)	0	1855	0	0	1861	0	0	1863	0	0	1736	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	75	3	1	41	0	0	15	0	0	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	42	0	0	15	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.7%		ICU Level of Service A	
Analysis Period (min) 15			



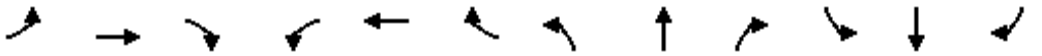
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	60	2	1	33	0	0	12	0	0	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	75	2	1	41	0	0	15	0	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	41			78			128	122	76	130	124	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	41			78			128	122	76	130	124	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	98	100	100	100	100
cM capacity (veh/h)	1568			1521			838	767	985	829	765	1030

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	42	15	8
Volume Left	1	1	0	0
Volume Right	2	0	0	4
cSH	1568	1521	767	878
Volume to Capacity	0.00	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	1	1
Control Delay (s)	0.1	0.2	9.8	9.1
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.8	9.1
Approach LOS			A	A

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	13.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	186	41	2	119	4	12	2	1	4	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.978			0.995			0.992				0.850
Flt Protected		0.996			0.999			0.960		0.950		
Satd. Flow (prot)	0	1814	0	0	1852	0	0	1774	0	1770	1863	1583
Flt Permitted		0.996			0.999			0.960		0.950		
Satd. Flow (perm)	0	1814	0	0	1852	0	0	1774	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	23	214	47	2	137	5	14	2	1	5	11	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	144	0	0	17	0	5	11	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

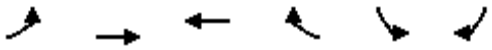
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	186	41	2	119	4	12	2	1	4	10	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	214	47	2	137	5	14	2	1	5	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	141			261			441	429	237	429	451	139
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	141			149			345	332	123	332	356	139
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			97	100	100	99	98	98
cM capacity (veh/h)	1442			1314			532	529	851	559	514	909

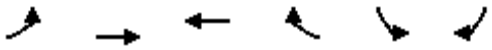
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	284	144	17	5	28
Volume Left	23	2	14	5	0
Volume Right	47	5	1	0	16
cSH	1442	1314	545	559	1233
Volume to Capacity	0.02	0.00	0.03	0.01	0.02
Queue Length 95th (ft)	1	0	2	1	2
Control Delay (s)	0.7	0.1	11.8	11.5	10.3
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.7	0.1	11.8	10.5	
Approach LOS			B	B	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	37.5%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	1723	1598	13	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3536	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3536	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	62	1776	1647	13	0	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	1776	1660	0	0	48
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

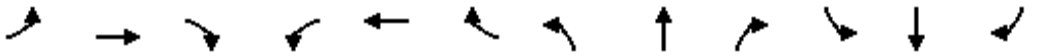
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	60	1723	1598	13	0	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	62	1776	1647	13	0	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.72	
vC, conflicting volume	1661				2666	830
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1661				2537	830
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	84				100	85
cM capacity (veh/h)	384				14	313

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	62	888	888	1098	563	48
Volume Left	62	0	0	0	0	0
Volume Right	0	0	0	0	13	48
cSH	384	1700	1700	1700	1700	313
Volume to Capacity	0.16	0.52	0.52	0.65	0.33	0.15
Queue Length 95th (ft)	14	0	0	0	0	14
Control Delay (s)	16.2	0.0	0.0	0.0	0.0	18.6
Lane LOS	C					C
Approach Delay (s)	0.5			0.0		18.6
Approach LOS						C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	54.6%	ICU Level of Service	A
Analysis Period (min)	15		

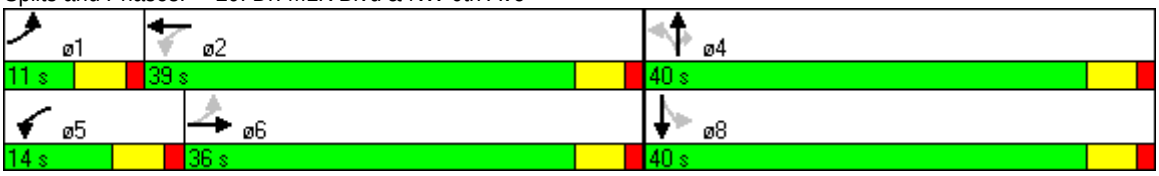


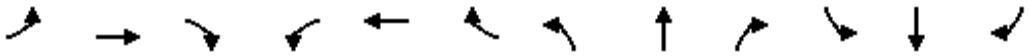
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	458	55	89	324	14	96	241	70	16	125	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.994				0.850		0.959	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1770	3483	0	1770	3518	0	1770	1863	1583	0	1779	0
Flt Permitted	0.537			0.428			0.438				0.867	
Satd. Flow (perm)	1000	3483	0	797	3518	0	816	1863	1583	0	1549	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5				74		29	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	66	487	59	95	345	15	102	256	74	17	133	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	546	0	95	360	0	102	256	74	0	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	11.0	36.0	0.0	14.0	39.0	0.0	40.0	40.0	40.0	40.0	40.0	0.0
Total Split (%)	12.2%	40.0%	0.0%	15.6%	43.3%	0.0%	44.4%	44.4%	44.4%	44.4%	44.4%	0.0%
Maximum Green (s)	5.5	30.5		8.5	33.5		34.5	34.5	34.5	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	56.9	52.5		57.9	53.0		17.2	17.2	17.2		17.2	
Actuated g/C Ratio	0.63	0.58		0.64	0.59		0.19	0.19	0.19		0.19	
v/c Ratio	0.10	0.27		0.17	0.17		0.65	0.72	0.20		0.68	
Control Delay	6.4	11.0		6.6	10.2		52.3	45.2	8.2		39.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	6.4	11.0		6.6	10.2		52.3	45.2	8.2		39.3	
LOS	A	B		A	B		D	D	A		D	
Approach Delay		10.5			9.5			40.6			39.3	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	11	75		15	46		54	138	0		100	
Queue Length 95th (ft)	30	135		40	87		100	198	32		159	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	686	2040		622	2075		313	714	652		612	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.27		0.15	0.17		0.33	0.36	0.11		0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 61.6%		ICU Level of Service B	
Analysis Period (min) 15			

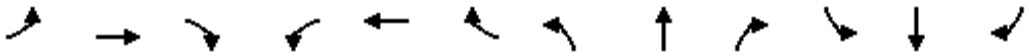
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





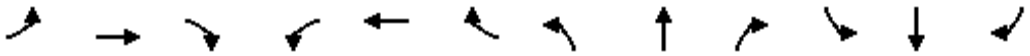
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	458	55	89	324	14	96	241	70	16	125	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3482		1770	3517		1770	1863	1583		1779	
Flt Permitted	0.54	1.00		0.43	1.00		0.44	1.00	1.00		0.87	
Satd. Flow (perm)	1000	3482		797	3517		817	1863	1583		1548	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	66	487	59	95	345	15	102	256	74	17	133	66
RTOR Reduction (vph)	0	7	0	0	2	0	0	0	60	0	23	0
Lane Group Flow (vph)	66	539	0	95	358	0	102	256	14	0	193	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	55.8	51.4		56.8	51.9		17.2	17.2	17.2		17.2	
Effective Green, g (s)	55.8	51.4		56.8	51.9		17.2	17.2	17.2		17.2	
Actuated g/C Ratio	0.62	0.57		0.63	0.58		0.19	0.19	0.19		0.19	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	658	1989		556	2028		156	356	303		296	
v/s Ratio Prot	0.00	c0.15		c0.01	0.10			c0.14				
v/s Ratio Perm	0.06			0.10			0.12		0.01		0.12	
v/c Ratio	0.10	0.27		0.17	0.18		0.65	0.72	0.05		0.65	
Uniform Delay, d1	6.7	9.8		6.5	9.0		33.6	34.1	29.7		33.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.3		0.1	0.2		7.3	5.7	0.0		3.9	
Delay (s)	6.8	10.1		6.6	9.2		40.9	39.8	29.7		37.5	
Level of Service	A	B		A	A		D	D	C		D	
Approach Delay (s)		9.8			8.6			38.4			37.5	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM Average Control Delay	20.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	554	54	17	447	15	12	1	10	2	13	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995			0.943			0.913	
Flt Protected	0.950			0.950				0.974			0.998	
Satd. Flow (prot)	1770	3479	0	1770	3522	0	0	1711	0	0	1697	0
Flt Permitted	0.950			0.950				0.974			0.998	
Satd. Flow (perm)	1770	3479	0	1770	3522	0	0	1711	0	0	1697	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	630	61	19	508	17	14	1	11	2	15	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	691	0	19	525	0	0	26	0	0	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

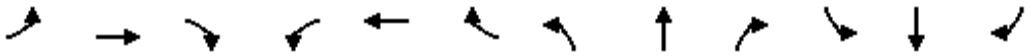
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	554	54	17	447	15	12	1	10	2	13	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	630	61	19	508	17	14	1	11	2	15	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.97						0.97	0.97		0.97	0.97	0.97
vC, conflicting volume	525			691			1020	1253	345	911	1276	262
vC1, stage 1 conf vol							690	690		555	555	
vC2, stage 2 conf vol							331	564		356	720	
vCu, unblocked vol	439			691			952	1193	345	839	1216	167
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			95	100	98	99	95	96
cM capacity (veh/h)	1080			900			301	293	651	359	284	819

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	15	420	271	19	339	186	26	48
Volume Left	15	0	0	19	0	0	14	2
Volume Right	0	0	61	0	0	17	11	31
cSH	1080	1700	1700	900	1700	1700	392	498
Volume to Capacity	0.01	0.25	0.16	0.02	0.20	0.11	0.07	0.10
Queue Length 95th (ft)	1	0	0	2	0	0	5	8
Control Delay (s)	8.4	0.0	0.0	9.1	0.0	0.0	14.8	13.0
Lane LOS	A			A			B	B
Approach Delay (s)	0.2			0.3			14.8	13.0
Approach LOS							B	B

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	30.2%	ICU Level of Service		A
Analysis Period (min)	15			

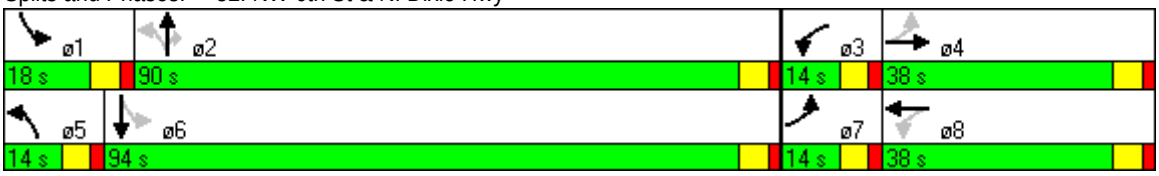


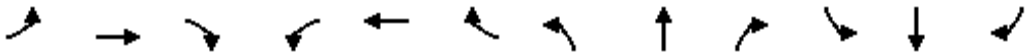
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	17	16	33	19	43	14	596	29	72	813	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.927			0.895				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1727	0	1770	1667	0	1770	3539	1583	1770	3511	0
Flt Permitted	0.714			0.507			0.296			0.383		
Satd. Flow (perm)	1330	1727	0	944	1667	0	551	3539	1583	713	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			46				31		6	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	18	17	35	20	46	15	634	31	77	865	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	7	35	0	35	66	0	15	634	31	77	916	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	14.0	38.0	0.0	14.0	38.0	0.0	14.0	90.0	90.0	18.0	94.0	0.0
Total Split (%)	8.8%	23.8%	0.0%	8.8%	23.8%	0.0%	8.8%	56.3%	56.3%	11.3%	58.8%	0.0%
Maximum Green (s)	8.0	32.0		8.0	32.0		8.0	84.0	84.0	12.0	88.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	10.9	7.0		17.1	15.2		123.3	119.0	119.0	128.7	126.2	
Actuated g/C Ratio	0.07	0.04		0.11	0.10		0.77	0.74	0.74	0.80	0.79	
v/c Ratio	0.07	0.38		0.26	0.33		0.03	0.24	0.03	0.13	0.33	
Control Delay	61.1	56.8		66.2	30.4		3.8	7.2	2.7	4.0	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.1	56.8		66.2	30.4		3.8	7.2	2.7	4.0	6.2	
LOS	E	E		E	C		A	A	A	A	A	
Approach Delay		57.5			42.8			6.9			6.0	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	7	19		34	19		2	111	1	14	110	
Queue Length 95th (ft)	23	58		68	72		m7	98	m5	30	221	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	137	359		146	370		498	2632	1185	660	2770	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.05	0.10		0.24	0.18		0.03	0.24	0.03	0.12	0.33	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 22 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 50.8%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

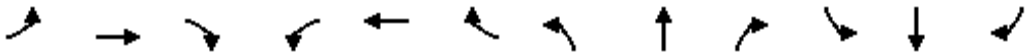
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





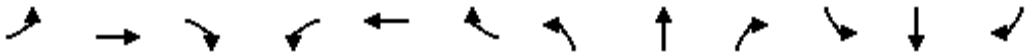
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	17	16	33	19	43	14	596	29	72	813	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1727		1770	1668		1770	3539	1583	1770	3510	
Flt Permitted	0.71	1.00		0.51	1.00		0.30	1.00	1.00	0.38	1.00	
Satd. Flow (perm)	1330	1727		945	1668		551	3539	1583	714	3510	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	7	18	17	35	20	46	15	634	31	77	865	51
RTOR Reduction (vph)	0	16	0	0	42	0	0	0	9	0	2	0
Lane Group Flow (vph)	7	19	0	35	24	0	15	634	22	77	914	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	11.6	10.5		21.0	15.2		116.1	114.3	114.3	123.3	117.9	
Effective Green, g (s)	11.6	10.5		21.0	15.2		116.1	114.3	114.3	123.3	117.9	
Actuated g/C Ratio	0.07	0.07		0.13	0.10		0.73	0.71	0.71	0.77	0.74	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	99	113		154	158		414	2528	1131	586	2586	
v/s Ratio Prot	0.00	0.01		c0.01	0.01		0.00	0.18		c0.00	c0.26	
v/s Ratio Perm	0.00			c0.02			0.03		0.01	0.10		
v/c Ratio	0.07	0.17		0.23	0.15		0.04	0.25	0.02	0.13	0.35	
Uniform Delay, d1	69.1	70.6		61.7	66.5		6.2	8.0	6.6	4.6	7.5	
Progression Factor	1.00	1.00		1.00	1.00		0.93	0.99	1.16	1.00	1.00	
Incremental Delay, d2	0.1	0.3		0.3	0.2		0.0	0.2	0.0	0.0	0.4	
Delay (s)	69.2	70.9		61.9	66.7		5.8	8.1	7.7	4.7	7.9	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		70.6			65.0			8.0			7.6	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	12.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	25	9	18	33	4	2	12	21	5	7	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.990			0.918			0.983	
Flt Protected		0.995			0.984			0.998			0.982	
Satd. Flow (prot)	0	1794	0	0	1815	0	0	1707	0	0	1798	0
Flt Permitted		0.995			0.984			0.998			0.982	
Satd. Flow (perm)	0	1794	0	0	1815	0	0	1707	0	0	1798	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	5	30	11	22	40	5	2	14	25	6	8	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	67	0	0	41	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

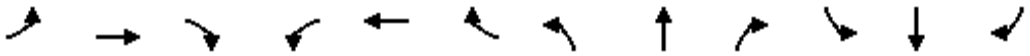
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	25	9	18	33	4	2	12	21	5	7	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	30	11	22	40	5	2	14	25	6	8	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	45			41			137	133	36	163	136	42
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	45			41			137	133	36	163	136	42
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			99			100	98	98	99	99	100
cM capacity (veh/h)	1564			1568			814	745	1037	761	742	1028

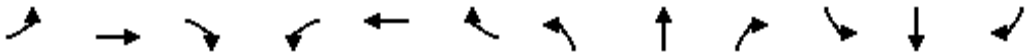
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	46	66	42	17
Volume Left	5	22	2	6
Volume Right	11	5	25	2
cSH	1564	1568	902	780
Volume to Capacity	0.00	0.01	0.05	0.02
Queue Length 95th (ft)	0	1	4	2
Control Delay (s)	0.8	2.5	9.2	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.8	2.5	9.2	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	4.4			
Intersection Capacity Utilization	16.8%	ICU Level of Service	A	
Analysis Period (min)	15			



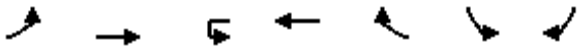
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	22	17	2	11	1	4	52	1	4	67	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.991			0.998			0.993	
Flt Protected		0.998			0.993			0.997			0.998	
Satd. Flow (prot)	0	1757	0	0	1833	0	0	1853	0	0	1846	0
Flt Permitted		0.998			0.993			0.997			0.998	
Satd. Flow (perm)	0	1757	0	0	1833	0	0	1853	0	0	1846	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2	24	18	2	12	1	4	56	1	4	72	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	15	0	0	61	0	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



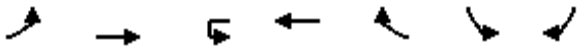
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	2	22	17	2	11	1	4	52	1	4	67	4
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	2	24	18	2	12	1	4	56	1	4	72	4
Approach Volume (veh/h)		44			15			61			81	
Crossing Volume (veh/h)		78			62			30			18	
High Capacity (veh/h)		1302			1319			1353			1365	
High v/c (veh/h)		0.03			0.01			0.05			0.06	
Low Capacity (veh/h)		1086			1101			1132			1143	
Low v/c (veh/h)		0.04			0.01			0.05			0.07	

Intersection Summary					
Maximum v/c High	0.06				
Maximum v/c Low	0.07				
Intersection Capacity Utilization	14.9%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	58	1769	14	1632	15	0	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.999		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	3539	1770	3536	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	3539	1770	3536	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	60	1843	15	1700	16	0	33
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	1843	15	1716	0	33	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

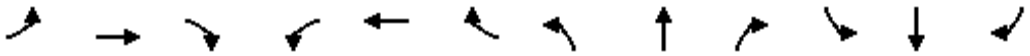
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	58	1769	14	1632	15	0	32
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	60	1843	0	1700	16	0	33
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.74	
vC, conflicting volume	1716		0			2750	858
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1716		0			2661	858
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	83		0			100	89
cM capacity (veh/h)	365		0			11	300

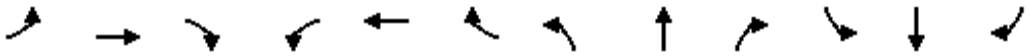
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	60	921	921	1133	582	0	33
Volume Left	60	0	0	0	0	0	0
Volume Right	0	0	0	0	16	0	33
cSH	365	1700	1700	1700	1700	1700	300
Volume to Capacity	0.17	0.54	0.54	0.67	0.34	0.00	0.11
Queue Length 95th (ft)	15	0	0	0	0	0	9
Control Delay (s)	16.8	0.0	0.0	0.0	0.0	0.0	18.5
Lane LOS	C						C
Approach Delay (s)	0.5			0.0			18.5
Approach LOS							C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	58.9%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	57	3	7	18	1	5	3	5	1	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.996			0.949				
Flt Protected		0.999			0.987			0.982			0.993	
Satd. Flow (prot)	0	1848	0	0	1831	0	0	1736	0	0	1850	0
Flt Permitted		0.999			0.987			0.982			0.993	
Satd. Flow (perm)	0	1848	0	0	1831	0	0	1736	0	0	1850	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	74	4	9	23	1	6	4	6	1	6	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	79	0	0	33	0	0	16	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.5%		ICU Level of Service A	
Analysis Period (min) 15			

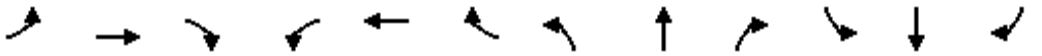


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	57	3	7	18	1	5	3	5	1	5	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	74	4	9	23	1	6	4	6	1	6	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	79	34	17	8
Volume Left (vph)	1	9	6	1
Volume Right (vph)	4	1	6	0
Hadj (s)	0.01	0.06	-0.12	0.07
Departure Headway (s)	4.0	4.1	4.0	4.2
Degree Utilization, x	0.09	0.04	0.02	0.01
Capacity (veh/h)	889	867	859	825
Control Delay (s)	7.4	7.3	7.1	7.3
Approach Delay (s)	7.4	7.3	7.1	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.3			
HCM Level of Service	A			
Intersection Capacity Utilization	15.5%	ICU Level of Service	A	
Analysis Period (min)	15			

2015 No Build Conditions – PM Peak Hour



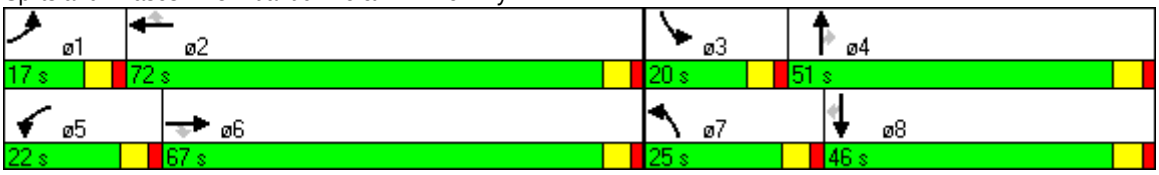
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	217	1456	356	131	1828	134	386	871	146	261	683	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			46			90			142
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	233	1566	383	141	1966	144	415	937	157	281	734	294
Shared Lane Traffic (%)												
Lane Group Flow (vph)	233	1566	383	141	1966	144	415	937	157	281	734	294
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	17.0	67.0	67.0	22.0	72.0	72.0	25.0	51.0	51.0	20.0	46.0	46.0
Total Split (%)	10.6%	41.9%	41.9%	13.8%	45.0%	45.0%	15.6%	31.9%	31.9%	12.5%	28.8%	28.8%
Maximum Green (s)	11.0	61.0	61.0	16.0	66.0	66.0	19.0	45.0	45.0	14.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

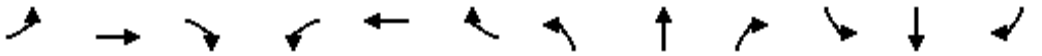
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.5	62.8	62.8	14.8	66.0	66.0	19.0	44.5	44.5	14.0	39.5	39.5
Actuated g/C Ratio	0.07	0.39	0.39	0.09	0.41	0.41	0.12	0.28	0.28	0.09	0.25	0.25
v/c Ratio	0.94	0.78	0.52	0.87	0.94	0.21	1.02	0.95	0.31	0.94	0.84	0.59
Control Delay	123.0	41.1	15.2	117.8	43.1	18.3	116.8	75.6	21.1	116.2	59.2	27.1
Queue Delay	0.0	0.0	0.0	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.0	41.1	15.2	117.8	57.4	18.3	116.8	75.6	21.1	116.2	59.2	27.1
LOS	F	D	B	F	E	B	F	E	C	F	E	C
Approach Delay		45.3			58.7			81.3			64.2	
Approach LOS		D			E			F			E	
Queue Length 50th (ft)	132	538	81	135	387	38	~236	507	53	160	273	58
Queue Length 95th (ft)	#226	575	127	#272	637	91	#350	#638	120	#251	408	209
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	247	1995	739	177	2086	680	408	995	510	300	885	502
Starvation Cap Reductn	0	0	0	0	166	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.78	0.52	0.80	1.02	0.21	1.02	0.94	0.31	0.94	0.83	0.59

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 60.4 Intersection LOS: E
Intersection Capacity Utilization 93.0% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

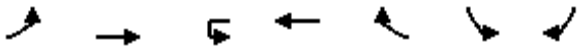




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	217	1456	356	131	1828	134	386	871	146	261	683	273
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	233	1566	383	141	1966	144	415	937	157	281	734	294
RTOR Reduction (vph)	0	0	118	0	0	27	0	0	65	0	0	107
Lane Group Flow (vph)	233	1566	265	141	1966	117	415	937	92	281	734	187
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.5	62.7	62.7	14.8	66.0	66.0	19.0	44.5	44.5	14.0	39.5	39.5
Effective Green, g (s)	11.5	62.7	62.7	14.8	66.0	66.0	19.0	44.5	44.5	14.0	39.5	39.5
Actuated g/C Ratio	0.07	0.39	0.39	0.09	0.41	0.41	0.12	0.28	0.28	0.09	0.25	0.25
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	247	1993	620	164	2086	653	408	984	440	300	874	391
v/s Ratio Prot	0.07	0.31		c0.08	c0.39		c0.12	c0.26		0.08	0.21	
v/s Ratio Perm			0.17			0.07			0.06			0.12
v/c Ratio	0.94	0.79	0.43	0.86	0.94	0.18	1.02	0.95	0.21	0.94	0.84	0.48
Uniform Delay, d1	73.9	42.7	35.5	71.6	45.2	29.8	70.5	56.7	44.3	72.6	57.2	51.5
Progression Factor	1.14	0.88	0.72	1.18	0.76	0.87	1.00	1.00	1.00	1.17	0.89	0.85
Incremental Delay, d2	38.7	2.9	1.9	27.3	8.5	0.5	49.0	18.2	0.2	30.7	5.9	0.6
Delay (s)	123.3	40.6	27.6	111.5	42.9	26.4	119.5	74.9	44.4	115.5	56.8	44.4
Level of Service	F	D	C	F	D	C	F	E	D	F	E	D
Approach Delay (s)		47.1			46.1			84.0			66.6	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM Average Control Delay	58.0	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

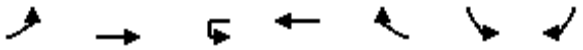


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	366	1885	30	2374	104	82	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.042		0.094			0.950	
Satd. Flow (perm)	78	5085	175	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		305
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	389	2005	32	2526	111	87	430
Shared Lane Traffic (%)							
Lane Group Flow (vph)	389	2005	32	2526	111	87	430
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	37.0	124.0	87.0	87.0	87.0	36.0	36.0
Total Split (%)	23.1%	77.5%	54.4%	54.4%	54.4%	22.5%	22.5%
Maximum Green (s)	31.5	118.5	81.5	81.5	81.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	128.9	128.9	88.9	88.9	88.9	19.6	19.6
Actuated g/C Ratio	0.81	0.81	0.56	0.56	0.56	0.12	0.12
v/c Ratio	0.91	0.49	0.33	0.89	0.12	0.40	0.93
Control Delay	75.3	6.2	10.4	14.2	1.1	64.8	44.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.3	6.2	10.4	14.2	1.1	64.8	44.6
LOS	E	A	B	B	A	E	D
Approach Delay		17.5		13.6		48.0	
Approach LOS		B		B		D	
Queue Length 50th (ft)	337	218	5	862	1	80	111
Queue Length 95th (ft)	#592	328	m8	m#923	m5	130	230
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	428	4095	97	2824	894	332	545
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	0.91	0.49	0.33	0.89	0.12	0.26	0.79

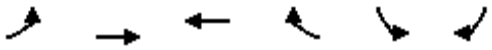
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 89 (56%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 85.3%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



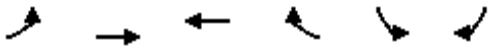
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	366	1885	30	2374	104	82	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.04	1.00	0.09	1.00	1.00	0.95	1.00
Satd. Flow (perm)	79	5085	176	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	389	2005	32	2526	111	87	430
RTOR Reduction (vph)	0	0	0	0	15	0	268
Lane Group Flow (vph)	389	2005	32	2526	96	87	162
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	128.9	128.9	88.9	88.9	88.9	19.6	19.6
Effective Green, g (s)	128.9	128.9	88.9	88.9	88.9	19.6	19.6
Actuated g/C Ratio	0.81	0.81	0.56	0.56	0.56	0.12	0.12
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	428	4097	98	2825	880	217	194
v/s Ratio Prot	c0.20	0.39		0.50		0.05	
v/s Ratio Perm	c0.54		0.18		0.06		c0.10
v/c Ratio	0.91	0.49	0.33	0.89	0.11	0.40	0.84
Uniform Delay, d1	54.3	5.0	19.3	31.4	16.8	64.8	68.6
Progression Factor	1.00	1.00	0.26	0.34	0.08	0.96	0.88
Incremental Delay, d2	22.3	0.4	3.4	2.0	0.1	0.4	24.6
Delay (s)	76.6	5.4	8.5	12.8	1.4	62.4	85.0
Level of Service	E	A	A	B	A	E	F
Approach Delay (s)		17.0		12.3		81.2	
Approach LOS		B		B		F	

Intersection Summary			
HCM Average Control Delay	20.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2213	2334	42	0	111
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2354	2483	45	0	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2354	2528	0	0	118
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

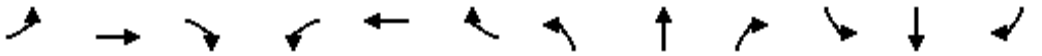
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2213	2334	42	0	111
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2354	2483	45	0	118
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.56				0.56	0.56
vC, conflicting volume	2528				3290	850
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1004				2355	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	81
cM capacity (veh/h)	387				17	612

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	785	785	785	993	993	541	118
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	45	118
cSH	1700	1700	1700	1700	1700	1700	612
Volume to Capacity	0.46	0.46	0.46	0.58	0.58	0.32	0.19
Queue Length 95th (ft)	0	0	0	0	0	0	18
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.3
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

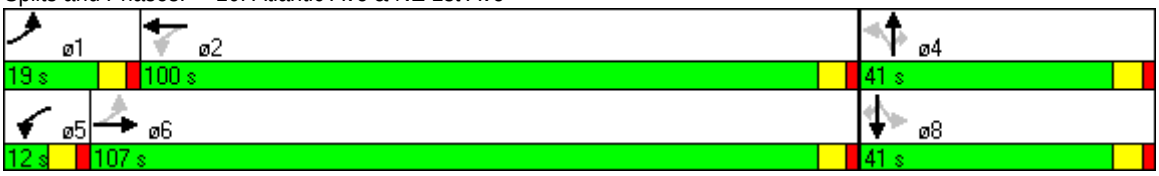


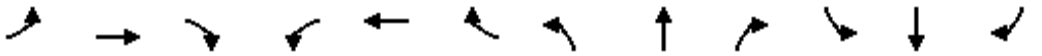
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	2062	18	44	2277	25	35	18	31	4	14	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	5080	0	1770	5075	0	0	1803	1583	1770	1863	1583
Flt Permitted	0.041			0.066				0.792		0.720		
Satd. Flow (perm)	76	5080	0	123	5075	0	0	1475	1583	1341	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				33			79
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	98	2194	19	47	2422	27	37	19	33	4	15	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	2213	0	47	2449	0	0	56	33	4	15	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	19.0	107.0	0.0	12.0	100.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.9%	66.9%	0.0%	7.5%	62.5%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	13.0	101.0		6.0	94.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	136.7	128.8		127.3	122.5			10.4	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.85	0.80		0.80	0.77			0.06	0.06	0.06	0.06	0.06
v/c Ratio	0.60	0.54		0.32	0.63			0.58	0.25	0.05	0.12	0.60
Control Delay	53.3	3.3		10.3	4.8			95.4	24.2	68.5	70.6	36.8
Queue Delay	0.0	0.1		0.0	0.1			0.0	0.0	0.0	0.0	0.0
Total Delay	53.3	3.4		10.3	4.9			95.4	24.2	68.5	70.6	36.8
LOS	D	A		B	A			F	C	E	E	D
Approach Delay		5.5			5.0			69.0			41.9	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	61	95		2	202			58	0	4	15	27
Queue Length 95th (ft)	m91	73		m4	238			107	37	18	40	91
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	205	4090		161	3885			323	372	293	408	408
Starvation Cap Reductn	0	530		0	381			0	0	0	0	0
Spillback Cap Reductn	0	239		0	343			0	1	0	0	5
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.48	0.62		0.29	0.70			0.17	0.09	0.01	0.04	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.3		Intersection LOS: A	
Intersection Capacity Utilization 74.2%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

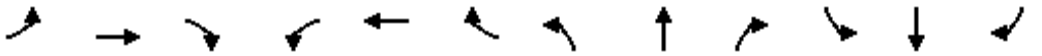
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	2062	18	44	2277	25	35	18	31	4	14	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5079		1770	5077			1803	1583	1770	1863	1583
Flt Permitted	0.04	1.00		0.07	1.00			0.79	1.00	0.72	1.00	1.00
Satd. Flow (perm)	77	5079		122	5077			1475	1583	1342	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	98	2194	19	47	2422	27	37	19	33	4	15	106
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	31	0	0	74
Lane Group Flow (vph)	98	2213	0	47	2449	0	0	56	2	4	15	32
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	136.7	127.6		126.5	122.5			10.4	10.4	10.4	10.4	10.4
Effective Green, g (s)	136.7	127.6		126.5	122.5			10.4	10.4	10.4	10.4	10.4
Actuated g/C Ratio	0.85	0.80		0.79	0.77			0.06	0.06	0.06	0.06	0.06
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	162	4051		138	3887			96	103	87	121	103
v/s Ratio Prot	c0.03	c0.44		0.01	c0.48						0.01	
v/s Ratio Perm	0.48			0.26				c0.04	0.00	0.00		0.02
v/c Ratio	0.60	0.55		0.34	0.63			0.58	0.02	0.05	0.12	0.31
Uniform Delay, d1	28.3	5.8		4.7	8.5			72.7	70.0	70.1	70.5	71.4
Progression Factor	1.74	0.48		2.01	0.46			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2	0.4		0.4	0.6			5.7	0.0	0.1	0.2	0.6
Delay (s)	52.6	3.2		9.9	4.4			78.4	70.1	70.2	70.7	72.0
Level of Service	D	A		A	A			E	E	E	E	E
Approach Delay (s)		5.3			4.5			75.3			71.8	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	7.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



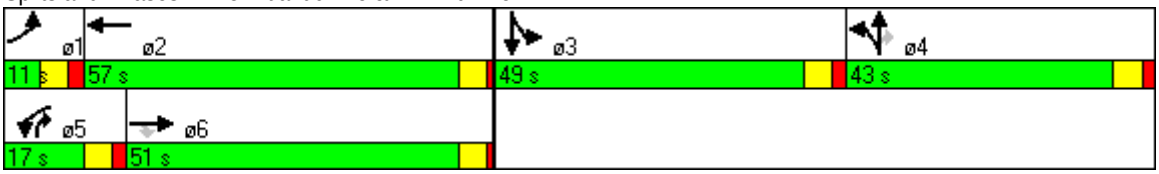
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1611	381	278	1611	37	448	183	476	34	209	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.968	
Flt Protected	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Flt Permitted	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			163		2				443		21	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	48	1732	410	299	1732	40	482	197	512	37	225	62
Shared Lane Traffic (%)							31%					
Lane Group Flow (vph)	48	1732	410	299	1772	0	333	346	512	37	287	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	51.0	51.0	17.0	57.0	0.0	43.0	43.0	17.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.9%	31.9%	10.6%	35.6%	0.0%	26.9%	26.9%	10.6%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	46.0	46.0	11.0	52.0		37.0	37.0	11.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

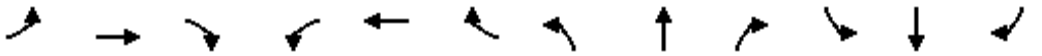
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	9.4	58.7	58.7	23.8	73.1		37.5	37.5	67.3	17.0	17.0	
Actuated g/C Ratio	0.06	0.37	0.37	0.15	0.46		0.23	0.23	0.42	0.11	0.11	
v/c Ratio	0.46	0.93	0.60	0.59	0.77		0.85	0.85	0.55	0.20	0.75	
Control Delay	96.8	37.9	15.8	69.2	40.5		77.3	77.6	7.0	66.1	76.5	
Queue Delay	0.0	5.5	0.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	96.8	43.4	16.4	69.2	40.5		77.3	77.6	7.0	66.1	76.5	
LOS	F	D	B	E	D		E	E	A	E	E	
Approach Delay		39.5			44.7			47.2			75.3	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	53	240	33	154	567		351	366	44	36	144	
Queue Length 95th (ft)	m97	#873	197	207	#789		451	467	130	73	192	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	104	1864	684	511	2313		421	434	923	476	936	
Starvation Cap Reductn	0	107	75	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.99	0.67	0.59	0.77		0.79	0.80	0.55	0.08	0.31	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 44.9 Intersection LOS: D
Intersection Capacity Utilization 83.1% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

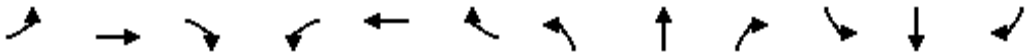




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1611	381	278	1611	37	448	183	476	34	209	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5055		1681	1732	1583	1770	3425	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5055		1681	1732	1583	1770	3425	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	1732	410	299	1732	40	482	197	512	37	225	62
RTOR Reduction (vph)	0	0	103	0	1	0	0	0	273	0	19	0
Lane Group Flow (vph)	48	1732	307	299	1771	0	333	346	239	37	268	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	9.4	58.7	58.7	23.8	73.1		37.5	37.5	61.3	17.0	17.0	
Effective Green, g (s)	9.4	58.7	58.7	23.8	73.1		37.5	37.5	61.3	17.0	17.0	
Actuated g/C Ratio	0.06	0.37	0.37	0.15	0.46		0.23	0.23	0.38	0.11	0.11	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	104	1866	581	511	2310		394	406	666	188	364	
v/s Ratio Prot	0.03	c0.34		c0.09	c0.35		0.20	c0.20	0.05	0.02	c0.08	
v/s Ratio Perm			0.19						0.10			
v/c Ratio	0.46	0.93	0.53	0.59	0.77		0.85	0.85	0.36	0.20	0.74	
Uniform Delay, d1	72.9	48.6	39.8	63.5	36.3		58.5	58.6	35.3	65.3	69.3	
Progression Factor	1.17	0.57	0.48	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	8.5	2.9	1.1	2.5		14.7	15.2	0.1	0.2	6.6	
Delay (s)	86.0	36.3	22.2	64.6	38.8		73.1	73.8	35.4	65.5	75.9	
Level of Service	F	D	C	E	D		E	E	D	E	E	
Approach Delay (s)		34.7			42.5			57.1			74.7	
Approach LOS		C			D			E			E	

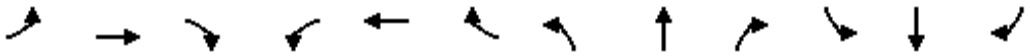
Intersection Summary			
HCM Average Control Delay	44.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	153	44	1	100	3	71	22	13	3	17	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.997			0.983			0.923	
Flt Protected		0.995						0.968			0.997	
Satd. Flow (prot)	0	1803	0	0	1857	0	0	1772	0	0	1714	0
Flt Permitted		0.995						0.968			0.997	
Satd. Flow (perm)	0	1803	0	0	1857	0	0	1772	0	0	1714	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	25	172	49	1	112	3	80	25	15	3	19	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	246	0	0	116	0	0	120	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

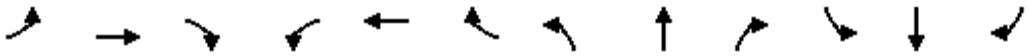
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	153	44	1	100	3	71	22	13	3	17	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	25	172	49	1	112	3	80	25	15	3	19	29

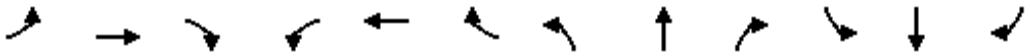
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	246	117	119	52
Volume Left (vph)	25	1	80	3
Volume Right (vph)	49	3	15	29
Hadj (s)	-0.07	0.02	0.09	-0.29
Departure Headway (s)	4.4	4.6	4.9	4.6
Degree Utilization, x	0.30	0.15	0.16	0.07
Capacity (veh/h)	786	732	682	706
Control Delay (s)	9.3	8.4	8.9	7.9
Approach Delay (s)	9.3	8.4	8.9	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
HCM Level of Service	A			
Intersection Capacity Utilization	37.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	105	42	10	32	1	52	45	7	4	47	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.997			0.990			0.983	
Flt Protected		0.997			0.988			0.976			0.997	
Satd. Flow (prot)	0	1790	0	0	1835	0	0	1800	0	0	1826	0
Flt Permitted		0.997			0.988			0.976			0.997	
Satd. Flow (perm)	0	1790	0	0	1835	0	0	1800	0	0	1826	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	11	113	45	11	34	1	56	48	8	4	51	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	169	0	0	46	0	0	112	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

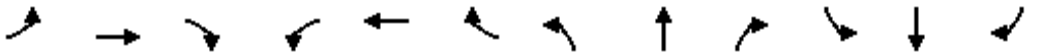
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	105	42	10	32	1	52	45	7	4	47	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	113	45	11	34	1	56	48	8	4	51	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	169	46	112	62
Volume Left (vph)	11	11	56	4
Volume Right (vph)	45	1	8	8
Hadj (s)	-0.11	0.07	0.09	-0.02
Departure Headway (s)	4.3	4.6	4.6	4.5
Degree Utilization, x	0.20	0.06	0.14	0.08
Capacity (veh/h)	812	740	749	748
Control Delay (s)	8.3	7.9	8.3	7.9
Approach Delay (s)	8.3	7.9	8.3	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.2			
HCM Level of Service	A			
Intersection Capacity Utilization	28.2%	ICU Level of Service	A	
Analysis Period (min)	15			

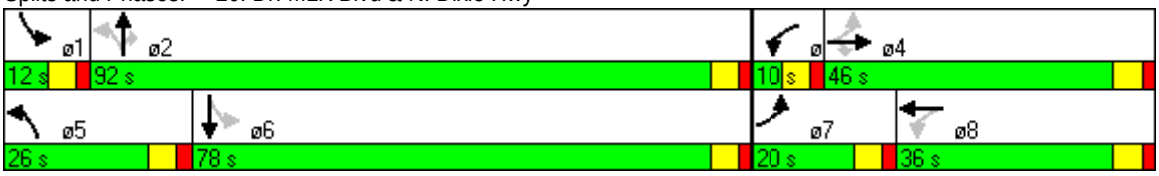


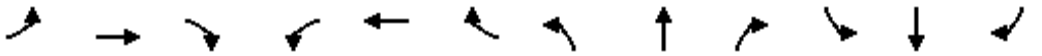
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	140	232	35	162	49	167	780	82	82	930	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3472	0
Flt Permitted	0.225			0.661			0.153			0.294		
Satd. Flow (perm)	419	1863	1583	1231	1798	0	285	3539	1583	548	3472	0
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)					8				88		13	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	137	151	249	38	174	53	180	839	88	88	1000	142
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	151	249	38	227	0	180	839	88	88	1142	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	46.0	46.0	10.0	36.0	0.0	26.0	92.0	92.0	12.0	78.0	0.0
Total Split (%)	12.5%	28.8%	28.8%	6.3%	22.5%	0.0%	16.3%	57.5%	57.5%	7.5%	48.8%	0.0%
Maximum Green (s)	14.0	40.0	40.0	4.0	30.0		20.0	86.0	86.0	6.0	72.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	42.2	34.2	34.2	27.5	23.5		103.7	93.6	93.6	94.8	88.5	
Actuated g/C Ratio	0.26	0.21	0.21	0.17	0.15		0.65	0.58	0.58	0.59	0.55	
v/c Ratio	0.63	0.38	0.74	0.17	0.84		0.62	0.41	0.09	0.24	0.59	
Control Delay	56.9	54.5	70.0	44.8	89.1		39.8	6.2	0.4	11.9	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.9	54.5	70.0	44.8	89.1		39.8	6.2	0.4	11.9	21.0	
LOS	E	D	E	D	F		D	A	A	B	C	
Approach Delay		62.3			82.7			11.2			20.4	
Approach LOS		E			F			B			C	
Queue Length 50th (ft)	115	137	244	30	226		77	62	1	29	220	
Queue Length 95th (ft)	129	212	349	58	315		m100	m75	m0	57	314	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	229	466	396	225	344		374	2069	962	376	1927	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.32	0.63	0.17	0.66		0.48	0.41	0.09	0.23	0.59	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 157 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.6		Intersection LOS: C	
Intersection Capacity Utilization 77.7%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

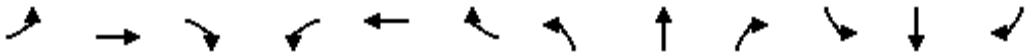
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





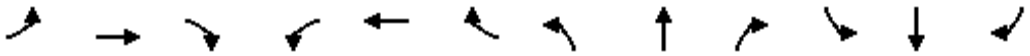
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	127	140	232	35	162	49	167	780	82	82	930	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1798		1770	3539	1583	1770	3473	
Flt Permitted	0.22	1.00	1.00	0.66	1.00		0.15	1.00	1.00	0.29	1.00	
Satd. Flow (perm)	418	1863	1583	1231	1798		285	3539	1583	547	3473	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	137	151	249	38	174	53	180	839	88	88	1000	142
RTOR Reduction (vph)	0	0	0	0	7	0	0	0	37	0	6	0
Lane Group Flow (vph)	137	151	249	38	220	0	180	839	51	88	1136	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	43.4	34.2	34.2	27.9	24.7		103.6	92.3	92.3	93.6	87.3	
Effective Green, g (s)	43.4	34.2	34.2	27.9	24.7		103.6	92.3	92.3	93.6	87.3	
Actuated g/C Ratio	0.27	0.21	0.21	0.17	0.15		0.65	0.58	0.58	0.58	0.55	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	221	398	338	225	278		289	2042	913	368	1895	
v/s Ratio Prot	c0.05	0.08		0.00	0.12		c0.04	0.24		0.01	0.33	
v/s Ratio Perm	0.12		c0.16	0.03			c0.36		0.03	0.13		
v/c Ratio	0.62	0.38	0.74	0.17	0.79		0.62	0.41	0.06	0.24	0.60	
Uniform Delay, d1	47.4	53.8	58.7	55.7	65.2		17.5	18.8	14.8	14.9	24.5	
Progression Factor	0.97	0.97	0.97	1.00	1.00		3.09	0.31	0.08	0.90	0.78	
Incremental Delay, d2	3.5	0.2	6.9	0.1	13.4		1.4	0.3	0.1	0.1	1.4	
Delay (s)	49.3	52.5	63.9	55.9	78.6		55.5	6.1	1.3	13.6	20.4	
Level of Service	D	D	E	E	E		E	A	A	B	C	
Approach Delay (s)		56.9			75.3			13.7			19.9	
Approach LOS		E			E			B			B	

Intersection Summary			
HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	73	2	1	34	0	4	10	2	0	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996						0.981			0.978	
Flt Protected		0.999			0.999			0.988				
Satd. Flow (prot)	0	1853	0	0	1861	0	0	1805	0	0	1822	0
Flt Permitted		0.999			0.999			0.988				
Satd. Flow (perm)	0	1853	0	0	1861	0	0	1805	0	0	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	92	3	1	43	0	5	13	3	0	5	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	44	0	0	21	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

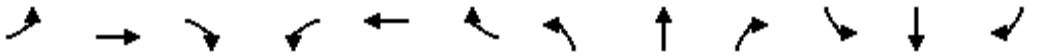
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 15.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	73	2	1	34	0	4	10	2	0	4	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	92	3	1	43	0	5	13	3	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	43			95			146	142	94	151	143	43
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	43			95			146	142	94	151	143	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1566			1499			817	748	963	803	747	1027

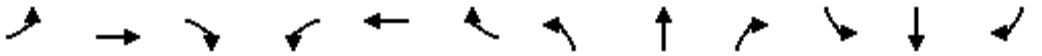
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	96	44	20	6
Volume Left	1	1	5	0
Volume Right	3	0	3	1
cSH	1566	1499	787	790
Volume to Capacity	0.00	0.00	0.03	0.01
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	0.1	0.2	9.7	9.6
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.7	9.6
Approach LOS			A	A

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	15.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	217	59	4	200	10	39	7	15	7	7	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.972			0.994			0.967				0.850
Flt Protected		0.999			0.999			0.969		0.950		
Satd. Flow (prot)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Flt Permitted		0.999			0.999			0.969		0.950		
Satd. Flow (perm)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	247	67	5	227	11	44	8	17	8	8	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	322	0	0	243	0	0	69	0	8	8	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

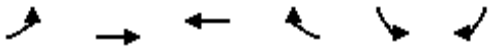
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	217	59	4	200	10	39	7	15	7	7	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	247	67	5	227	11	44	8	17	8	8	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.92			0.92	0.92	0.92	0.92	0.92	
vC, conflicting volume	239			314			559	544	280	559	572	233
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	239			204			472	455	167	472	486	233
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			90	98	98	98	98	96
cM capacity (veh/h)	1328			1252			431	454	803	441	437	806

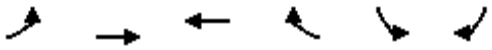
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	322	243	69	8	42
Volume Left	8	5	44	8	0
Volume Right	67	11	17	0	34
cSH	1328	1252	490	441	994
Volume to Capacity	0.01	0.00	0.14	0.02	0.04
Queue Length 95th (ft)	0	0	12	1	3
Control Delay (s)	0.2	0.2	13.6	13.3	10.4
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.2	0.2	13.6	10.8	
Approach LOS			B	B	

Intersection Summary				
Average Delay	2.3			
Intersection Capacity Utilization	35.5%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	113	1838	1915	11	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3536	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3536	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	115	1876	1954	11	0	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	1876	1965	0	0	34
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

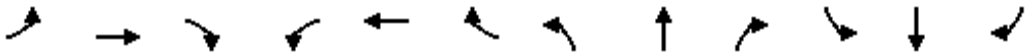
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	113	1838	1915	11	0	33
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	115	1876	1954	11	0	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.65	
vC, conflicting volume	1965				3128	983
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1965				3196	983
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	61				100	86
cM capacity (veh/h)	292				3	248

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	115	938	938	1303	663	34
Volume Left	115	0	0	0	0	0
Volume Right	0	0	0	0	11	34
cSH	292	1700	1700	1700	1700	248
Volume to Capacity	0.39	0.55	0.55	0.77	0.39	0.14
Queue Length 95th (ft)	45	0	0	0	0	12
Control Delay (s)	25.2	0.0	0.0	0.0	0.0	21.8
Lane LOS	D					C
Approach Delay (s)	1.5			0.0		21.8
Approach LOS						C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

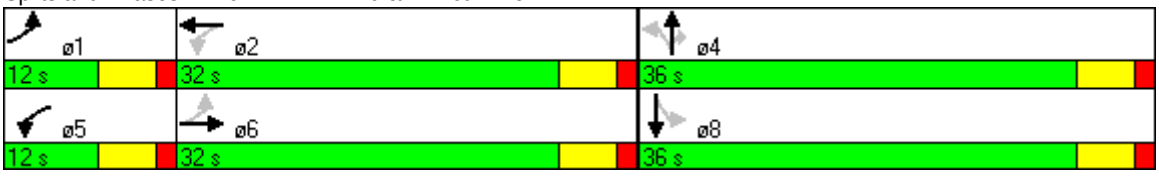


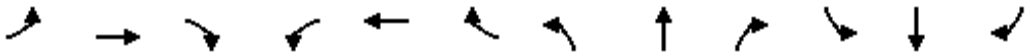
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	462	43	76	500	21	113	185	100	15	118	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.994				0.850		0.946	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3493	0	1770	3518	0	1770	1863	1583	0	1757	0
Flt Permitted	0.421			0.437			0.384				0.967	
Satd. Flow (perm)	784	3493	0	814	3518	0	715	1863	1583	0	1704	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			6				109		49	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
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)	104	502	47	83	543	23	123	201	109	16	128	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	549	0	83	566	0	123	201	109	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.0	32.0	0.0	12.0	32.0	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	15.0%	40.0%	0.0%	15.0%	40.0%	0.0%	45.0%	45.0%	45.0%	45.0%	45.0%	0.0%
Maximum Green (s)	6.5	26.5		6.5	26.5		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	50.7	45.8		50.1	45.5		14.2	14.2	14.2		14.2	
Actuated g/C Ratio	0.63	0.57		0.63	0.57		0.18	0.18	0.18		0.18	
v/c Ratio	0.18	0.27		0.14	0.28		0.97	0.61	0.29		0.70	
Control Delay	6.4	10.7		6.0	9.8		95.0	24.5	5.5		34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	6.4	10.7		6.0	9.8		95.0	24.5	5.5		34.9	
LOS	A	B		A	A		F	C	A		C	
Approach Delay		10.0			9.3			39.8			34.9	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)	14	67		13	75		~99	131	33		91	
Queue Length 95th (ft)	41	130		m32	136		m117	m119	m35		147	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	586	2006		597	2004		273	710	671		680	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.18	0.27		0.14	0.28		0.45	0.28	0.16		0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 19.3		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

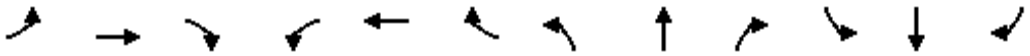
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





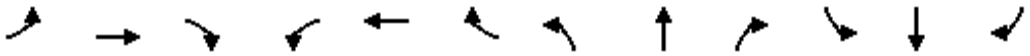
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	462	43	76	500	21	113	185	100	15	118	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3494		1770	3518		1770	1863	1583		1756	
Flt Permitted	0.42	1.00		0.44	1.00		0.38	1.00	1.00		0.97	
Satd. Flow (perm)	785	3494		814	3518		715	1863	1583		1703	
Peak-hour factor, PHF	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)	104	502	47	83	543	23	123	201	109	16	128	97
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	90	0	40	0
Lane Group Flow (vph)	104	543	0	83	563	0	123	201	19	0	201	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	49.6	44.7		49.0	44.4		14.2	14.2	14.2		14.2	
Effective Green, g (s)	49.6	44.7		49.0	44.4		14.2	14.2	14.2		14.2	
Actuated g/C Ratio	0.62	0.56		0.61	0.55		0.18	0.18	0.18		0.18	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	547	1952		554	1952		127	331	281		302	
v/s Ratio Prot	c0.01	0.16		0.01	c0.16			0.11				
v/s Ratio Perm	0.11			0.08			c0.17		0.01		0.12	
v/c Ratio	0.19	0.28		0.15	0.29		0.97	0.61	0.07		0.66	
Uniform Delay, d1	6.2	9.2		6.3	9.4		32.7	30.3	27.4		30.7	
Progression Factor	1.00	1.00		1.03	0.92		1.17	0.65	1.11		1.00	
Incremental Delay, d2	0.1	0.4		0.0	0.3		54.8	1.4	0.0		4.2	
Delay (s)	6.2	9.6		6.6	9.0		93.2	21.2	30.4		34.9	
Level of Service	A	A		A	A		F	C	C		C	
Approach Delay (s)		9.0			8.7			44.0			34.9	
Approach LOS		A			A			D			C	

Intersection Summary			
HCM Average Control Delay	19.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	535	59	39	637	30	15	11	21	12	28	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.993			0.939			0.936	
Flt Protected	0.950			0.950				0.985			0.992	
Satd. Flow (prot)	1770	3472	0	1770	3514	0	0	1723	0	0	1730	0
Flt Permitted	0.950			0.950				0.985			0.992	
Satd. Flow (perm)	1770	3472	0	1770	3514	0	0	1723	0	0	1730	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	52	575	63	42	685	32	16	12	23	13	30	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	638	0	42	717	0	0	51	0	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

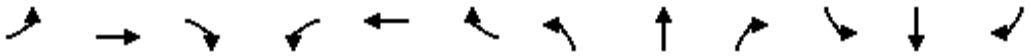
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	535	59	39	637	30	15	11	21	12	28	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	52	575	63	42	685	32	16	12	23	13	30	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.93						0.93	0.93		0.93	0.93	0.93
vC, conflicting volume	717			639			1190	1511	319	1204	1527	359
vC1, stage 1 conf vol							710	710		785	785	
vC2, stage 2 conf vol							480	801		419	742	
vCu, unblocked vol	541			639			1051	1396	319	1066	1413	155
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			96			94	95	97	95	87	95
cM capacity (veh/h)	950			941			252	230	676	261	229	801

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	52	384	255	42	457	261	51	82
Volume Left	52	0	0	42	0	0	16	13
Volume Right	0	0	63	0	0	32	23	39
cSH	950	1700	1700	941	1700	1700	340	356
Volume to Capacity	0.05	0.23	0.15	0.04	0.27	0.15	0.15	0.23
Queue Length 95th (ft)	4	0	0	3	0	0	13	22
Control Delay (s)	9.0	0.0	0.0	9.0	0.0	0.0	17.4	18.1
Lane LOS	A			A			C	C
Approach Delay (s)	0.7			0.5			17.4	18.1
Approach LOS							C	C

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	36.8%	ICU Level of Service		A
Analysis Period (min)	15			

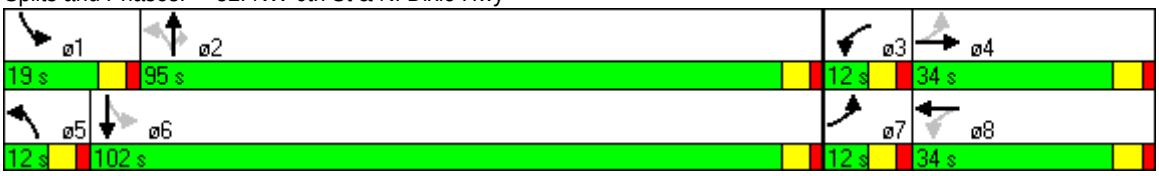


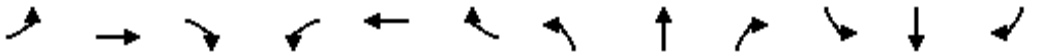
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	21	21	28	28	66	18	1037	33	82	902	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.925			0.894				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1723	0	1770	1665	0	1770	3539	1583	1770	3525	0
Flt Permitted	0.582			0.617			0.255			0.199		
Satd. Flow (perm)	1084	1723	0	1149	1665	0	475	3539	1583	371	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			65				34		3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	17	24	24	31	31	74	20	1165	37	92	1013	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	48	0	31	105	0	20	1165	37	92	1040	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	12.0	34.0	0.0	12.0	34.0	0.0	12.0	95.0	95.0	19.0	102.0	0.0
Total Split (%)	7.5%	21.3%	0.0%	7.5%	21.3%	0.0%	7.5%	59.4%	59.4%	11.9%	63.8%	0.0%
Maximum Green (s)	6.0	28.0		6.0	28.0		6.0	89.0	89.0	13.0	96.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	13.2	8.5		15.8	11.4		121.2	116.8	116.8	127.5	122.9	
Actuated g/C Ratio	0.08	0.05		0.10	0.07		0.76	0.73	0.73	0.80	0.77	
v/c Ratio	0.15	0.42		0.22	0.59		0.05	0.45	0.03	0.26	0.38	
Control Delay	61.7	51.9		63.4	43.4		3.2	6.5	0.6	5.8	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.7	51.9		63.4	43.4		3.2	6.5	0.6	5.8	7.8	
LOS	E	D		E	D		A	A	A	A	A	
Approach Delay		54.5			47.9			6.3			7.7	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	16	25		29	41		3	137	1	17	193	
Queue Length 95th (ft)	40	68		60	104		m6	185	m1	38	278	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	119	321		140	345		413	2583	1165	413	2707	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.14	0.15		0.22	0.30		0.05	0.45	0.03	0.22	0.38	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 60 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

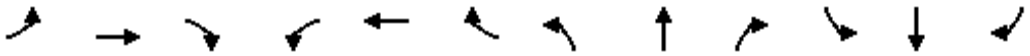
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





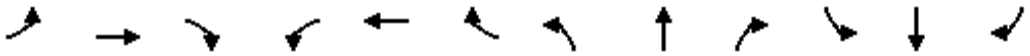
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	21	21	28	28	66	18	1037	33	82	902	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.92		1.00	0.89		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1723		1770	1666		1770	3539	1583	1770	3525	
Flt Permitted	0.58	1.00		0.62	1.00		0.25	1.00	1.00	0.20	1.00	
Satd. Flow (perm)	1085	1723		1150	1666		474	3539	1583	371	3525	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	17	24	24	31	31	74	20	1165	37	92	1013	27
RTOR Reduction (vph)	0	23	0	0	60	0	0	0	10	0	1	0
Lane Group Flow (vph)	17	25	0	31	45	0	20	1165	27	92	1039	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	13.4	9.7		16.8	11.4		117.2	114.4	114.4	124.6	118.1	
Effective Green, g (s)	13.4	9.7		16.8	11.4		117.2	114.4	114.4	124.6	118.1	
Actuated g/C Ratio	0.08	0.06		0.11	0.07		0.73	0.72	0.72	0.78	0.74	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	107	104		142	119		370	2530	1132	346	2602	
v/s Ratio Prot	0.00	0.01		c0.01	c0.03		0.00	c0.33		c0.01	c0.29	
v/s Ratio Perm	0.01			0.02			0.04		0.02	0.20		
v/c Ratio	0.16	0.24		0.22	0.38		0.05	0.46	0.02	0.27	0.40	
Uniform Delay, d1	67.8	71.7		65.2	70.9		6.0	9.7	6.6	5.9	7.8	
Progression Factor	1.00	1.00		1.00	1.00		0.67	0.61	0.18	1.00	1.00	
Incremental Delay, d2	0.3	0.4		0.3	0.7		0.0	0.6	0.0	0.2	0.5	
Delay (s)	68.1	72.1		65.5	71.6		4.0	6.5	1.2	6.1	8.2	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		71.1			70.2			6.3			8.1	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	12.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	50	16	49	51	14	13	18	47	10	28	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.983			0.919			0.991	
Flt Protected		0.997			0.979			0.992			0.988	
Satd. Flow (prot)	0	1801	0	0	1793	0	0	1698	0	0	1824	0
Flt Permitted		0.997			0.979			0.992			0.988	
Satd. Flow (perm)	0	1801	0	0	1793	0	0	1698	0	0	1824	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	57	18	56	58	16	15	20	53	11	32	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	130	0	0	88	0	0	46	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

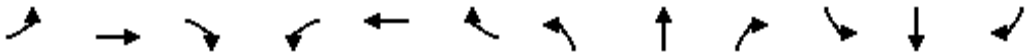
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.0%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	50	16	49	51	14	13	18	47	10	28	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	57	18	56	58	16	15	20	53	11	32	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	74			75			272	260	66	316	261	66
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	74			75			272	260	66	316	261	66
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			98	97	95	98	95	100
cM capacity (veh/h)	1526			1524			632	619	998	570	618	998

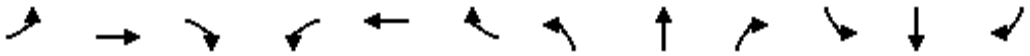
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	80	130	89	47
Volume Left	5	56	15	11
Volume Right	18	16	53	3
cSH	1526	1524	806	623
Volume to Capacity	0.00	0.04	0.11	0.07
Queue Length 95th (ft)	0	3	9	6
Control Delay (s)	0.4	3.4	10.0	11.2
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	3.4	10.0	11.2
Approach LOS			B	B

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	25.0%	ICU Level of Service	A	
Analysis Period (min)	15			



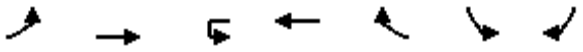
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	26	11	0	11	7	4	103	4	4	77	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.947			0.995			0.987	
Flt Protected		0.988						0.998			0.998	
Satd. Flow (prot)	0	1783	0	0	1764	0	0	1850	0	0	1835	0
Flt Permitted		0.988						0.998			0.998	
Satd. Flow (perm)	0	1783	0	0	1764	0	0	1850	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	15	32	14	0	14	9	5	127	5	5	95	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	23	0	0	137	0	0	111	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 23.1%		ICU Level of Service A	
Analysis Period (min) 15			



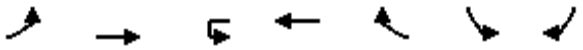
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	12	26	11	0	11	7	4	103	4	4	77	9
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	15	32	14	0	14	9	5	127	5	5	95	11
Approach Volume (veh/h)		60			22			137			111	
Crossing Volume (veh/h)		100			147			52			19	
High Capacity (veh/h)		1281			1235			1330			1365	
High v/c (veh/h)		0.05			0.02			0.10			0.08	
Low Capacity (veh/h)		1067			1025			1111			1143	
Low v/c (veh/h)		0.06			0.02			0.12			0.10	

Intersection Summary					
Maximum v/c High	0.10				
Maximum v/c Low	0.12				
Intersection Capacity Utilization	23.1%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	51	2149	15	1861	24	0	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.998		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	3539	1770	3532	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	3539	1770	3532	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	53	2239	16	1939	25	0	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	53	2239	16	1964	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

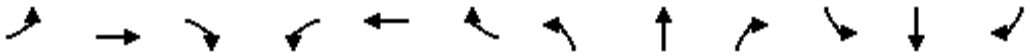
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	51	2149	15	1861	24	0	22
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	53	2239	0	1939	25	0	23
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.64	
vC, conflicting volume	1964		0			3177	982
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1964		0			3277	982
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	82		0			100	91
cM capacity (veh/h)	292		0			4	248

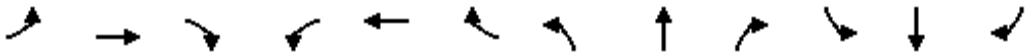
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	53	1119	1119	1292	671	0	23
Volume Left	53	0	0	0	0	0	0
Volume Right	0	0	0	0	25	0	23
cSH	292	1700	1700	1700	1700	1700	248
Volume to Capacity	0.18	0.66	0.66	0.76	0.39	0.00	0.09
Queue Length 95th (ft)	16	0	0	0	0	0	8
Control Delay (s)	20.0	0.0	0.0	0.0	0.0	0.0	21.0
Lane LOS	C						C
Approach Delay (s)	0.5			0.0			21.0
Approach LOS							C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	82	7	0	36	1	9	7	2	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.997			0.983				
Flt Protected		0.999						0.976				
Satd. Flow (prot)	0	1842	0	0	1857	0	0	1787	0	0	1863	0
Flt Permitted		0.999						0.976				
Satd. Flow (perm)	0	1842	0	0	1857	0	0	1787	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	3	111	9	0	49	1	12	9	3	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	123	0	0	50	0	0	24	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.7%		ICU Level of Service A	
Analysis Period (min) 15			

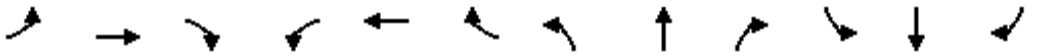


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	82	7	0	36	1	9	7	2	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	3	111	9	0	49	1	12	9	3	0	1	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	123	50	24	1
Volume Left (vph)	3	0	12	0
Volume Right (vph)	9	1	3	0
Hadj (s)	-0.01	0.02	0.07	0.03
Departure Headway (s)	4.0	4.1	4.3	4.3
Degree Utilization, x	0.14	0.06	0.03	0.00
Capacity (veh/h)	887	865	790	794
Control Delay (s)	7.6	7.3	7.5	7.3
Approach Delay (s)	7.6	7.3	7.5	7.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.5			
HCM Level of Service	A			
Intersection Capacity Utilization	20.7%	ICU Level of Service	A	
Analysis Period (min)	15			

2015 Build Conditions – AM Peak Hour



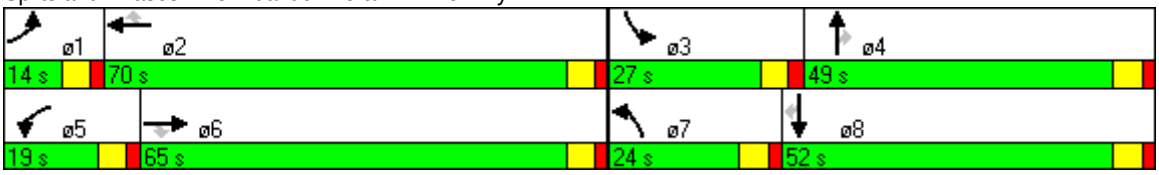
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	1678	248	131	1998	266	387	733	112	329	1074	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			115			82			80			105
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	196	1730	256	135	2060	274	399	756	115	339	1107	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	196	1730	256	135	2060	274	399	756	115	339	1107	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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	14.0	65.0	65.0	19.0	70.0	70.0	24.0	49.0	49.0	27.0	52.0	52.0
Total Split (%)	8.8%	40.6%	40.6%	11.9%	43.8%	43.8%	15.0%	30.6%	30.6%	16.9%	32.5%	32.5%
Maximum Green (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	43.0	43.0	21.0	46.0	46.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

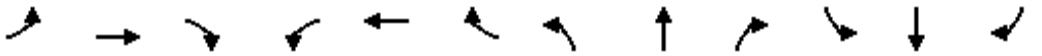
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	45.3	45.3	18.7	46.0	46.0
Actuated g/C Ratio	0.05	0.37	0.37	0.08	0.40	0.40	0.11	0.28	0.28	0.12	0.29	0.29
v/c Ratio	1.14	0.92	0.39	0.94	1.02	0.40	1.03	0.75	0.23	0.84	1.09	0.34
Control Delay	179.6	53.8	18.2	137.5	59.9	17.8	121.8	58.4	17.0	96.5	104.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	179.6	53.8	18.2	137.5	75.7	17.8	121.8	58.4	17.0	96.5	104.1	21.8
LOS	F	D	B	F	E	B	F	E	B	F	F	C
Approach Delay		60.9			72.7			74.6			93.5	
Approach LOS		E			E			E			F	
Queue Length 50th (ft)	~121	636	108	135	~836	97	~229	385	27	188	~667	21
Queue Length 95th (ft)	#215	704	140	#291	#904	133	#342	471	82	243	#808	128
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	172	1875	656	144	2023	682	386	1002	505	451	1017	530
Starvation Cap Reductn	0	0	0	0	82	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.14	0.92	0.39	0.94	1.06	0.40	1.03	0.75	0.23	0.75	1.09	0.34

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 22 (14%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.14
Intersection Signal Delay: 74.1 Intersection LOS: E
Intersection Capacity Utilization 104.8% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

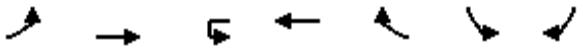




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	1678	248	131	1998	266	387	733	112	329	1074	173
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	196	1730	256	135	2060	274	399	756	115	339	1107	178
RTOR Reduction (vph)	0	0	73	0	0	49	0	0	57	0	0	75
Lane Group Flow (vph)	196	1730	183	135	2060	225	399	756	58	339	1107	103
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	45.3	45.3	18.7	46.0	46.0
Effective Green, g (s)	8.0	59.0	59.0	13.0	64.0	64.0	18.0	45.3	45.3	18.7	46.0	46.0
Actuated g/C Ratio	0.05	0.37	0.37	0.08	0.40	0.40	0.11	0.28	0.28	0.12	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	172	1875	584	144	2023	633	386	1002	448	401	1017	455
v/s Ratio Prot	0.06	0.34		c0.08	c0.41		c0.12	0.21		0.10	c0.31	
v/s Ratio Perm			0.12			0.14			0.04			0.07
v/c Ratio	1.14	0.92	0.31	0.94	1.02	0.36	1.03	0.75	0.13	0.85	1.09	0.23
Uniform Delay, d1	76.0	48.3	36.1	73.1	48.0	33.6	71.0	52.3	42.7	69.2	57.0	43.4
Progression Factor	1.16	0.94	0.84	1.16	0.76	0.68	1.00	1.00	1.00	1.14	0.94	1.09
Incremental Delay, d2	107.2	8.2	1.2	52.0	23.7	1.4	54.8	3.1	0.1	13.7	54.7	0.2
Delay (s)	195.4	53.7	31.4	136.4	60.0	24.4	125.8	55.4	42.8	92.3	108.2	47.7
Level of Service	F	D	C	F	E	C	F	E	D	F	F	D
Approach Delay (s)		63.8			60.2			76.4			98.2	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM Average Control Delay	72.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	104.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

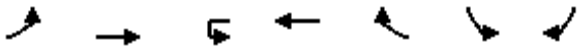


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	484	2036	10	2051	101	63	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.047		0.079			0.950	
Satd. Flow (perm)	88	5085	147	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		345
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	515	2166	11	2182	107	67	345
Shared Lane Traffic (%)							
Lane Group Flow (vph)	515	2166	11	2182	107	67	345
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	45.0	124.0	79.0	79.0	79.0	36.0	36.0
Total Split (%)	28.1%	77.5%	49.4%	49.4%	49.4%	22.5%	22.5%
Maximum Green (s)	39.5	118.5	73.5	73.5	73.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	137.2	137.2	79.0	79.0	79.0	11.3	11.3
Actuated g/C Ratio	0.86	0.86	0.49	0.49	0.49	0.07	0.07
v/c Ratio	0.82	0.50	0.15	0.87	0.13	0.54	0.80
Control Delay	53.4	3.5	6.0	11.1	0.9	86.0	20.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	3.5	6.0	11.1	0.9	86.0	20.6
LOS	D	A	A	B	A	F	C
Approach Delay		13.1		10.6		31.2	
Approach LOS		B		B		C	
Queue Length 50th (ft)	442	153	1	360	1	69	0
Queue Length 95th (ft)	#650	257	m2	m739	m12	119	105
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	629	4361	72	2512	799	332	577
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	0.82	0.50	0.15	0.87	0.13	0.20	0.60

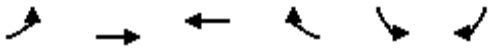
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 52 (33%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 85.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



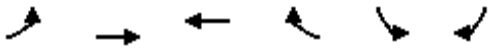
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	484	2036	10	2051	101	63	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.05	1.00	0.08	1.00	1.00	0.95	1.00
Satd. Flow (perm)	88	5085	147	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	515	2166	11	2182	107	67	345
RTOR Reduction (vph)	0	0	0	0	17	0	321
Lane Group Flow (vph)	515	2166	11	2182	90	67	24
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	137.2	137.2	79.0	79.0	79.0	11.3	11.3
Effective Green, g (s)	137.2	137.2	79.0	79.0	79.0	11.3	11.3
Actuated g/C Ratio	0.86	0.86	0.49	0.49	0.49	0.07	0.07
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	629	4360	73	2511	782	125	112
v/s Ratio Prot	c0.27	0.43		c0.43		c0.04	
v/s Ratio Perm	0.43		0.07		0.06		0.02
v/c Ratio	0.82	0.50	0.15	0.87	0.12	0.54	0.22
Uniform Delay, d1	44.1	2.8	22.2	35.9	21.7	71.8	70.2
Progression Factor	1.00	1.00	0.18	0.25	0.05	1.00	1.00
Incremental Delay, d2	7.8	0.4	1.2	1.3	0.1	2.2	0.4
Delay (s)	51.8	3.2	5.3	10.4	1.2	74.0	70.5
Level of Service	D	A	A	B	A	E	E
Approach Delay (s)		12.6		10.0		71.1	
Approach LOS		B		A		E	

Intersection Summary			
HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2071	2277	21	0	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5080	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5080	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	2135	2347	22	0	102
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2135	2369	0	0	102
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

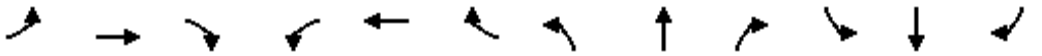
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2071	2277	21	0	99
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	2135	2347	22	0	102
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.62				0.62	0.62
vC, conflicting volume	2369				3070	793
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1056				2189	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	85
cM capacity (veh/h)	405				24	671

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	712	712	712	939	939	491	102
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	22	102
cSH	1700	1700	1700	1700	1700	1700	671
Volume to Capacity	0.42	0.42	0.42	0.55	0.55	0.29	0.15
Queue Length 95th (ft)	0	0	0	0	0	0	13
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.3
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.3
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

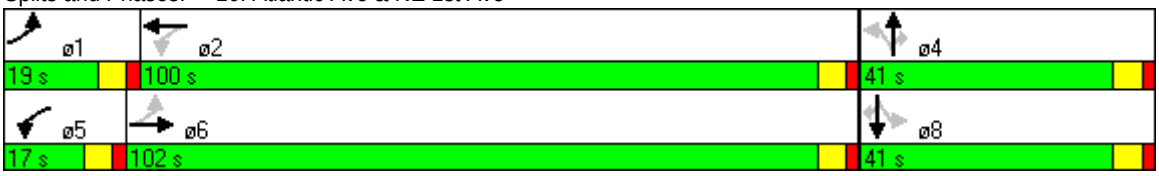


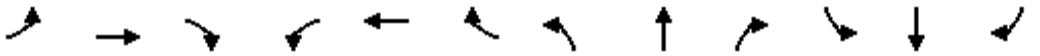
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1641	69	65	1972	44	17	13	48	16	18	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.973		0.950		
Satd. Flow (prot)	1770	5055	0	1770	5070	0	0	1812	1583	1770	1863	1583
Flt Permitted	0.065			0.105				0.815		0.736		
Satd. Flow (perm)	121	5055	0	196	5070	0	0	1518	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3				52			47
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1765	74	70	2120	47	18	14	52	17	19	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	75	1839	0	70	2167	0	0	32	52	17	19	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	19.0	102.0	0.0	17.0	100.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.9%	63.8%	0.0%	10.6%	62.5%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	13.0	96.0		11.0	94.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	139.7	131.7		133.2	128.4			7.9	7.9	7.9	7.9	7.9
Actuated g/C Ratio	0.87	0.82		0.83	0.80			0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.40	0.44		0.33	0.53			0.43	0.41	0.25	0.21	0.38
Control Delay	27.9	1.0		6.8	4.0			90.0	26.4	81.1	77.2	26.7
Queue Delay	0.0	0.1		0.0	0.1			0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	1.2		6.8	4.1			90.0	26.4	81.1	77.2	26.7
LOS	C	A		A	A			F	C	F	E	C
Approach Delay		2.2			4.2			50.7			49.4	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	19	15		3	147			33	0	18	20	0
Queue Length 95th (ft)	m25	6		m14	215			71	46	45	49	44
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	242	4161		279	4070			332	387	300	408	383
Starvation Cap Reductn	0	1023		0	262			0	0	0	0	0
Spillback Cap Reductn	0	8		0	423			0	0	0	0	3
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.31	0.59		0.25	0.59			0.10	0.13	0.06	0.05	0.12

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 5.1		Intersection LOS: A	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

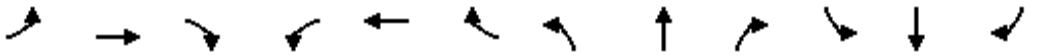
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	1641	69	65	1972	44	17	13	48	16	18	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5055		1770	5069			1812	1583	1770	1863	1583
Flt Permitted	0.07	1.00		0.11	1.00			0.82	1.00	0.74	1.00	1.00
Satd. Flow (perm)	121	5055		196	5069			1518	1583	1372	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	75	1765	74	70	2120	47	18	14	52	17	19	47
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	50	0	0	45
Lane Group Flow (vph)	75	1838	0	70	2166	0	0	32	2	17	19	2
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	138.5	130.5		132.1	127.3			6.7	6.7	6.7	6.7	6.7
Effective Green, g (s)	138.5	130.5		132.1	127.3			6.7	6.7	6.7	6.7	6.7
Actuated g/C Ratio	0.87	0.82		0.83	0.80			0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	187	4123		209	4033			64	66	57	78	66
v/s Ratio Prot	c0.02	c0.36		0.01	c0.43						0.01	
v/s Ratio Perm	0.33			0.27				c0.02	0.00	0.01		0.00
v/c Ratio	0.40	0.45		0.33	0.54			0.50	0.03	0.30	0.24	0.03
Uniform Delay, d1	4.9	4.3		2.9	5.8			75.0	73.5	74.4	74.2	73.5
Progression Factor	9.18	0.20		1.42	0.57			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2		0.3	0.5			2.2	0.1	1.1	0.6	0.1
Delay (s)	45.0	1.0		4.4	3.8			77.2	73.6	75.4	74.8	73.6
Level of Service	D	A		A	A			E	E	E	E	E
Approach Delay (s)		2.8			3.8			75.0			74.2	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	6.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

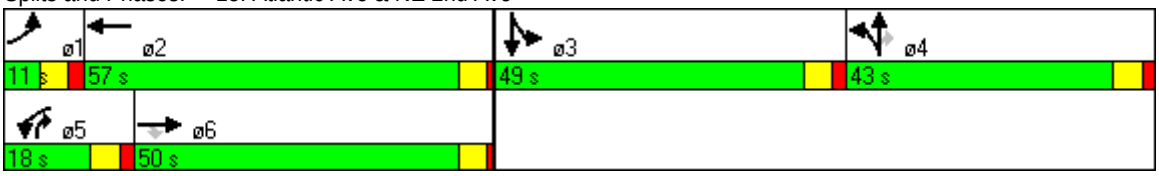


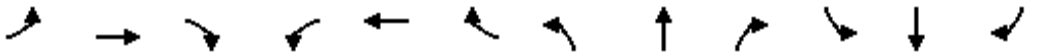
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1455	319	256	1391	40	395	128	345	34	160	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.996				0.850		0.965	
Flt Protected	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	1681	1725	1583	1770	3415	0
Flt Permitted	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	1681	1725	1583	1770	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150		3				356		25	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	29	1500	329	264	1434	41	407	132	356	35	165	51
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	29	1500	329	264	1475	0	265	274	356	35	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	50.0	50.0	18.0	57.0	0.0	43.0	43.0	18.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.3%	31.3%	11.3%	35.6%	0.0%	26.9%	26.9%	11.3%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	45.0	45.0	12.0	52.0		37.0	37.0	12.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	6.9	74.9	74.9	18.8	89.0		29.9	29.9	54.6	13.5	13.5	
Actuated g/C Ratio	0.04	0.47	0.47	0.12	0.56		0.19	0.19	0.34	0.08	0.08	
v/c Ratio	0.38	0.63	0.40	0.66	0.52		0.84	0.85	0.46	0.23	0.70	
Control Delay	101.3	15.9	5.5	75.7	25.3		85.4	85.8	4.8	70.9	74.7	
Queue Delay	0.0	0.2	0.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	101.3	16.2	5.8	75.7	25.3		85.4	85.8	4.8	70.9	74.7	
LOS	F	B	A	E	C		F	F	A	E	E	
Approach Delay		15.7			33.0			53.5			74.1	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	32	129	32	138	354		285	295	0	35	104	
Queue Length 95th (ft)	70	285	47	187	496		374	385	63	72	148	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	76	2381	821	402	2810		394	404	775	476	936	
Starvation Cap Reductn	0	270	147	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.71	0.49	0.66	0.52		0.67	0.68	0.46	0.07	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 58 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 32.2		Intersection LOS: C	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

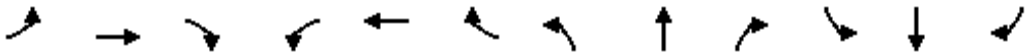




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1455	319	256	1391	40	395	128	345	34	160	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5051		1681	1725	1583	1770	3414	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5051		1681	1725	1583	1770	3414	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	1500	329	264	1434	41	407	132	356	35	165	51
RTOR Reduction (vph)	0	0	80	0	1	0	0	0	248	0	23	0
Lane Group Flow (vph)	29	1500	249	264	1474	0	265	274	108	35	193	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	5.9	74.8	74.8	18.8	87.7		29.9	29.9	48.7	13.5	13.5	
Effective Green, g (s)	5.9	74.8	74.8	18.8	87.7		29.9	29.9	48.7	13.5	13.5	
Actuated g/C Ratio	0.04	0.47	0.47	0.12	0.55		0.19	0.19	0.30	0.08	0.08	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	65	2377	740	403	2769		314	322	541	149	288	
v/s Ratio Prot	0.02	c0.29		c0.08	0.29		0.16	c0.16	0.02	0.02	c0.06	
v/s Ratio Perm			0.16						0.04			
v/c Ratio	0.45	0.63	0.34	0.66	0.53		0.84	0.85	0.20	0.23	0.67	
Uniform Delay, d1	75.5	32.2	26.9	67.5	23.1		62.8	62.9	41.2	68.4	71.1	
Progression Factor	1.20	0.43	0.26	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	1.2	1.1	2.9	0.7		17.6	18.3	0.1	0.3	4.8	
Delay (s)	92.0	15.2	8.0	70.4	23.8		80.4	81.2	41.3	68.7	75.8	
Level of Service	F	B	A	E	C		F	F	D	E	E	
Approach Delay (s)		15.1			30.9			65.1			74.9	
Approach LOS		B			C			E			E	

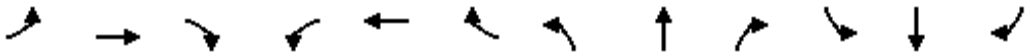
Intersection Summary			
HCM Average Control Delay	33.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	21	158	66	3	115	3	55	22	10	2	13	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.997			0.984			0.920	
Flt Protected		0.996			0.999			0.969			0.997	
Satd. Flow (prot)	0	1789	0	0	1855	0	0	1776	0	0	1709	0
Flt Permitted		0.996			0.999			0.969			0.997	
Satd. Flow (perm)	0	1789	0	0	1855	0	0	1776	0	0	1709	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	172	72	3	125	3	60	24	11	2	14	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	267	0	0	131	0	0	95	0	0	39	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

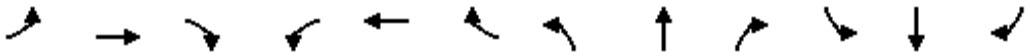
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	158	66	3	115	3	55	22	10	2	13	21
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
Hourly flow rate (vph)	23	172	72	3	125	3	60	24	11	2	14	23

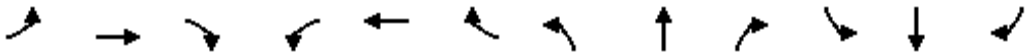
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	266	132	95	39
Volume Left (vph)	23	3	60	2
Volume Right (vph)	72	3	11	23
Hadj (s)	-0.11	0.02	0.09	-0.30
Departure Headway (s)	4.3	4.6	4.9	4.6
Degree Utilization, x	0.32	0.17	0.13	0.05
Capacity (veh/h)	814	750	672	698
Control Delay (s)	9.3	8.5	8.7	7.9
Approach Delay (s)	9.3	8.5	8.7	7.9
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
HCM Level of Service	A			
Intersection Capacity Utilization	38.3%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	89	47	5	48	1	58	31	7	0	46	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.957			0.998			0.990			0.985	
Flt Protected		0.997			0.995			0.971				
Satd. Flow (prot)	0	1777	0	0	1850	0	0	1791	0	0	1835	0
Flt Permitted		0.997			0.995			0.971				
Satd. Flow (perm)	0	1777	0	0	1850	0	0	1791	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	14	125	66	7	68	1	82	44	10	0	65	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	76	0	0	136	0	0	73	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

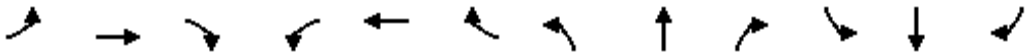
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	89	47	5	48	1	58	31	7	0	46	6
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	14	125	66	7	68	1	82	44	10	0	65	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	206	76	135	73
Volume Left (vph)	14	7	82	0
Volume Right (vph)	66	1	10	8
Hadj (s)	-0.15	0.04	0.11	-0.04
Departure Headway (s)	4.4	4.7	4.8	4.7
Degree Utilization, x	0.25	0.10	0.18	0.10
Capacity (veh/h)	788	715	711	708
Control Delay (s)	8.8	8.2	8.8	8.2
Approach Delay (s)	8.8	8.2	8.8	8.2
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.6		
HCM Level of Service	A		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

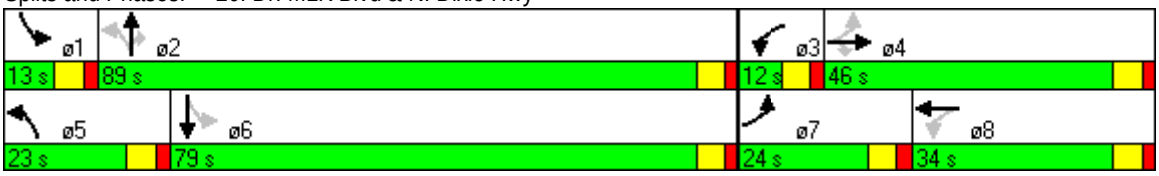


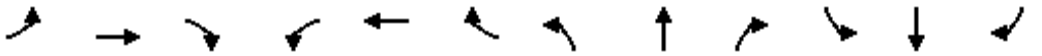
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	189	335	29	145	22	264	504	32	52	738	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.980				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1825	0	1770	3539	1583	1770	3454	0
Flt Permitted	0.276			0.619			0.209			0.450		
Satd. Flow (perm)	514	1863	1583	1153	1825	0	389	3539	1583	838	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			278		4				34		18	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	143	203	360	31	156	24	284	542	34	56	794	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	203	360	31	180	0	284	542	34	56	945	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	24.0	46.0	46.0	12.0	34.0	0.0	23.0	89.0	89.0	13.0	79.0	0.0
Total Split (%)	15.0%	28.8%	28.8%	7.5%	21.3%	0.0%	14.4%	55.6%	55.6%	8.1%	49.4%	0.0%
Maximum Green (s)	18.0	40.0	40.0	6.0	28.0		17.0	83.0	83.0	7.0	73.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	40.4	31.0	31.0	25.2	19.8		107.6	97.8	97.8	92.7	86.9	
Actuated g/C Ratio	0.25	0.19	0.19	0.16	0.12		0.67	0.61	0.61	0.58	0.54	
v/c Ratio	0.58	0.56	0.68	0.15	0.79		0.73	0.25	0.03	0.11	0.50	
Control Delay	56.7	64.1	20.4	44.3	88.9		44.9	7.9	0.5	9.8	20.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.7	64.1	20.4	44.3	88.9		44.9	7.9	0.5	9.8	20.5	
LOS	E	E	C	D	F		D	A	A	A	C	
Approach Delay		40.3			82.4			19.8			19.9	
Approach LOS		D			F			B			B	
Queue Length 50th (ft)	122	198	77	25	182		138	57	1	12	330	
Queue Length 95th (ft)	172	267	185	50	260		m224	m72	m1	30	460	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	271	466	604	209	323		412	2162	980	534	1884	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.44	0.60	0.15	0.56		0.69	0.25	0.03	0.10	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 122 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

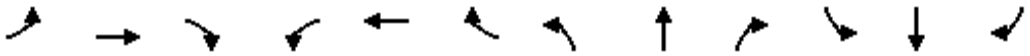
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	189	335	29	145	22	264	504	32	52	738	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1825		1770	3539	1583	1770	3454	
Flt Permitted	0.28	1.00	1.00	0.62	1.00		0.21	1.00	1.00	0.45	1.00	
Satd. Flow (perm)	513	1863	1583	1152	1825		389	3539	1583	838	3454	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	143	203	360	31	156	24	284	542	34	56	794	151
RTOR Reduction (vph)	0	0	224	0	3	0	0	0	14	0	8	0
Lane Group Flow (vph)	143	203	136	31	177	0	284	542	20	56	937	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	41.6	31.0	31.0	25.6	21.0		106.4	95.4	95.4	90.7	85.7	
Effective Green, g (s)	41.6	31.0	31.0	25.6	21.0		106.4	95.4	95.4	90.7	85.7	
Actuated g/C Ratio	0.26	0.19	0.19	0.16	0.13		0.66	0.60	0.60	0.57	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	248	361	307	202	240		386	2110	944	504	1850	
v/s Ratio Prot	c0.05	0.11		0.00	c0.10		c0.07	0.15		0.00	0.27	
v/s Ratio Perm	0.10		0.09	0.02			c0.42		0.01	0.06		
v/c Ratio	0.58	0.56	0.44	0.15	0.74		0.74	0.26	0.02	0.11	0.51	
Uniform Delay, d1	48.5	58.4	56.9	57.5	66.8		15.8	15.4	13.2	15.5	23.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		3.23	0.48	0.08	0.81	0.80	
Incremental Delay, d2	2.0	1.2	0.4	0.1	9.6		4.1	0.2	0.0	0.0	1.0	
Delay (s)	50.5	59.6	57.3	57.6	76.5		55.1	7.6	1.1	12.6	19.9	
Level of Service	D	E	E	E	E		E	A	A	B	B	
Approach Delay (s)		56.6			73.7			23.0			19.5	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	34.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	60	2	1	42	0	9	12	0	0	3	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997									0.932	
Flt Protected		0.999			0.999			0.979				
Satd. Flow (prot)	0	1855	0	0	1861	0	0	1824	0	0	1736	0
Flt Permitted		0.999			0.999			0.979				
Satd. Flow (perm)	0	1855	0	0	1861	0	0	1824	0	0	1736	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	75	3	1	53	0	11	15	0	0	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	53	0	0	26	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.2%		ICU Level of Service A	
Analysis Period (min) 15			

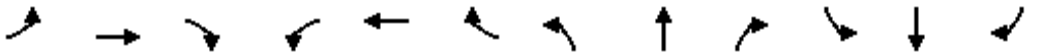
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	60	2	1	42	0	9	12	0	0	3	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	75	2	1	52	0	11	15	0	0	4	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	52			78			139	134	76	141	135	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	52			78			139	134	76	141	135	52
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	100	100
cM capacity (veh/h)	1553			1521			824	756	985	815	755	1015

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	79	54	26	8
Volume Left	1	1	11	0
Volume Right	2	0	0	4
cSH	1553	1521	783	866
Volume to Capacity	0.00	0.00	0.03	0.01
Queue Length 95th (ft)	0	0	3	1
Control Delay (s)	0.1	0.2	9.8	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.8	9.2
Approach LOS			A	A

Intersection Summary				
Average Delay	2.1			
Intersection Capacity Utilization	18.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	221	41	2	187	4	12	2	1	4	10	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.980			0.997			0.992				0.850
Flt Protected		0.996						0.960		0.950		
Satd. Flow (prot)	0	1818	0	0	1857	0	0	1774	0	1770	1863	1583
Flt Permitted		0.996						0.960		0.950		
Satd. Flow (perm)	0	1818	0	0	1857	0	0	1774	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	23	254	47	2	215	5	14	2	1	5	11	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	324	0	0	222	0	0	17	0	5	11	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

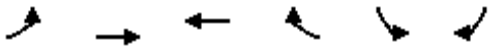
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	221	41	2	187	4	12	2	1	4	10	14
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	23	254	47	2	215	5	14	2	1	5	11	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	220			301			559	548	278	548	569	217
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	220			163			450	438	136	438	461	217
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			97	99	100	99	97	98
cM capacity (veh/h)	1350			1269			441	451	818	465	437	823

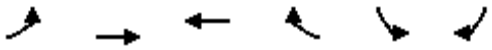
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	324	222	17	5	28
Volume Left	23	2	14	5	0
Volume Right	47	5	1	0	16
cSH	1350	1269	456	465	1049
Volume to Capacity	0.02	0.00	0.04	0.01	0.03
Queue Length 95th (ft)	1	0	3	1	2
Control Delay (s)	0.7	0.1	13.2	12.8	11.1
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.7	0.1	13.2	11.4	
Approach LOS			B	B	

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	41.3%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	60	1771	1676	22	0	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.998			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3532	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3532	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	62	1826	1728	23	0	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	1826	1751	0	0	48
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

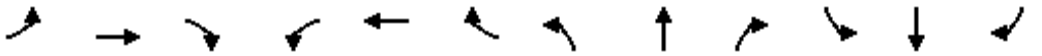
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	60	1771	1676	22	0	47
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	62	1826	1728	23	0	48
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.70	
vC, conflicting volume	1751				2776	875
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1751				2681	875
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	83				100	83
cM capacity (veh/h)	354				10	292

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	62	913	913	1152	599	48
Volume Left	62	0	0	0	0	0
Volume Right	0	0	0	0	23	48
cSH	354	1700	1700	1700	1700	292
Volume to Capacity	0.17	0.54	0.54	0.68	0.35	0.17
Queue Length 95th (ft)	16	0	0	0	0	15
Control Delay (s)	17.3	0.0	0.0	0.0	0.0	19.7
Lane LOS	C					C
Approach Delay (s)	0.6			0.0		19.7
Approach LOS						C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

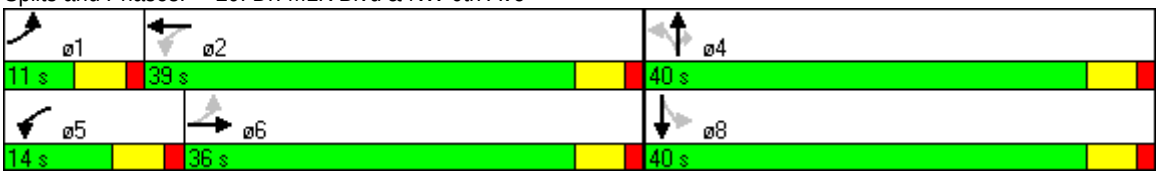


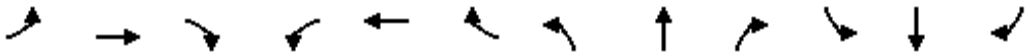
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	497	65	99	391	14	133	241	107	16	125	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.995				0.850		0.959	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1770	3479	0	1770	3522	0	1770	1863	1583	0	1779	0
Flt Permitted	0.501			0.397			0.445				0.886	
Satd. Flow (perm)	933	3479	0	740	3522	0	829	1863	1583	0	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5				114		29	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	66	529	69	105	416	15	141	256	114	17	133	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	66	598	0	105	431	0	141	256	114	0	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	11.0	36.0	0.0	14.0	39.0	0.0	40.0	40.0	40.0	40.0	40.0	0.0
Total Split (%)	12.2%	40.0%	0.0%	15.6%	43.3%	0.0%	44.4%	44.4%	44.4%	44.4%	44.4%	0.0%
Maximum Green (s)	5.5	30.5		8.5	33.5		34.5	34.5	34.5	34.5	34.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	56.3	51.9		57.7	52.6		17.6	17.6	17.6		17.6	
Actuated g/C Ratio	0.63	0.58		0.64	0.58		0.20	0.20	0.20		0.20	
v/c Ratio	0.10	0.30		0.19	0.21		0.87	0.70	0.28		0.65	
Control Delay	6.8	11.8		7.0	10.8		76.6	43.5	7.2		37.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	6.8	11.8		7.0	10.8		76.6	43.5	7.2		37.0	
LOS	A	B		A	B		E	D	A		D	
Approach Delay		11.3			10.1			44.5			37.0	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	11	84		17	57		79	138	0		99	
Queue Length 95th (ft)	31	155		46	108		#138	193	38		154	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	641	2012		585	2059		318	714	677		625	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.10	0.30		0.18	0.21		0.44	0.36	0.17		0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 22.6		Intersection LOS: C	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

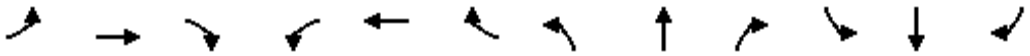
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





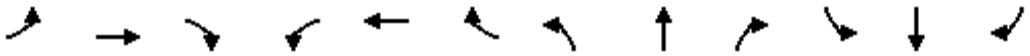
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	497	65	99	391	14	133	241	107	16	125	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3478		1770	3521		1770	1863	1583		1779	
Flt Permitted	0.50	1.00		0.40	1.00		0.45	1.00	1.00		0.89	
Satd. Flow (perm)	933	3478		739	3521		829	1863	1583		1582	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	66	529	69	105	416	15	141	256	114	17	133	66
RTOR Reduction (vph)	0	7	0	0	2	0	0	0	92	0	23	0
Lane Group Flow (vph)	66	591	0	105	429	0	141	256	22	0	193	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	55.2	50.8		56.6	51.5		17.6	17.6	17.6		17.6	
Effective Green, g (s)	55.2	50.8		56.6	51.5		17.6	17.6	17.6		17.6	
Actuated g/C Ratio	0.61	0.56		0.63	0.57		0.20	0.20	0.20		0.20	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	613	1963		523	2015		162	364	310		309	
v/s Ratio Prot	0.01	c0.17		c0.01	0.12			0.14				
v/s Ratio Perm	0.06			0.11			c0.17		0.01		0.12	
v/c Ratio	0.11	0.30		0.20	0.21		0.87	0.70	0.07		0.62	
Uniform Delay, d1	7.0	10.3		6.7	9.4		35.1	33.8	29.5		33.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.4		0.1	0.2		35.5	5.0	0.0		2.8	
Delay (s)	7.0	10.7		6.7	9.6		70.6	38.7	29.6		36.0	
Level of Service	A	B		A	A		E	D	C		D	
Approach Delay (s)		10.3			9.1			45.5			36.0	
Approach LOS		B			A			D			D	

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	587	54	43	460	22	12	1	10	21	13	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.993			0.943			0.940	
Flt Protected	0.950			0.950				0.974			0.983	
Satd. Flow (prot)	1770	3479	0	1770	3514	0	0	1711	0	0	1721	0
Flt Permitted	0.950			0.950				0.974			0.983	
Satd. Flow (perm)	1770	3479	0	1770	3514	0	0	1711	0	0	1721	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	15	667	61	49	523	25	14	1	11	24	15	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	728	0	49	548	0	0	26	0	0	70	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

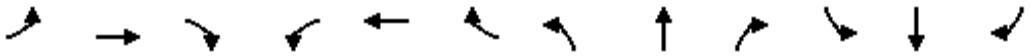
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	587	54	43	460	22	12	1	10	21	13	27
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	15	667	61	49	523	25	14	1	11	24	15	31
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.96						0.96	0.96		0.96	0.96	0.96
vC, conflicting volume	548			728			1124	1373	364	1008	1391	274
vC1, stage 1 conf vol							727	727		633	633	
vC2, stage 2 conf vol							397	645		375	758	
vCu, unblocked vol	444			728			1045	1304	364	924	1323	158
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			95	100	98	92	94	96
cM capacity (veh/h)	1067			871			273	264	633	316	248	824

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	15	445	284	49	348	199	26	69
Volume Left	15	0	0	49	0	0	14	24
Volume Right	0	0	61	0	0	25	11	31
cSH	1067	1700	1700	871	1700	1700	362	402
Volume to Capacity	0.01	0.26	0.17	0.06	0.20	0.12	0.07	0.17
Queue Length 95th (ft)	1	0	0	4	0	0	6	15
Control Delay (s)	8.4	0.0	0.0	9.4	0.0	0.0	15.7	15.8
Lane LOS	A			A			C	C
Approach Delay (s)	0.2			0.8			15.7	15.8
Approach LOS							C	C

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

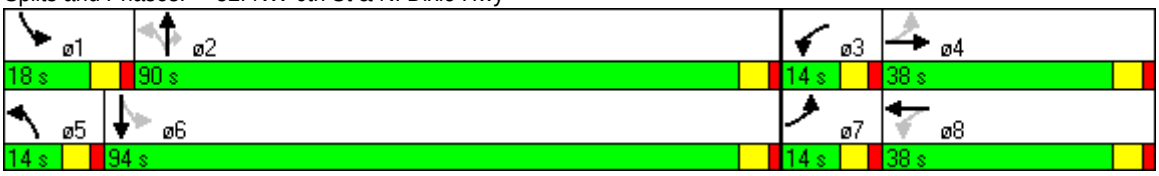


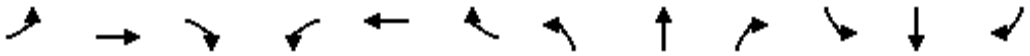
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	19	17	33	23	43	15	609	29	72	851	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.929			0.901				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1730	0	1770	1678	0	1770	3539	1583	1770	3504	0
Flt Permitted	0.711			0.545			0.275			0.381		
Satd. Flow (perm)	1324	1730	0	1015	1678	0	512	3539	1583	710	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			46				31		7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	20	18	35	24	46	16	648	31	77	905	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	38	0	35	70	0	16	648	31	77	970	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	14.0	38.0	0.0	14.0	38.0	0.0	14.0	90.0	90.0	18.0	94.0	0.0
Total Split (%)	8.8%	23.8%	0.0%	8.8%	23.8%	0.0%	8.8%	56.3%	56.3%	11.3%	58.8%	0.0%
Maximum Green (s)	8.0	32.0		8.0	32.0		8.0	84.0	84.0	12.0	88.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	11.4	7.1		16.2	12.9		123.2	118.9	118.9	127.7	124.0	
Actuated g/C Ratio	0.07	0.04		0.10	0.08		0.77	0.74	0.74	0.80	0.78	
v/c Ratio	0.11	0.40		0.26	0.40		0.04	0.25	0.03	0.13	0.36	
Control Delay	62.3	57.7		66.2	36.0		3.7	7.1	2.6	4.1	7.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	62.3	57.7		66.2	36.0		3.7	7.1	2.6	4.1	7.0	
LOS	E	E		E	D		A	A	A	A	A	
Approach Delay		58.8			46.1			6.8			6.8	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	11	21		34	23		3	117	2	14	170	
Queue Length 95th (ft)	32	61		68	79		m7	96	m5	30	239	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	138	360		145	372		469	2629	1184	658	2718	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.11		0.24	0.19		0.03	0.25	0.03	0.12	0.36	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 22 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

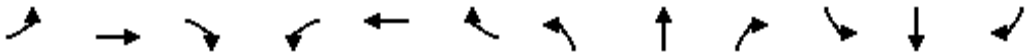
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





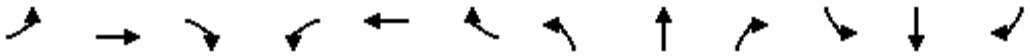
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	19	17	33	23	43	15	609	29	72	851	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1730		1770	1679		1770	3539	1583	1770	3504	
Flt Permitted	0.71	1.00		0.54	1.00		0.28	1.00	1.00	0.38	1.00	
Satd. Flow (perm)	1325	1730		1015	1679		513	3539	1583	709	3504	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	12	20	18	35	24	46	16	648	31	77	905	65
RTOR Reduction (vph)	0	17	0	0	42	0	0	0	9	0	2	0
Lane Group Flow (vph)	12	21	0	35	28	0	16	648	22	77	968	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	12.0	9.6		18.6	12.9		117.9	115.2	115.2	123.5	118.0	
Effective Green, g (s)	12.0	9.6		18.6	12.9		117.9	115.2	115.2	123.5	118.0	
Actuated g/C Ratio	0.08	0.06		0.12	0.08		0.74	0.72	0.72	0.77	0.74	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	106	104		145	135		399	2548	1140	584	2584	
v/s Ratio Prot	0.00	0.01		c0.01	0.02		0.00	0.18		c0.00	c0.28	
v/s Ratio Perm	0.01			c0.02			0.03		0.01	0.10		
v/c Ratio	0.11	0.20		0.24	0.21		0.04	0.25	0.02	0.13	0.37	
Uniform Delay, d1	68.9	71.6		63.8	68.8		5.8	7.7	6.4	4.5	7.6	
Progression Factor	1.00	1.00		1.00	1.00		0.90	0.97	1.14	1.00	1.00	
Incremental Delay, d2	0.2	0.4		0.3	0.3		0.0	0.2	0.0	0.0	0.4	
Delay (s)	69.1	71.9		64.1	69.0		5.2	7.7	7.3	4.6	8.0	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		71.2			67.4			7.6			7.8	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	26	10	35	34	4	3	13	27	5	8	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.992			0.916			0.985	
Flt Protected		0.995			0.977			0.996			0.984	
Satd. Flow (prot)	0	1790	0	0	1805	0	0	1699	0	0	1805	0
Flt Permitted		0.995			0.977			0.996			0.984	
Satd. Flow (perm)	0	1790	0	0	1805	0	0	1699	0	0	1805	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	5	31	12	42	41	5	4	16	33	6	10	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	88	0	0	53	0	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

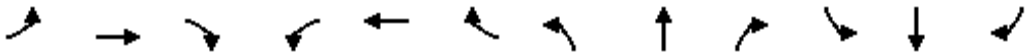
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	26	10	35	34	4	3	13	27	5	8	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	31	12	42	41	5	4	16	33	6	10	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	46			43			182	177	37	215	181	43
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			43			182	177	37	215	181	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			100	98	97	99	99	100
cM capacity (veh/h)	1562			1565			752	695	1035	690	692	1027

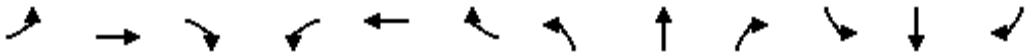
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	48	88	52	18
Volume Left	5	42	4	6
Volume Right	12	5	33	2
cSH	1562	1565	881	723
Volume to Capacity	0.00	0.03	0.06	0.03
Queue Length 95th (ft)	0	2	5	2
Control Delay (s)	0.8	3.6	9.3	10.1
Lane LOS	A	A	A	B
Approach Delay (s)	0.8	3.6	9.3	10.1
Approach LOS			A	B

Intersection Summary				
Average Delay	5.0			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A	
Analysis Period (min)	15			



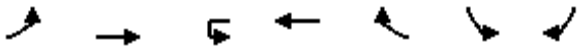
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	23	17	2	12	1	4	52	1	4	67	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.992			0.998			0.986	
Flt Protected		0.996			0.994			0.997			0.998	
Satd. Flow (prot)	0	1759	0	0	1837	0	0	1853	0	0	1833	0
Flt Permitted		0.996			0.994			0.997			0.998	
Satd. Flow (perm)	0	1759	0	0	1837	0	0	1853	0	0	1833	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	4	25	18	2	13	1	4	56	1	4	72	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	47	0	0	16	0	0	61	0	0	85	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 15.1%		ICU Level of Service A	
Analysis Period (min) 15			



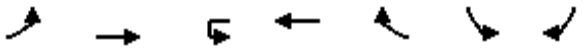
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	4	23	17	2	12	1	4	52	1	4	67	8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	4	25	18	2	13	1	4	56	1	4	72	9
Approach Volume (veh/h)		47			16			61			85	
Crossing Volume (veh/h)		78			65			33			19	
High Capacity (veh/h)		1302			1317			1349			1364	
High v/c (veh/h)		0.04			0.01			0.05			0.06	
Low Capacity (veh/h)		1086			1099			1129			1142	
Low v/c (veh/h)		0.04			0.01			0.05			0.07	

Intersection Summary					
Maximum v/c High	0.06				
Maximum v/c Low	0.07				
Intersection Capacity Utilization	15.1%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	58	1807	14	1701	24	10	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.998		0.896	
Flt Protected	0.950		0.950			0.989	
Satd. Flow (prot)	1770	3539	1770	3532	0	1651	0
Flt Permitted	0.950		0.950			0.989	
Satd. Flow (perm)	1770	3539	1770	3532	0	1651	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	60	1882	15	1772	25	10	33
Shared Lane Traffic (%)							
Lane Group Flow (vph)	60	1882	15	1797	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		25		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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

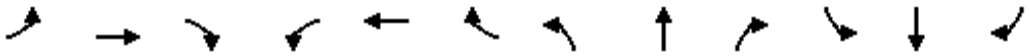
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	58	1807	14	1701	24	10	32
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	60	1882	0	1772	25	10	33
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		Raised			
Median storage veh)				1			
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.73	
vC, conflicting volume	1797		0			2846	898
vC1, stage 1 conf vol						1784	
vC2, stage 2 conf vol						1062	
vCu, unblocked vol	1797		0			2789	898
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	82		0			88	88
cM capacity (veh/h)	340		0			87	282

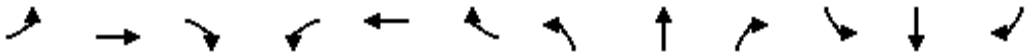
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	60	941	941	1181	616	0	44
Volume Left	60	0	0	0	0	0	10
Volume Right	0	0	0	0	25	0	33
cSH	340	1700	1700	1700	1700	1700	184
Volume to Capacity	0.18	0.55	0.55	0.69	0.36	0.00	0.24
Queue Length 95th (ft)	16	0	0	0	0	0	22
Control Delay (s)	17.9	0.0	0.0	0.0	0.0	0.0	30.5
Lane LOS	C						D
Approach Delay (s)	0.6			0.0			30.5
Approach LOS							D

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	67	3	7	35	1	5	3	5	1	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998			0.949				
Flt Protected		0.999			0.992			0.982			0.993	
Satd. Flow (prot)	0	1850	0	0	1844	0	0	1736	0	0	1850	0
Flt Permitted		0.999			0.992			0.982			0.993	
Satd. Flow (perm)	0	1850	0	0	1844	0	0	1736	0	0	1850	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	87	4	9	45	1	6	4	6	1	6	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	0	0	55	0	0	16	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 16.3%		ICU Level of Service A	
Analysis Period (min) 15			

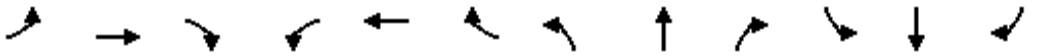


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	67	3	7	35	1	5	3	5	1	5	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	87	4	9	45	1	6	4	6	1	6	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	92	56	17	8
Volume Left (vph)	1	9	6	1
Volume Right (vph)	4	1	6	0
Hadj (s)	0.01	0.05	-0.12	0.07
Departure Headway (s)	4.0	4.1	4.1	4.3
Degree Utilization, x	0.10	0.06	0.02	0.01
Capacity (veh/h)	882	866	837	805
Control Delay (s)	7.5	7.4	7.2	7.3
Approach Delay (s)	7.5	7.4	7.2	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.4		
HCM Level of Service	A		
Intersection Capacity Utilization	16.3%	ICU Level of Service	A
Analysis Period (min)	15		

2015 Build Conditions – PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	1456	356	131	1828	162	386	896	146	310	724	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			194			56			87			142
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	246	1566	383	141	1966	174	415	963	157	333	778	322
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	1566	383	141	1966	174	415	963	157	333	778	322
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	17.0	67.0	67.0	22.0	72.0	72.0	25.0	51.0	51.0	20.0	46.0	46.0
Total Split (%)	10.6%	41.9%	41.9%	13.8%	45.0%	45.0%	15.6%	31.9%	31.9%	12.5%	28.8%	28.8%
Maximum Green (s)	11.0	61.0	61.0	16.0	66.0	66.0	19.0	45.0	45.0	14.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	11.0	62.3	62.3	14.8	66.0	66.0	19.0	45.0	45.0	14.0	40.0	40.0
Actuated g/C Ratio	0.07	0.39	0.39	0.09	0.41	0.41	0.12	0.28	0.28	0.09	0.25	0.25
v/c Ratio	1.04	0.79	0.52	0.87	0.94	0.25	1.02	0.97	0.31	1.11	0.88	0.64
Control Delay	144.1	40.7	15.0	117.6	44.3	19.5	116.8	78.2	21.8	152.0	68.0	37.7
Queue Delay	0.0	0.0	0.0	0.0	15.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	144.1	40.7	15.0	117.6	60.0	19.5	116.8	78.2	21.8	152.0	68.0	37.7
LOS	F	D	B	F	E	B	F	E	C	F	E	D
Approach Delay		47.8			60.5			82.9			80.7	
Approach LOS		D			E			F			F	
Queue Length 50th (ft)	~145	538	81	135	415	49	~236	527	55	~208	314	124
Queue Length 95th (ft)	#243	569	127	#272	648	111	#350	#670	122	#317	#470	244
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	237	1980	735	177	2086	686	408	995	508	300	885	502
Starvation Cap Reductn	0	0	0	0	174	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.79	0.52	0.80	1.03	0.25	1.02	0.97	0.31	1.11	0.88	0.64

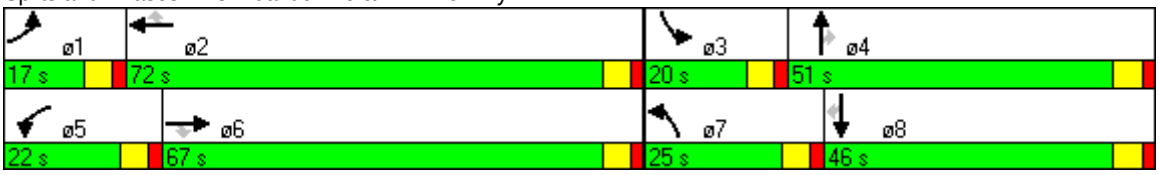
Intersection Summary

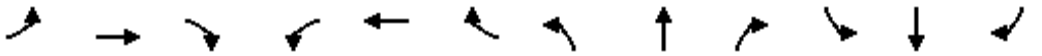
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 64 (40%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 65.2 Intersection LOS: E
Intersection Capacity Utilization 95.5% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

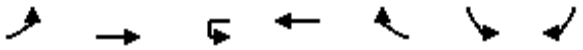




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	229	1456	356	131	1828	162	386	896	146	310	724	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	246	1566	383	141	1966	174	415	963	157	333	778	322
RTOR Reduction (vph)	0	0	119	0	0	33	0	0	63	0	0	107
Lane Group Flow (vph)	246	1566	264	141	1966	141	415	963	94	333	778	216
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	11.0	62.2	62.2	14.8	66.0	66.0	19.0	45.0	45.0	14.0	40.0	40.0
Effective Green, g (s)	11.0	62.2	62.2	14.8	66.0	66.0	19.0	45.0	45.0	14.0	40.0	40.0
Actuated g/C Ratio	0.07	0.39	0.39	0.09	0.41	0.41	0.12	0.28	0.28	0.09	0.25	0.25
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	236	1977	615	164	2086	653	408	995	445	300	885	396
v/s Ratio Prot	0.07	0.31		c0.08	c0.39		c0.12	c0.27		0.10	0.22	
v/s Ratio Perm			0.17			0.09			0.06			0.14
v/c Ratio	1.04	0.79	0.43	0.86	0.94	0.22	1.02	0.97	0.21	1.11	0.88	0.54
Uniform Delay, d1	74.5	43.2	35.9	71.6	45.2	30.3	70.5	56.8	44.0	73.0	57.7	52.1
Progression Factor	1.14	0.86	0.70	1.18	0.79	0.91	1.00	1.00	1.00	1.17	1.01	1.11
Incremental Delay, d2	66.8	3.0	2.0	27.0	8.4	0.6	49.0	20.9	0.2	78.9	7.9	0.9
Delay (s)	152.1	40.3	27.2	111.4	44.1	28.2	119.5	77.7	44.1	164.3	65.9	58.9
Level of Service	F	D	C	F	D	C	F	E	D	F	E	E
Approach Delay (s)		50.5			47.0			85.5			87.2	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM Average Control Delay	63.7	HCM Level of Service	E
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

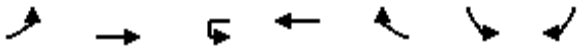


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	391	1897	30	2400	104	82	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.045		0.093			0.950	
Satd. Flow (perm)	84	5085	173	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		305
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	416	2018	32	2553	111	87	457
Shared Lane Traffic (%)							
Lane Group Flow (vph)	416	2018	32	2553	111	87	457
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	37.0	124.0	87.0	87.0	87.0	36.0	36.0
Total Split (%)	23.1%	77.5%	54.4%	54.4%	54.4%	22.5%	22.5%
Maximum Green (s)	31.5	118.5	81.5	81.5	81.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	126.2	126.2	83.5	83.5	83.5	22.3	22.3
Actuated g/C Ratio	0.79	0.79	0.52	0.52	0.52	0.14	0.14
v/c Ratio	0.91	0.50	0.36	0.96	0.13	0.35	0.95
Control Delay	72.4	7.1	12.1	21.2	1.6	62.9	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	7.1	12.1	21.2	1.6	62.9	50.4
LOS	E	A	B	C	A	E	D
Approach Delay		18.3		20.3		52.4	
Approach LOS		B		C		D	
Queue Length 50th (ft)	376	257	8	874	5	79	147
Queue Length 95th (ft)	#648	331	m8	m#985	m5	131	#344
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	459	4012	90	2652	842	332	545
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	0.91	0.50	0.36	0.96	0.13	0.26	0.84

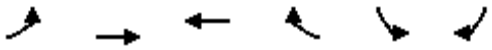
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 89 (56%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 87.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



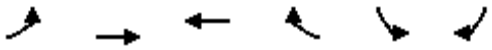
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	391	1897	30	2400	104	82	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.04	1.00	0.09	1.00	1.00	0.95	1.00
Satd. Flow (perm)	84	5085	173	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	416	2018	32	2553	111	87	457
RTOR Reduction (vph)	0	0	0	0	16	0	262
Lane Group Flow (vph)	416	2018	32	2553	95	87	195
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	126.2	126.2	83.4	83.4	83.4	22.3	22.3
Effective Green, g (s)	126.2	126.2	83.4	83.4	83.4	22.3	22.3
Actuated g/C Ratio	0.79	0.79	0.52	0.52	0.52	0.14	0.14
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	459	4011	90	2651	825	247	221
v/s Ratio Prot	c0.21	0.40		c0.50		0.05	
v/s Ratio Perm	0.50		0.18		0.06		c0.12
v/c Ratio	0.91	0.50	0.36	0.96	0.12	0.35	0.88
Uniform Delay, d1	53.5	5.9	22.5	36.8	19.5	62.3	67.5
Progression Factor	1.00	1.00	0.29	0.41	0.10	0.98	0.97
Incremental Delay, d2	20.8	0.5	4.2	5.2	0.1	0.3	30.0
Delay (s)	74.3	6.4	10.8	20.2	2.1	61.6	95.8
Level of Service	E	A	B	C	A	E	F
Approach Delay (s)		18.0		19.4		90.3	
Approach LOS		B		B		F	

Intersection Summary			
HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2253	2385	42	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2397	2537	45	0	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2397	2582	0	0	154
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

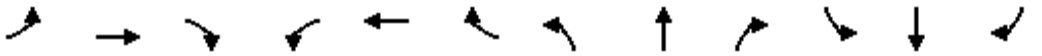
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2253	2385	42	0	145
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2397	2537	45	0	154
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.52				0.52	0.52
vC, conflicting volume	2582				3359	868
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	809				2303	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	73
cM capacity (veh/h)	422				17	563

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	799	799	799	1015	1015	552	154
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	45	154
cSH	1700	1700	1700	1700	1700	1700	563
Volume to Capacity	0.47	0.47	0.47	0.60	0.60	0.32	0.27
Queue Length 95th (ft)	0	0	0	0	0	0	28
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	13.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			13.8
Approach LOS							B

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

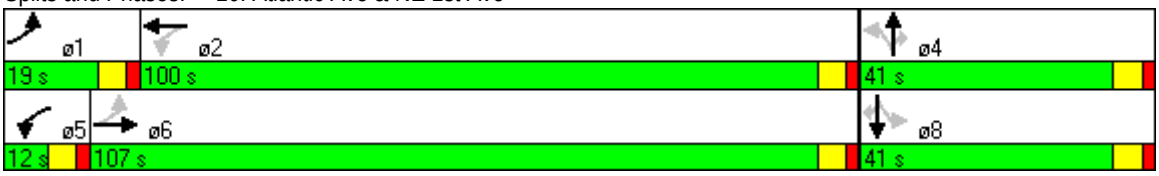


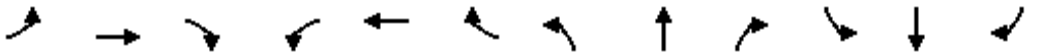
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	2110	19	44	2304	32	36	19	31	17	15	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	5080	0	1770	5075	0	0	1803	1583	1770	1863	1583
Flt Permitted	0.039			0.061				0.793		0.719		
Satd. Flow (perm)	73	5080	0	114	5075	0	0	1477	1583	1339	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			2				33			79
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	98	2245	20	47	2451	34	38	20	33	18	16	106
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	2265	0	47	2485	0	0	58	33	18	16	106
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	19.0	107.0	0.0	12.0	100.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.9%	66.9%	0.0%	7.5%	62.5%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	13.0	101.0		6.0	94.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	136.4	128.5		127.3	122.4			10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.85	0.80		0.80	0.76			0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.62	0.56		0.33	0.64			0.60	0.24	0.20	0.13	0.60
Control Delay	54.2	3.4		12.4	4.9			96.0	24.0	74.2	70.6	36.4
Queue Delay	0.0	0.1		0.0	0.1			0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	3.5		12.4	5.0			96.0	24.0	74.2	70.6	36.4
LOS	D	A		B	A			F	C	E	E	D
Approach Delay		5.6			5.2			69.9			45.1	
Approach LOS		A			A			E			D	
Queue Length 50th (ft)	62	78		2	219			60	0	18	16	27
Queue Length 95th (ft)	m88	m73		m6	241			109	37	46	41	91
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	203	4081		155	3882			323	372	293	408	408
Starvation Cap Reductn	0	481		0	418			0	0	0	0	0
Spillback Cap Reductn	0	321		0	368			0	2	0	0	5
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.48	0.63		0.30	0.72			0.18	0.09	0.06	0.04	0.26

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 69 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 75.0%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

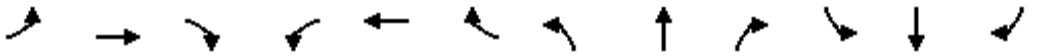
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	2110	19	44	2304	32	36	19	31	17	15	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5079		1770	5075			1804	1583	1770	1863	1583
Flt Permitted	0.04	1.00		0.06	1.00			0.79	1.00	0.72	1.00	1.00
Satd. Flow (perm)	73	5079		114	5075			1477	1583	1340	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	98	2245	20	47	2451	34	38	20	33	18	16	106
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	31	0	0	74
Lane Group Flow (vph)	98	2265	0	47	2485	0	0	58	2	18	16	32
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	136.4	127.3		126.4	122.3			10.6	10.6	10.6	10.6	10.6
Effective Green, g (s)	136.4	127.3		126.4	122.3			10.6	10.6	10.6	10.6	10.6
Actuated g/C Ratio	0.85	0.80		0.79	0.76			0.07	0.07	0.07	0.07	0.07
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	159	4041		132	3879			98	105	89	123	105
v/s Ratio Prot	c0.04	c0.45		0.01	c0.49						0.01	
v/s Ratio Perm	0.49			0.27				c0.04	0.00	0.01		0.02
v/c Ratio	0.62	0.56		0.36	0.64			0.59	0.02	0.20	0.13	0.31
Uniform Delay, d1	31.1	6.0		5.0	8.7			72.6	69.8	70.7	70.4	71.2
Progression Factor	1.66	0.48		2.46	0.46			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.5	0.4		0.4	0.6			6.2	0.0	0.4	0.2	0.6
Delay (s)	55.0	3.3		12.7	4.5			78.8	69.9	71.1	70.5	71.8
Level of Service	D	A		B	A			E	E	E	E	E
Approach Delay (s)		5.4			4.7			75.6			71.6	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	8.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



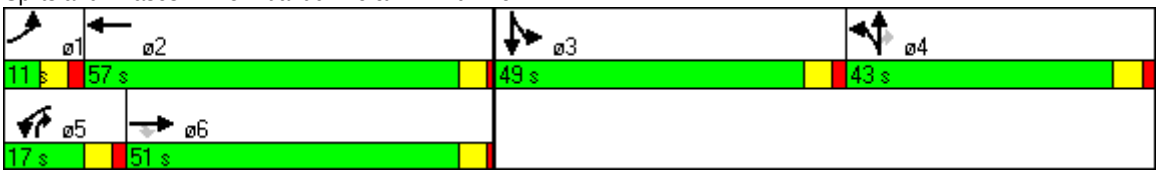
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1656	396	278	1635	40	455	193	476	40	224	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.996				0.850		0.969	
Flt Protected	0.950			0.950			0.950	0.980		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	1681	1734	1583	1770	3430	0
Flt Permitted	0.950			0.950			0.950	0.980		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	1681	1734	1583	1770	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		2				430		20	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	48	1781	426	299	1758	43	489	208	512	43	241	62
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	48	1781	426	299	1801	0	342	355	512	43	303	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	51.0	51.0	17.0	57.0	0.0	43.0	43.0	17.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.9%	31.9%	10.6%	35.6%	0.0%	26.9%	26.9%	10.6%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	46.0	46.0	11.0	52.0		37.0	37.0	11.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

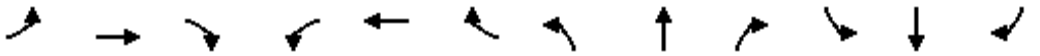
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	9.4	57.1	57.1	23.5	71.3		38.6	38.6	68.1	17.8	17.8	
Actuated g/C Ratio	0.06	0.36	0.36	0.15	0.45		0.24	0.24	0.43	0.11	0.11	
v/c Ratio	0.46	0.98	0.63	0.59	0.80		0.84	0.85	0.56	0.22	0.76	
Control Delay	97.0	47.5	18.0	69.9	42.8		75.9	76.1	7.6	66.0	76.8	
Queue Delay	0.0	14.7	0.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	97.0	62.2	18.7	69.9	42.8		75.9	76.1	7.6	66.0	76.8	
LOS	F	E	B	E	D		E	E	A	E	E	
Approach Delay		54.7			46.7			47.0			75.4	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	52	382	60	154	597		358	373	52	42	154	
Queue Length 95th (ft)	m96	#912	238	209	#833		461	477	144	81	202	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	104	1815	671	505	2251		428	441	921	476	936	
Starvation Cap Reductn	0	96	68	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	1.04	0.71	0.59	0.80		0.80	0.80	0.56	0.09	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 51.5 Intersection LOS: D
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

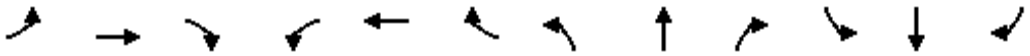




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1656	396	278	1635	40	455	193	476	40	224	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5054		1681	1734	1583	1770	3431	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5054		1681	1734	1583	1770	3431	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	1781	426	299	1758	43	489	208	512	43	241	62
RTOR Reduction (vph)	0	0	106	0	1	0	0	0	263	0	18	0
Lane Group Flow (vph)	48	1781	320	299	1800	0	342	355	249	43	285	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	9.4	57.1	57.1	23.5	71.2		38.6	38.6	62.1	17.8	17.8	
Effective Green, g (s)	9.4	57.1	57.1	23.5	71.2		38.6	38.6	62.1	17.8	17.8	
Actuated g/C Ratio	0.06	0.36	0.36	0.15	0.44		0.24	0.24	0.39	0.11	0.11	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	104	1815	565	504	2249		406	418	674	197	382	
v/s Ratio Prot	0.03	c0.35		c0.09	c0.36		0.20	c0.20	0.05	0.02	c0.08	
v/s Ratio Perm			0.20						0.10			
v/c Ratio	0.46	0.98	0.57	0.59	0.80		0.84	0.85	0.37	0.22	0.75	
Uniform Delay, d1	72.9	50.9	41.5	63.8	38.3		57.8	57.9	35.0	64.8	68.9	
Progression Factor	1.17	0.60	0.52	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	15.5	3.5	1.3	3.1		14.1	14.3	0.1	0.2	6.8	
Delay (s)	86.4	46.1	25.1	65.0	41.4		71.9	72.2	35.1	65.0	75.7	
Level of Service	F	D	C	E	D		E	E	D	E	E	
Approach Delay (s)		42.9			44.7			56.4			74.4	
Approach LOS		D			D			E			E	

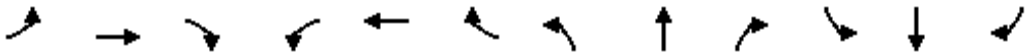
Intersection Summary			
HCM Average Control Delay	48.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	188	58	1	120	3	79	22	13	3	17	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.997			0.984			0.923	
Flt Protected		0.996						0.967			0.997	
Satd. Flow (prot)	0	1801	0	0	1857	0	0	1772	0	0	1714	0
Flt Permitted		0.996						0.967			0.997	
Satd. Flow (perm)	0	1801	0	0	1857	0	0	1772	0	0	1714	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	25	211	65	1	135	3	89	25	15	3	19	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	301	0	0	139	0	0	129	0	0	51	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

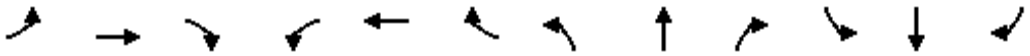
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	22	188	58	1	120	3	79	22	13	3	17	26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	25	211	65	1	135	3	89	25	15	3	19	29

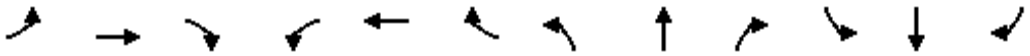
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	301	139	128	52
Volume Left (vph)	25	1	89	3
Volume Right (vph)	65	3	15	29
Hadj (s)	-0.08	0.02	0.10	-0.29
Departure Headway (s)	4.5	4.7	5.1	4.8
Degree Utilization, x	0.37	0.18	0.18	0.07
Capacity (veh/h)	767	713	648	662
Control Delay (s)	10.1	8.8	9.2	8.2
Approach Delay (s)	10.1	8.8	9.2	8.2
Approach LOS	B	A	A	A

Intersection Summary			
Delay	9.5		
HCM Level of Service	A		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	118	64	10	39	1	65	45	7	4	47	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.998			0.991			0.983	
Flt Protected		0.997			0.990			0.973			0.997	
Satd. Flow (prot)	0	1774	0	0	1840	0	0	1796	0	0	1826	0
Flt Permitted		0.997			0.990			0.973			0.997	
Satd. Flow (perm)	0	1774	0	0	1840	0	0	1796	0	0	1826	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	11	127	69	11	42	1	70	48	8	4	51	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	207	0	0	54	0	0	126	0	0	63	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

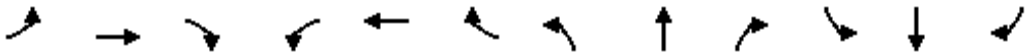
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	10	118	64	10	39	1	65	45	7	4	47	7
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	11	127	69	11	42	1	70	48	8	4	51	8

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	206	54	126	62
Volume Left (vph)	11	11	70	4
Volume Right (vph)	69	1	8	8
Hadj (s)	-0.16	0.06	0.11	-0.02
Departure Headway (s)	4.3	4.7	4.7	4.6
Degree Utilization, x	0.24	0.07	0.16	0.08
Capacity (veh/h)	809	723	725	721
Control Delay (s)	8.6	8.0	8.6	8.0
Approach Delay (s)	8.6	8.0	8.6	8.0
Approach LOS	A	A	A	A

Intersection Summary			
Delay	8.5		
HCM Level of Service	A		
Intersection Capacity Utilization	31.1%	ICU Level of Service	A
Analysis Period (min)	15		



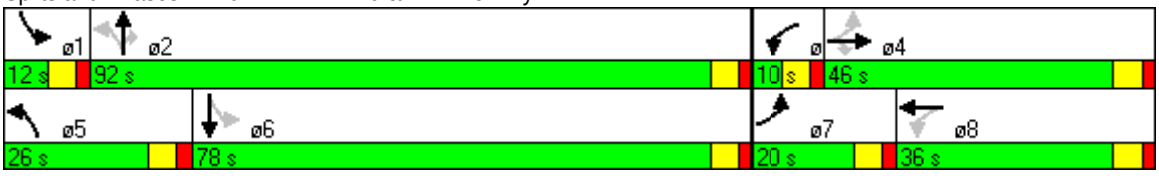
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	189	348	35	191	49	232	780	82	82	930	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.969				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.194			0.630			0.127			0.307		
Satd. Flow (perm)	361	1863	1583	1174	1805	0	237	3539	1583	572	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249		7				88		14	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	170	203	374	38	205	53	249	839	88	88	1000	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	203	374	38	258	0	249	839	88	88	1157	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	46.0	46.0	10.0	36.0	0.0	26.0	92.0	92.0	12.0	78.0	0.0
Total Split (%)	12.5%	28.8%	28.8%	6.3%	22.5%	0.0%	16.3%	57.5%	57.5%	7.5%	48.8%	0.0%
Maximum Green (s)	14.0	40.0	40.0	4.0	30.0		20.0	86.0	86.0	6.0	72.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

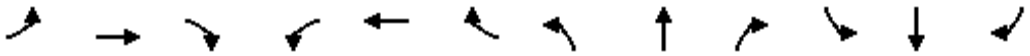
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	45.3	37.3	37.3	29.7	25.7		102.4	90.7	90.7	86.7	80.7	
Actuated g/C Ratio	0.28	0.23	0.23	0.19	0.16		0.64	0.57	0.57	0.54	0.50	
v/c Ratio	0.77	0.47	0.67	0.16	0.87		0.82	0.42	0.09	0.25	0.66	
Control Delay	65.5	54.2	25.8	43.2	91.0		66.7	7.1	0.4	13.1	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	65.5	54.2	25.8	43.2	91.0		66.7	7.1	0.4	13.1	26.5	
LOS	E	D	C	D	F		E	A	A	B	C	
Approach Delay		42.6			84.9			19.2			25.5	
Approach LOS		D			F			B			C	
Queue Length 50th (ft)	141	184	136	29	258		174	72	0	30	489	
Queue Length 95th (ft)	#174	278	164	58	#361		m193	m80	m0	60	329	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	225	466	583	233	344		344	2007	936	357	1756	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.44	0.64	0.16	0.75		0.72	0.42	0.09	0.25	0.66	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 157 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 32.1 Intersection LOS: C
Intersection Capacity Utilization 85.0% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

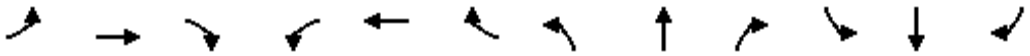
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





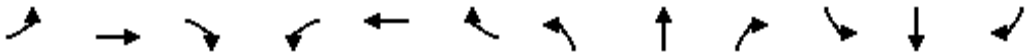
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	189	348	35	191	49	232	780	82	82	930	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3539	1583	1770	3467	
Flt Permitted	0.19	1.00	1.00	0.63	1.00		0.13	1.00	1.00	0.31	1.00	
Satd. Flow (perm)	361	1863	1583	1174	1805		237	3539	1583	572	3467	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	170	203	374	38	205	53	249	839	88	88	1000	157
RTOR Reduction (vph)	0	0	191	0	6	0	0	0	39	0	7	0
Lane Group Flow (vph)	170	203	183	38	252	0	249	839	49	88	1150	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	46.5	37.3	37.3	30.1	26.9		101.5	89.5	89.5	85.5	79.5	
Effective Green, g (s)	46.5	37.3	37.3	30.1	26.9		101.5	89.5	89.5	85.5	79.5	
Actuated g/C Ratio	0.29	0.23	0.23	0.19	0.17		0.63	0.56	0.56	0.53	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	225	434	369	233	303		304	1980	885	351	1723	
v/s Ratio Prot	c0.06	0.11		0.00	c0.14		c0.08	0.24		0.01	0.33	
v/s Ratio Perm	0.16		0.12	0.03			c0.44		0.03	0.12		
v/c Ratio	0.76	0.47	0.50	0.16	0.83		0.82	0.42	0.06	0.25	0.67	
Uniform Delay, d1	46.4	52.8	53.2	53.9	64.4		25.8	20.4	16.0	18.4	30.3	
Progression Factor	0.96	0.96	1.11	1.00	1.00		2.79	0.34	0.10	0.88	0.80	
Incremental Delay, d2	11.8	0.3	0.4	0.1	16.7		7.0	0.3	0.1	0.1	2.0	
Delay (s)	56.4	50.9	59.2	54.0	81.1		79.0	7.1	1.7	16.3	26.1	
Level of Service	E	D	E	D	F		E	A	A	B	C	
Approach Delay (s)		56.3			77.6			21.9			25.4	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM Average Control Delay	35.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	73	15	1	38	0	7	10	2	0	4	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977						0.984			0.978	
Flt Protected					0.999			0.982				
Satd. Flow (prot)	0	1820	0	0	1861	0	0	1800	0	0	1822	0
Flt Permitted					0.999			0.982				
Satd. Flow (perm)	0	1820	0	0	1861	0	0	1800	0	0	1822	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	92	19	1	48	0	9	13	3	0	5	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	112	0	0	49	0	0	25	0	0	6	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	73	15	1	38	0	7	10	2	0	4	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	92	19	1	48	0	9	13	3	0	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	48			111			159	155	102	164	165	48
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	48			111			159	155	102	164	165	48
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1559			1478			801	736	953	787	727	1021

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	113	49	24	6
Volume Left	1	1	9	0
Volume Right	19	0	3	1
cSH	1559	1478	778	771
Volume to Capacity	0.00	0.00	0.03	0.01
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	0.1	0.2	9.8	9.7
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.8	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	18.8%	ICU Level of Service	A	
Analysis Period (min)	15			

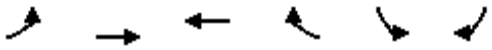
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	266	59	4	229	10	39	7	15	7	7	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.976			0.995			0.967				0.850
Flt Protected		0.999			0.999			0.969		0.950		
Satd. Flow (prot)	0	1816	0	0	1852	0	0	1745	0	1770	1863	1583
Flt Permitted		0.999			0.999			0.969		0.950		
Satd. Flow (perm)	0	1816	0	0	1852	0	0	1745	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	8	302	67	5	260	11	44	8	17	8	8	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	377	0	0	276	0	0	69	0	8	8	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.2%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	266	59	4	229	10	39	7	15	7	7	30
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	8	302	67	5	260	11	44	8	17	8	8	34
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.89			0.89	0.89	0.89	0.89	0.89	
vC, conflicting volume	272			369			648	632	336	648	660	266
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	272			225			539	521	187	539	553	266
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			88	98	98	98	98	96
cM capacity (veh/h)	1292			1192			375	403	758	384	387	773

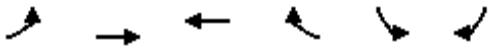
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	377	276	69	8	42
Volume Left	8	5	44	8	0
Volume Right	67	11	17	0	34
cSH	1292	1192	433	384	953
Volume to Capacity	0.01	0.00	0.16	0.02	0.04
Queue Length 95th (ft)	0	0	14	2	3
Control Delay (s)	0.2	0.2	14.9	14.6	10.7
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.2	0.2	14.9	11.4	
Approach LOS			B	B	

Intersection Summary				
Average Delay	2.2			
Intersection Capacity Utilization	38.2%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	113	1902	1946	14	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	3539	3536	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	3539	3536	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	115	1941	1986	14	0	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	1941	2000	0	0	34
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

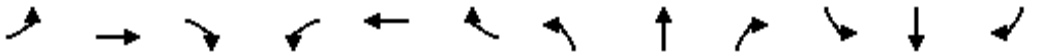
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	113	1902	1946	14	0	33
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	115	1941	1986	14	0	34
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.64	
vC, conflicting volume	2000				3194	1000
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2000				3301	1000
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	59				100	86
cM capacity (veh/h)	283				2	241

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	SB 1
Volume Total	115	970	970	1324	676	34
Volume Left	115	0	0	0	0	0
Volume Right	0	0	0	0	14	34
cSH	283	1700	1700	1700	1700	241
Volume to Capacity	0.41	0.57	0.57	0.78	0.40	0.14
Queue Length 95th (ft)	47	0	0	0	0	12
Control Delay (s)	26.2	0.0	0.0	0.0	0.0	22.3
Lane LOS	D					C
Approach Delay (s)	1.5			0.0		22.3
Approach LOS						C

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

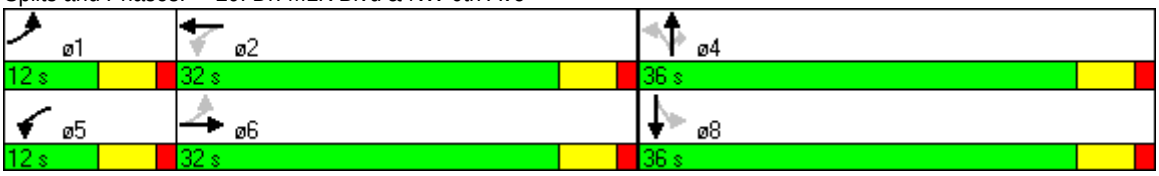


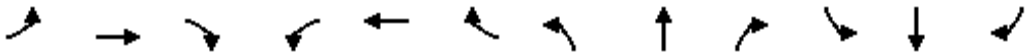
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	476	56	89	527	21	125	185	112	15	118	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.994				0.850		0.946	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3483	0	1770	3518	0	1770	1863	1583	0	1757	0
Flt Permitted	0.404			0.416			0.408				0.968	
Satd. Flow (perm)	753	3483	0	775	3518	0	760	1863	1583	0	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5				122		49	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
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)	104	517	61	97	573	23	136	201	122	16	128	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	104	578	0	97	596	0	136	201	122	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.0	32.0	0.0	12.0	32.0	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	15.0%	40.0%	0.0%	15.0%	40.0%	0.0%	45.0%	45.0%	45.0%	45.0%	45.0%	0.0%
Maximum Green (s)	6.5	26.5		6.5	26.5		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	49.6	44.5		49.3	44.4		15.2	15.2	15.2		15.2	
Actuated g/C Ratio	0.62	0.56		0.62	0.56		0.19	0.19	0.19		0.19	
v/c Ratio	0.19	0.30		0.18	0.30		0.94	0.57	0.31		0.66	
Control Delay	7.0	11.7		7.3	11.9		82.8	22.0	5.0		31.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	7.0	11.7		7.3	11.9		82.8	22.0	5.0		31.7	
LOS	A	B		A	B		F	C	A		C	
Approach Delay		11.0			11.2			35.5			31.7	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	15	74		27	114		101	93	25		90	
Queue Length 95th (ft)	43	143		m42	171		m129	m134	m45		143	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	558	1947		568	1955		290	710	679		681	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.19	0.30		0.17	0.30		0.47	0.28	0.18		0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 65 (81%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

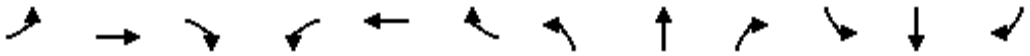
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





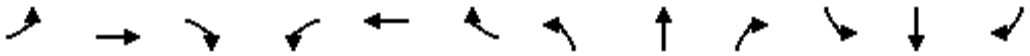
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	96	476	56	89	527	21	125	185	112	15	118	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3483		1770	3519		1770	1863	1583		1756	
Flt Permitted	0.40	1.00		0.42	1.00		0.41	1.00	1.00		0.97	
Satd. Flow (perm)	752	3483		775	3519		759	1863	1583		1705	
Peak-hour factor, PHF	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)	104	517	61	97	573	23	136	201	122	16	128	97
RTOR Reduction (vph)	0	8	0	0	2	0	0	0	99	0	40	0
Lane Group Flow (vph)	104	570	0	97	594	0	136	201	23	0	201	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	48.4	43.4		48.2	43.3		15.2	15.2	15.2		15.2	
Effective Green, g (s)	48.4	43.4		48.2	43.3		15.2	15.2	15.2		15.2	
Actuated g/C Ratio	0.60	0.54		0.60	0.54		0.19	0.19	0.19		0.19	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	519	1890		528	1905		144	354	301		324	
v/s Ratio Prot	c0.01	0.16		0.01	c0.17			0.11				
v/s Ratio Perm	0.11			0.10			c0.18		0.01		0.12	
v/c Ratio	0.20	0.30		0.18	0.31		0.94	0.57	0.08		0.62	
Uniform Delay, d1	6.7	10.0		6.7	10.1		32.0	29.4	26.6		29.8	
Progression Factor	1.00	1.00		1.16	1.03		1.15	0.63	1.10		1.00	
Incremental Delay, d2	0.1	0.4		0.0	0.3		44.4	0.8	0.0		2.7	
Delay (s)	6.7	10.4		7.8	10.8		81.1	19.2	29.2		32.4	
Level of Service	A	B		A	B		F	B	C		C	
Approach Delay (s)		9.9			10.4			40.2			32.4	
Approach LOS		A			B			D			C	

Intersection Summary			
HCM Average Control Delay	19.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	61.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	48	547	59	73	661	47	15	11	21	20	28	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.990			0.939			0.942	
Flt Protected	0.950			0.950				0.985			0.988	
Satd. Flow (prot)	1770	3472	0	1770	3504	0	0	1723	0	0	1734	0
Flt Permitted	0.950			0.950				0.985			0.988	
Satd. Flow (perm)	1770	3472	0	1770	3504	0	0	1723	0	0	1734	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	52	588	63	78	711	51	16	12	23	22	30	39
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	651	0	78	762	0	0	51	0	0	91	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

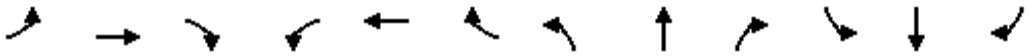
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	547	59	73	661	47	15	11	21	20	28	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	52	588	63	78	711	51	16	12	23	22	30	39
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.92						0.92	0.92		0.92	0.92	0.92
vC, conflicting volume	761			652			1289	1641	326	1319	1648	381
vC1, stage 1 conf vol							723	723		893	893	
vC2, stage 2 conf vol							566	918		426	755	
vCu, unblocked vol	573			652			1145	1527	326	1177	1534	160
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	94			92			93	94	97	90	85	95
cM capacity (veh/h)	919			931			225	199	670	220	195	790

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	52	392	259	78	474	287	51	90
Volume Left	52	0	0	78	0	0	16	22
Volume Right	0	0	63	0	0	51	23	39
cSH	919	1700	1700	931	1700	1700	307	300
Volume to Capacity	0.06	0.23	0.15	0.08	0.28	0.17	0.16	0.30
Queue Length 95th (ft)	4	0	0	7	0	0	15	31
Control Delay (s)	9.2	0.0	0.0	9.2	0.0	0.0	19.0	22.1
Lane LOS	A			A			C	C
Approach Delay (s)	0.7			0.9			19.0	22.1
Approach LOS							C	C

Intersection Summary				
Average Delay	2.5			
Intersection Capacity Utilization	38.9%	ICU Level of Service		A
Analysis Period (min)	15			

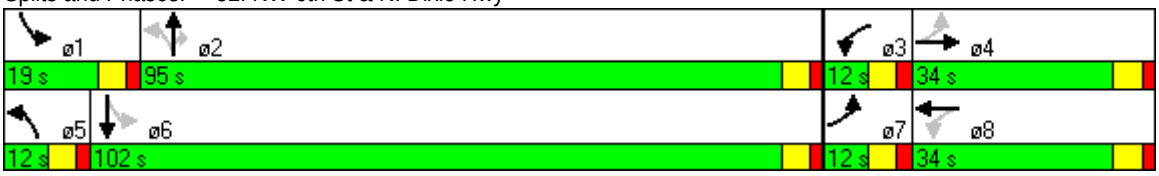


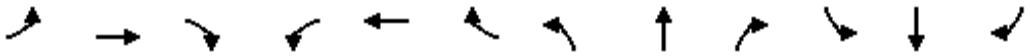
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	26	22	28	30	66	18	1066	33	82	916	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.931			0.897				0.850		0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1734	0	1770	1671	0	1770	3539	1583	1770	3522	0
Flt Permitted	0.534			0.662			0.246			0.189		
Satd. Flow (perm)	995	1734	0	1233	1671	0	458	3539	1583	352	3522	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			59				33		4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	29	25	31	34	74	20	1198	37	92	1029	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	54	0	31	108	0	20	1198	37	92	1062	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	12.0	34.0	0.0	12.0	34.0	0.0	12.0	95.0	95.0	19.0	102.0	0.0
Total Split (%)	7.5%	21.3%	0.0%	7.5%	21.3%	0.0%	7.5%	59.4%	59.4%	11.9%	63.8%	0.0%
Maximum Green (s)	6.0	28.0		6.0	28.0		6.0	89.0	89.0	13.0	96.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.2	9.8		16.3	12.0		119.9	115.5	115.5	126.3	121.6	
Actuated g/C Ratio	0.10	0.06		0.10	0.08		0.75	0.72	0.72	0.79	0.76	
v/c Ratio	0.22	0.42		0.21	0.60		0.05	0.47	0.03	0.27	0.40	
Control Delay	62.0	52.6		61.4	48.0		3.6	7.4	0.8	6.4	8.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	62.0	52.6		61.4	48.0		3.6	7.4	0.8	6.4	8.5	
LOS	E	D		E	D		A	A	A	A	A	
Approach Delay		55.8			51.0			7.1			8.4	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	26	31		29	51		3	158	1	19	208	
Queue Length 95th (ft)	54	75		59	114		m6	198	m2	41	302	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	129	323		148	341		397	2554	1152	397	2678	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.22	0.17		0.21	0.32		0.05	0.47	0.03	0.23	0.40	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 60 (38%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

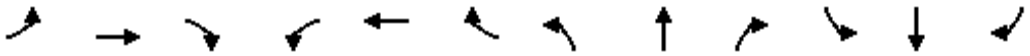
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





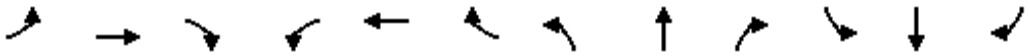
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	25	26	22	28	30	66	18	1066	33	82	916	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1733		1770	1671		1770	3539	1583	1770	3523	
Flt Permitted	0.53	1.00		0.66	1.00		0.25	1.00	1.00	0.19	1.00	
Satd. Flow (perm)	996	1733		1232	1671		459	3539	1583	352	3523	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	28	29	25	31	34	74	20	1198	37	92	1029	33
RTOR Reduction (vph)	0	22	0	0	55	0	0	0	10	0	1	0
Lane Group Flow (vph)	28	32	0	31	53	0	20	1198	27	92	1061	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	15.4	11.0		17.4	12.0		115.9	113.1	113.1	123.3	116.8	
Effective Green, g (s)	15.4	11.0		17.4	12.0		115.9	113.1	113.1	123.3	116.8	
Actuated g/C Ratio	0.10	0.07		0.11	0.08		0.72	0.71	0.71	0.77	0.73	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	117	119		152	125		355	2502	1119	329	2572	
v/s Ratio Prot	0.01	0.02		c0.01	c0.03		0.00	c0.34		c0.01	c0.30	
v/s Ratio Perm	0.02			0.02			0.04		0.02	0.20		
v/c Ratio	0.24	0.27		0.20	0.43		0.06	0.48	0.02	0.28	0.41	
Uniform Delay, d1	66.4	70.7		64.7	70.7		6.5	10.4	7.0	6.5	8.3	
Progression Factor	1.00	1.00		1.00	1.00		0.68	0.64	0.22	1.00	1.00	
Incremental Delay, d2	0.4	0.4		0.2	0.9		0.0	0.6	0.0	0.2	0.5	
Delay (s)	66.8	71.1		64.9	71.6		4.4	7.2	1.6	6.7	8.8	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		69.6			70.1			7.0			8.7	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	51	17	55	52	14	14	19	61	10	29	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.984			0.913			0.991	
Flt Protected		0.997			0.978			0.993			0.988	
Satd. Flow (prot)	0	1800	0	0	1793	0	0	1689	0	0	1824	0
Flt Permitted		0.997			0.978			0.993			0.988	
Satd. Flow (perm)	0	1800	0	0	1793	0	0	1689	0	0	1824	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	5	58	19	63	59	16	16	22	69	11	33	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	137	0	0	107	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

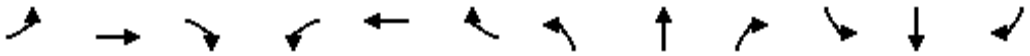
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	51	17	55	52	14	14	19	61	10	29	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	5	58	19	62	59	16	16	22	69	11	33	3
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	75			77			289	277	68	349	278	67
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			77			289	277	68	349	278	67
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			97	96	93	98	95	100
cM capacity (veh/h)	1524			1521			613	603	996	530	602	996

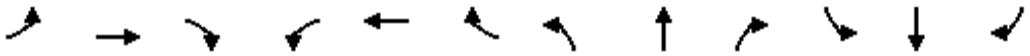
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	138	107	48
Volume Left	5	62	16	11
Volume Right	19	16	69	3
cSH	1524	1521	813	599
Volume to Capacity	0.00	0.04	0.13	0.08
Queue Length 95th (ft)	0	3	11	6
Control Delay (s)	0.4	3.6	10.1	11.5
Lane LOS	A	A	B	B
Approach Delay (s)	0.4	3.6	10.1	11.5
Approach LOS			B	B

Intersection Summary				
Average Delay	5.8			
Intersection Capacity Utilization	26.5%	ICU Level of Service	A	
Analysis Period (min)	15			



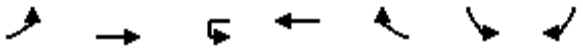
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	27	11	0	11	7	4	103	4	4	77	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.947			0.995			0.983	
Flt Protected		0.985						0.998			0.998	
Satd. Flow (prot)	0	1783	0	0	1764	0	0	1850	0	0	1827	0
Flt Permitted		0.985						0.998			0.998	
Satd. Flow (perm)	0	1783	0	0	1764	0	0	1850	0	0	1827	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	20	33	14	0	14	9	5	127	5	5	95	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	23	0	0	137	0	0	114	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			



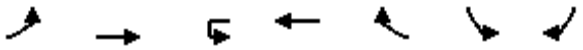
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	16	27	11	0	11	7	4	103	4	4	77	11
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	20	33	14	0	14	9	5	127	5	5	95	14
Approach Volume (veh/h)		67			22			137			114	
Crossing Volume (veh/h)		100			152			58			19	
High Capacity (veh/h)		1281			1230			1323			1365	
High v/c (veh/h)		0.05			0.02			0.10			0.08	
Low Capacity (veh/h)		1067			1020			1105			1143	
Low v/c (veh/h)		0.06			0.02			0.12			0.10	

Intersection Summary					
Maximum v/c High	0.10				
Maximum v/c Low	0.12				
Intersection Capacity Utilization	23.4%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	51	2200	15	1889	27	13	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00
Frt				0.998		0.916	
Flt Protected	0.950		0.950			0.981	
Satd. Flow (prot)	1770	3539	1770	3532	0	1674	0
Flt Permitted	0.950		0.950			0.981	
Satd. Flow (perm)	1770	3539	1770	3532	0	1674	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		205		622		394	
Travel Time (s)		5.6		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	53	2292	16	1968	28	14	23
Shared Lane Traffic (%)							
Lane Group Flow (vph)	53	2292	16	1996	0	37	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		12		25		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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

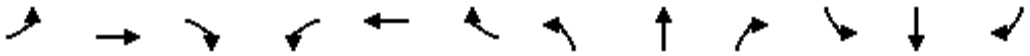
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	51	2200	15	1889	27	13	22
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	53	2292	0	1968	28	14	23
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		Raised			
Median storage veh)				1			
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.64	
vC, conflicting volume	1996		0			3234	998
vC1, stage 1 conf vol						1982	
vC2, stage 2 conf vol						1252	
vCu, unblocked vol	1996		0			3368	998
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	81		0			81	91
cM capacity (veh/h)	284		0			70	242

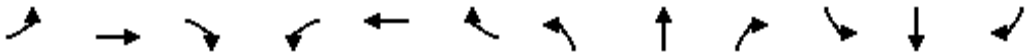
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	53	1146	1146	1312	684	0	36
Volume Left	53	0	0	0	0	0	14
Volume Right	0	0	0	0	28	0	23
cSH	284	1700	1700	1700	1700	1700	126
Volume to Capacity	0.19	0.67	0.67	0.77	0.40	0.00	0.29
Queue Length 95th (ft)	17	0	0	0	0	0	28
Control Delay (s)	20.6	0.0	0.0	0.0	0.0	0.0	44.8
Lane LOS	C						E
Approach Delay (s)	0.5			0.0			44.8
Approach LOS							E

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	95	7	0	43	1	9	7	2	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.998			0.983				
Flt Protected		0.999						0.976				
Satd. Flow (prot)	0	1844	0	0	1859	0	0	1787	0	0	1863	0
Flt Permitted		0.999						0.976				
Satd. Flow (perm)	0	1844	0	0	1859	0	0	1787	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	3	128	9	0	58	1	12	9	3	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	59	0	0	24	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.4%		ICU Level of Service A	
Analysis Period (min) 15			

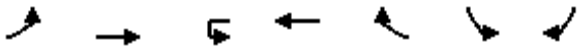


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	2	95	7	0	43	1	9	7	2	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	3	128	9	0	58	1	12	9	3	0	1	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	141	59	24	1
Volume Left (vph)	3	0	12	0
Volume Right (vph)	9	1	3	0
Hadj (s)	0.00	0.02	0.07	0.03
Departure Headway (s)	4.0	4.1	4.4	4.4
Degree Utilization, x	0.16	0.07	0.03	0.00
Capacity (veh/h)	884	861	776	779
Control Delay (s)	7.8	7.4	7.5	7.4
Approach Delay (s)	7.8	7.4	7.5	7.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.6		
HCM Level of Service	A		
Intersection Capacity Utilization	21.4%	ICU Level of Service	A
Analysis Period (min)	15		

2015 Build Conditions with Improvements – AM Peak Hour

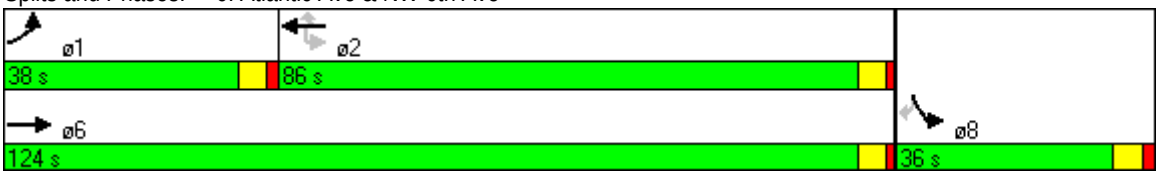


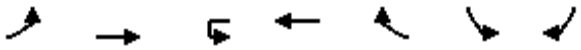
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	484	2036	10	2051	101	63	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	2		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.950		0.079			0.950	
Satd. Flow (perm)	3433	5085	147	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					36		316
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	515	2166	11	2182	107	67	345
Shared Lane Traffic (%)							
Lane Group Flow (vph)	515	2166	11	2182	107	67	345
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	Prot		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases			2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	38.0	124.0	86.0	86.0	86.0	36.0	36.0
Total Split (%)	23.8%	77.5%	53.8%	53.8%	53.8%	22.5%	22.5%
Maximum Green (s)	32.5	118.5	80.5	80.5	80.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	27.8	136.2	102.9	102.9	102.9	12.3	12.3
Actuated g/C Ratio	0.17	0.85	0.64	0.64	0.64	0.08	0.08
v/c Ratio	0.86	0.50	0.12	0.67	0.10	0.49	0.84
Control Delay	78.9	3.9	3.6	5.8	0.7	81.2	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.9	3.9	3.6	5.8	0.7	81.2	27.5
LOS	E	A	A	A	A	F	C
Approach Delay		18.3		5.6		36.2	
Approach LOS		B		A		D	
Queue Length 50th (ft)	273	153	1	43	1	69	29
Queue Length 95th (ft)	327	291	m1	m409	m3	116	140
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	704	4329	95	3270	1031	332	554
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	0.73	0.50	0.12	0.67	0.10	0.20	0.62

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 52 (33%), Referenced to phase 2:WBTU and 6:EBT, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 14.3		Intersection LOS: B	
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

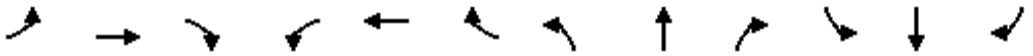
Splits and Phases: 6: Atlantic Ave & NW 6th Ave





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	484	2036	10	2051	101	63	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.95	1.00	0.08	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	147	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	515	2166	11	2182	107	67	345
RTOR Reduction (vph)	0	0	0	0	13	0	292
Lane Group Flow (vph)	515	2166	11	2182	94	67	53
Turn Type	Prot		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases			2		2		8
Actuated Green, G (s)	27.8	136.2	102.9	102.9	102.9	12.3	12.3
Effective Green, g (s)	27.8	136.2	102.9	102.9	102.9	12.3	12.3
Actuated g/C Ratio	0.17	0.85	0.64	0.64	0.64	0.08	0.08
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	596	4329	95	3270	1018	136	122
v/s Ratio Prot	c0.15	0.43		c0.43		c0.04	
v/s Ratio Perm			0.07		0.06		0.03
v/c Ratio	0.86	0.50	0.12	0.67	0.09	0.49	0.44
Uniform Delay, d1	64.3	3.1	11.0	17.8	10.8	70.9	70.5
Progression Factor	1.00	1.00	0.18	0.28	0.07	1.00	1.00
Incremental Delay, d2	12.0	0.4	0.7	0.3	0.0	1.0	0.9
Delay (s)	76.3	3.5	2.6	5.3	0.8	71.9	71.5
Level of Service	E	A	A	A	A	E	E
Approach Delay (s)		17.5		5.1		71.5	
Approach LOS		B		A		E	

Intersection Summary			
HCM Average Control Delay	16.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	72.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



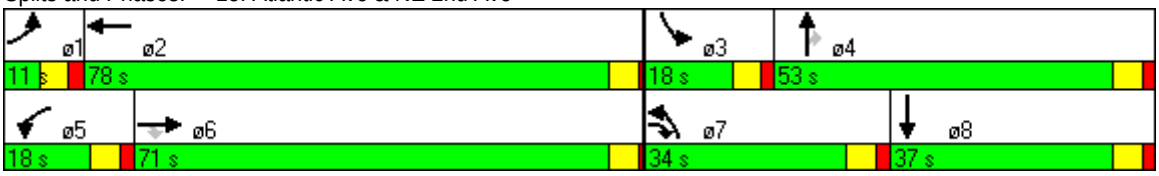
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1455	319	256	1391	40	395	128	345	34	160	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	2		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.996			0.928	0.850		0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	3433	1642	1504	1770	3415	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	3433	1642	1504	1770	3415	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			283		3			29	169		23	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	29	1500	329	264	1434	41	407	132	356	35	165	51
Shared Lane Traffic (%)									34%			
Lane Group Flow (vph)	29	1500	329	264	1475	0	407	253	235	35	216	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Detector Phase	1	6	7	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	5.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	43.0	11.0	34.0		43.0	43.0	43.0	49.0	49.0	
Total Split (s)	11.0	71.0	34.0	18.0	78.0	0.0	34.0	53.0	53.0	18.0	37.0	0.0
Total Split (%)	6.9%	44.4%	21.3%	11.3%	48.8%	0.0%	21.3%	33.1%	33.1%	11.3%	23.1%	0.0%
Maximum Green (s)	5.0	66.0	28.0	12.0	73.0		28.0	47.0	47.0	12.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	

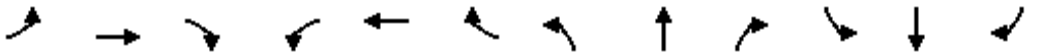
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	30.0		22.0		30.0	30.0	30.0	36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	6.9	81.1	109.2	18.8	95.2		23.1	31.6	31.6	7.9	14.0	
Actuated g/C Ratio	0.04	0.51	0.68	0.12	0.60		0.14	0.20	0.20	0.05	0.09	
v/c Ratio	0.38	0.58	0.28	0.66	0.49		0.82	0.73	0.54	0.40	0.68	
Control Delay	104.9	13.5	1.1	75.7	20.9		80.3	65.8	21.5	86.5	73.3	
Queue Delay	0.0	0.2	0.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	104.9	13.7	1.3	75.7	20.9		80.3	65.8	21.5	86.5	73.3	
LOS	F	B	A	E	C		F	E	C	F	E	
Approach Delay		13.0			29.2			60.8			75.2	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	32	125	0	138	319		215	240	63	36	105	
Queue Length 95th (ft)	70	371	35	187	443		269	331	153	76	146	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	76	2579	1211	402	3006		601	503	561	133	680	
Starvation Cap Reductn	0	337	366	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.38	0.67	0.39	0.66	0.49		0.68	0.50	0.42	0.26	0.32	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 58 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 31.2 Intersection LOS: C
Intersection Capacity Utilization 73.3% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

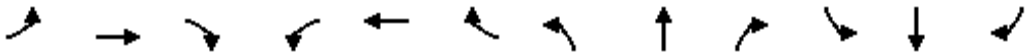




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	1455	319	256	1391	40	395	128	345	34	160	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5051		3433	1643	1504	1770	3414	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5051		3433	1643	1504	1770	3414	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	29	1500	329	264	1434	41	407	132	356	35	165	51
RTOR Reduction (vph)	0	0	101	0	1	0	0	23	136	0	21	0
Lane Group Flow (vph)	29	1500	228	264	1474	0	407	230	99	35	195	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	5.9	79.9	103.0	18.8	92.8		23.1	31.6	31.6	6.7	15.2	
Effective Green, g (s)	5.9	79.9	103.0	18.8	92.8		23.1	31.6	31.6	6.7	15.2	
Actuated g/C Ratio	0.04	0.50	0.64	0.12	0.58		0.14	0.20	0.20	0.04	0.10	
Clearance Time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	65	2539	1019	403	2930		496	324	297	74	324	
v/s Ratio Prot	0.02	c0.29	0.03	c0.08	0.29		c0.12	c0.14		0.02	0.06	
v/s Ratio Perm			0.11						0.07			
v/c Ratio	0.45	0.59	0.22	0.66	0.50		0.82	0.71	0.33	0.47	0.60	
Uniform Delay, d1	75.5	28.4	11.9	67.5	19.9		66.4	59.9	55.2	74.9	69.5	
Progression Factor	1.25	0.44	0.26	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	0.9	0.0	2.9	0.6		10.0	5.7	0.2	1.7	2.2	
Delay (s)	95.6	13.4	3.2	70.4	20.5		76.4	65.6	55.4	76.7	71.7	
Level of Service	F	B	A	E	C		E	E	E	E	E	
Approach Delay (s)		12.8			28.1			67.9			72.4	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM Average Control Delay	32.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

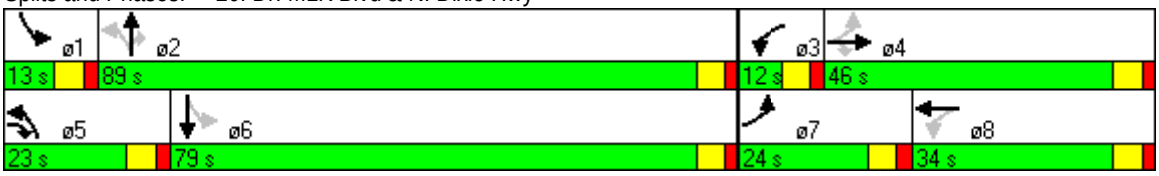


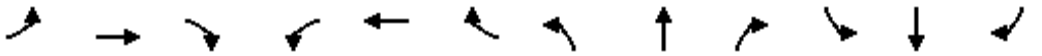
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	189	335	29	145	22	264	504	32	52	738	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.980				0.850		0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1825	0	1770	3539	1583	1770	3454	0
Flt Permitted	0.274			0.621			0.209			0.450		
Satd. Flow (perm)	510	1863	1583	1157	1825	0	389	3539	1583	838	3454	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			165		4				34		18	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	143	203	360	31	156	24	284	542	34	56	794	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	203	360	31	180	0	284	542	34	56	945	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	10.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	24.0	46.0	23.0	12.0	34.0	0.0	23.0	89.0	89.0	13.0	79.0	0.0
Total Split (%)	15.0%	28.8%	14.4%	7.5%	21.3%	0.0%	14.4%	55.6%	55.6%	8.1%	49.4%	0.0%
Maximum Green (s)	18.0	40.0	17.0	6.0	28.0		17.0	83.0	83.0	7.0	73.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0			15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	40.5	31.0	51.7	25.2	19.8		107.5	97.7	97.7	92.7	86.9	
Actuated g/C Ratio	0.25	0.19	0.32	0.16	0.12		0.67	0.61	0.61	0.58	0.54	
v/c Ratio	0.59	0.56	0.58	0.15	0.79		0.73	0.25	0.03	0.11	0.50	
Control Delay	56.8	64.1	26.3	44.3	88.9		45.3	8.3	0.8	9.8	20.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	56.8	64.1	26.3	44.3	88.9		45.3	8.3	0.8	9.8	20.5	
LOS	E	E	C	D	F		D	A	A	A	C	
Approach Delay		43.3			82.3			20.2			19.9	
Approach LOS		D			F			C			B	
Queue Length 50th (ft)	122	198	174	25	182		138	57	1	12	330	
Queue Length 95th (ft)	172	267	250	50	260		m224	m72	m1	30	460	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	271	466	648	210	323		412	2162	980	534	1884	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.53	0.44	0.56	0.15	0.56		0.69	0.25	0.03	0.10	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 122 (76%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 30.7		Intersection LOS: C	
Intersection Capacity Utilization 75.8%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy

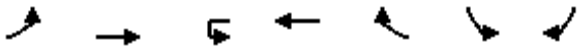




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	133	189	335	29	145	22	264	504	32	52	738	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1825		1770	3539	1583	1770	3454	
Flt Permitted	0.27	1.00	1.00	0.62	1.00		0.21	1.00	1.00	0.45	1.00	
Satd. Flow (perm)	510	1863	1583	1158	1825		389	3539	1583	838	3454	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	143	203	360	31	156	24	284	542	34	56	794	151
RTOR Reduction (vph)	0	0	118	0	3	0	0	0	14	0	8	0
Lane Group Flow (vph)	143	203	242	31	177	0	284	542	20	56	937	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	41.6	31.0	45.7	25.5	20.9		106.4	95.4	95.4	90.7	85.7	
Effective Green, g (s)	41.6	31.0	45.7	25.5	20.9		106.4	95.4	95.4	90.7	85.7	
Actuated g/C Ratio	0.26	0.19	0.29	0.16	0.13		0.66	0.60	0.60	0.57	0.54	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	248	361	512	202	238		386	2110	944	504	1850	
v/s Ratio Prot	c0.05	0.11	0.04	0.00	c0.10		c0.07	0.15		0.00	0.27	
v/s Ratio Perm	0.10		0.11	0.02			c0.42		0.01	0.06		
v/c Ratio	0.58	0.56	0.47	0.15	0.74		0.74	0.26	0.02	0.11	0.51	
Uniform Delay, d1	48.5	58.4	47.2	57.5	67.0		15.8	15.4	13.2	15.5	23.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		3.26	0.50	0.14	0.81	0.80	
Incremental Delay, d2	2.0	1.2	0.3	0.1	10.4		4.1	0.2	0.0	0.0	1.0	
Delay (s)	50.5	59.6	47.5	57.7	77.3		55.6	7.9	1.9	12.6	19.9	
Level of Service	D	E	D	E	E		E	A	A	B	B	
Approach Delay (s)		51.6			74.4			23.4			19.5	
Approach LOS		D			E			C			B	

Intersection Summary			
HCM Average Control Delay	33.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	75.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

2015 Build Conditions with Improvements – PM Peak Hour

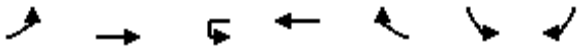


Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	391	1897	30	2400	104	82	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	2		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.950		0.093			0.950	
Satd. Flow (perm)	3433	5085	173	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					35		224
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	416	2018	32	2553	111	87	457
Shared Lane Traffic (%)							
Lane Group Flow (vph)	416	2018	32	2553	111	87	457
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	Prot		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases			2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	28.0	121.0	93.0	93.0	93.0	39.0	39.0
Total Split (%)	17.5%	75.6%	58.1%	58.1%	58.1%	24.4%	24.4%
Maximum Green (s)	22.5	115.5	87.5	87.5	87.5	33.0	33.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	21.4	118.9	92.0	92.0	92.0	29.6	29.6
Actuated g/C Ratio	0.13	0.74	0.58	0.58	0.58	0.18	0.18
v/c Ratio	0.90	0.53	0.32	0.87	0.12	0.27	0.96
Control Delay	91.8	9.8	10.7	15.7	1.4	55.5	63.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.8	9.8	10.7	15.7	1.4	55.5	63.1
LOS	F	A	B	B	A	E	E
Approach Delay		23.8		15.1		61.9	
Approach LOS		C		B		E	
Queue Length 50th (ft)	222	327	0	870	5	72	258
Queue Length 95th (ft)	#309	359	m0	m923	m5	128	#480
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	483	3779	100	2923	925	365	504
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	0.86	0.53	0.32	0.87	0.12	0.24	0.91

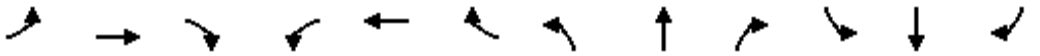
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 89 (56%), Referenced to phase 2:WBTU and 6:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 23.3		Intersection LOS: C	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	391	1897	30	2400	104	82	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.95	1.00	0.09	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	173	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	416	2018	32	2553	111	87	457
RTOR Reduction (vph)	0	0	0	0	15	0	183
Lane Group Flow (vph)	416	2018	32	2553	96	87	274
Turn Type	Prot		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases			2		2		8
Actuated Green, G (s)	21.4	118.9	92.0	92.0	92.0	29.6	29.6
Effective Green, g (s)	21.4	118.9	92.0	92.0	92.0	29.6	29.6
Actuated g/C Ratio	0.13	0.74	0.57	0.57	0.57	0.18	0.18
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	459	3779	99	2924	910	327	293
v/s Ratio Prot	c0.12	0.40		c0.50		0.05	
v/s Ratio Perm			0.18		0.06		c0.17
v/c Ratio	0.91	0.53	0.32	0.87	0.11	0.27	0.94
Uniform Delay, d1	68.3	8.8	17.7	29.0	15.4	55.9	64.3
Progression Factor	1.00	1.00	0.33	0.46	0.11	0.98	0.95
Incremental Delay, d2	20.8	0.5	3.3	1.6	0.1	0.2	35.3
Delay (s)	89.1	9.3	9.1	14.9	1.8	54.7	96.4
Level of Service	F	A	A	B	A	D	F
Approach Delay (s)		22.9		14.3		89.7	
Approach LOS		C		B		F	

Intersection Summary			
HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



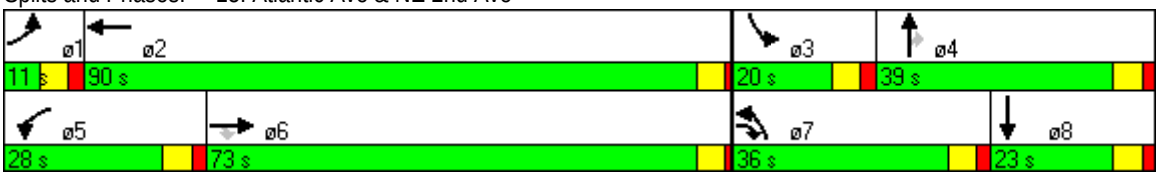
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1656	396	278	1635	40	455	193	476	40	224	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	2		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.996			0.933	0.850		0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	3433	1651	1504	1770	3430	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	3433	1651	1504	1770	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			56		3			23	263		16	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			351			833			317	
Travel Time (s)		11.1			6.8			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	48	1781	426	299	1758	43	489	208	512	43	241	62
Shared Lane Traffic (%)									33%			
Lane Group Flow (vph)	48	1781	426	299	1801	0	489	377	343	43	303	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Detector Phase	1	6	7	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	5.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	43.0	11.0	34.0		43.0	43.0	43.0	49.0	49.0	
Total Split (s)	11.0	73.0	36.0	28.0	90.0	0.0	36.0	39.0	39.0	20.0	23.0	0.0
Total Split (%)	6.9%	45.6%	22.5%	17.5%	56.3%	0.0%	22.5%	24.4%	24.4%	12.5%	14.4%	0.0%
Maximum Green (s)	5.0	68.0	30.0	22.0	85.0		30.0	33.0	33.0	14.0	17.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	

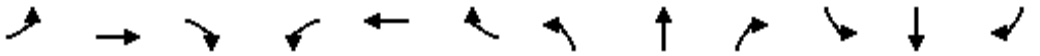
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	30.0		22.0		30.0	30.0	30.0	36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	5.2	72.8	104.2	17.7	85.2		26.4	40.4	40.4	8.6	20.1	
Actuated g/C Ratio	0.03	0.46	0.65	0.11	0.53		0.16	0.25	0.25	0.05	0.13	
v/c Ratio	0.83	0.77	0.41	0.79	0.67		0.86	0.87	0.60	0.45	0.68	
Control Delay	152.6	22.8	5.8	84.3	28.8		80.8	74.3	18.0	87.8	71.8	
Queue Delay	0.0	0.6	0.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	152.6	23.4	6.5	84.3	28.8		80.8	74.3	18.0	87.8	71.8	
LOS	F	C	A	F	C		F	E	B	F	E	
Approach Delay		23.0			36.7			60.9			73.8	
Approach LOS		C			D			E			E	
Queue Length 50th (ft)	53	400	48	159	490		259	385	72	45	153	
Queue Length 95th (ft)	m#131	573	52	208	542		320	#633	200	88	#226	
Internal Link Dist (ft)		490			271			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	58	2314	1085	472	2723		644	434	576	155	445	
Starvation Cap Reductn	0	216	343	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.83	0.85	0.57	0.63	0.66		0.76	0.87	0.60	0.28	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 87 (54%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 38.6 Intersection LOS: D
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

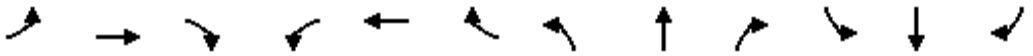




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	1656	396	278	1635	40	455	193	476	40	224	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5054		3433	1651	1504	1770	3431	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5054		3433	1651	1504	1770	3431	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	48	1781	426	299	1758	43	489	208	512	43	241	62
RTOR Reduction (vph)	0	0	22	0	1	0	0	17	197	0	14	0
Lane Group Flow (vph)	48	1781	404	299	1800	0	489	360	146	43	289	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	5.2	71.5	97.9	17.7	84.0		26.4	40.4	40.4	7.4	21.4	
Effective Green, g (s)	5.2	71.5	97.9	17.7	84.0		26.4	40.4	40.4	7.4	21.4	
Actuated g/C Ratio	0.03	0.45	0.61	0.11	0.52		0.16	0.25	0.25	0.05	0.13	
Clearance Time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	58	2272	969	380	2653		566	417	380	82	459	
v/s Ratio Prot	0.03	c0.35	0.07	c0.09	0.36		c0.14	c0.22		0.02	0.08	
v/s Ratio Perm			0.19						0.10			
v/c Ratio	0.83	0.78	0.42	0.79	0.68		0.86	0.86	0.39	0.52	0.63	
Uniform Delay, d1	77.0	37.7	16.2	69.3	28.0		65.1	57.2	49.5	74.6	65.6	
Progression Factor	1.17	0.55	0.42	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	51.4	2.4	0.1	9.5	1.4		12.5	16.1	0.2	2.8	2.0	
Delay (s)	141.5	23.0	6.9	78.9	29.4		77.6	73.3	49.8	77.4	67.5	
Level of Service	F	C	A	E	C		E	E	D	E	E	
Approach Delay (s)		22.5			36.5			68.3			68.7	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM Average Control Delay	39.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

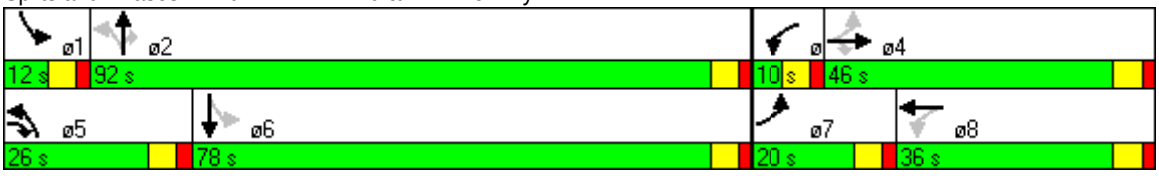


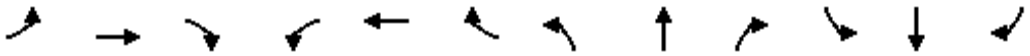
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	189	348	35	191	49	232	780	82	82	930	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.969				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.194			0.630			0.127			0.307		
Satd. Flow (perm)	361	1863	1583	1174	1805	0	237	3539	1583	572	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			94		7				88		14	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	170	203	374	38	205	53	249	839	88	88	1000	157
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	203	374	38	258	0	249	839	88	88	1157	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	10.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	46.0	26.0	10.0	36.0	0.0	26.0	92.0	92.0	12.0	78.0	0.0
Total Split (%)	12.5%	28.8%	16.3%	6.3%	22.5%	0.0%	16.3%	57.5%	57.5%	7.5%	48.8%	0.0%
Maximum Green (s)	14.0	40.0	20.0	4.0	30.0		20.0	86.0	86.0	6.0	72.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0			15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	45.3	37.3	59.3	29.7	25.7		102.4	90.7	90.7	86.7	80.7	
Actuated g/C Ratio	0.28	0.23	0.37	0.19	0.16		0.64	0.57	0.57	0.54	0.50	
v/c Ratio	0.77	0.47	0.58	0.16	0.87		0.82	0.42	0.09	0.25	0.66	
Control Delay	68.1	57.2	37.6	43.2	91.0		66.7	7.1	0.3	13.1	26.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	68.1	57.2	37.6	43.2	91.0		66.7	7.1	0.3	13.1	26.5	
LOS	E	E	D	D	F		E	A	A	B	C	
Approach Delay		49.9			84.9			19.2			25.5	
Approach LOS		D			F			B			C	
Queue Length 50th (ft)	147	191	266	29	258		174	72	1	30	489	
Queue Length 95th (ft)	#173	279	186	58	#361		m193	m80	m0	60	329	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	225	466	683	233	344		344	2007	936	357	1756	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.76	0.44	0.55	0.16	0.75		0.72	0.42	0.09	0.25	0.66	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 157 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 85.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy

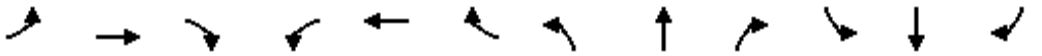




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	158	189	348	35	191	49	232	780	82	82	930	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1805		1770	3539	1583	1770	3467	
Flt Permitted	0.19	1.00	1.00	0.63	1.00		0.13	1.00	1.00	0.31	1.00	
Satd. Flow (perm)	361	1863	1583	1174	1805		237	3539	1583	572	3467	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	170	203	374	38	205	53	249	839	88	88	1000	157
RTOR Reduction (vph)	0	0	63	0	6	0	0	0	39	0	7	0
Lane Group Flow (vph)	170	203	311	38	252	0	249	839	49	88	1150	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	46.5	37.3	53.3	30.1	26.9		101.5	89.5	89.5	85.5	79.5	
Effective Green, g (s)	46.5	37.3	53.3	30.1	26.9		101.5	89.5	89.5	85.5	79.5	
Actuated g/C Ratio	0.29	0.23	0.33	0.19	0.17		0.63	0.56	0.56	0.53	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	225	434	587	233	303		304	1980	885	351	1723	
v/s Ratio Prot	c0.06	0.11	0.05	0.00	c0.14		c0.08	0.24		0.01	0.33	
v/s Ratio Perm	0.16		0.14	0.03			c0.44		0.03	0.12		
v/c Ratio	0.76	0.47	0.53	0.16	0.83		0.82	0.42	0.06	0.25	0.67	
Uniform Delay, d1	46.4	52.8	43.2	53.9	64.4		25.8	20.4	16.0	18.4	30.3	
Progression Factor	1.02	1.02	1.18	1.00	1.00		2.79	0.33	0.08	0.88	0.80	
Incremental Delay, d2	11.8	0.3	0.5	0.1	16.7		7.0	0.3	0.1	0.1	2.0	
Delay (s)	59.1	53.9	51.3	54.0	81.1		79.1	7.0	1.3	16.3	26.1	
Level of Service	E	D	D	D	F		E	A	A	B	C	
Approach Delay (s)		53.8			77.6			21.9			25.4	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM Average Control Delay	34.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2030 No Build Conditions – AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	2007	297	156	2390	238	463	801	134	349	1238	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			62			89			90
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	195	2069	306	161	2464	245	477	826	138	360	1276	215
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	2069	306	161	2464	245	477	826	138	360	1276	215
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	13.0	68.0	68.0	16.0	71.0	71.0	22.0	50.0	50.0	26.0	54.0	54.0
Total Split (%)	8.1%	42.5%	42.5%	10.0%	44.4%	44.4%	13.8%	31.3%	31.3%	16.3%	33.8%	33.8%
Maximum Green (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	44.0	44.0	20.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	45.0	45.0	19.0	48.0	48.0
Actuated g/C Ratio	0.04	0.39	0.39	0.06	0.41	0.41	0.10	0.28	0.28	0.12	0.30	0.30
v/c Ratio	1.30	1.05	0.45	1.45	1.20	0.36	1.39	0.83	0.27	0.88	1.20	0.40
Control Delay	231.7	76.7	19.1	294.0	128.9	21.1	242.2	62.4	18.6	100.9	142.7	25.6
Queue Delay	0.0	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	231.7	76.7	19.1	294.0	143.9	21.1	242.2	62.4	18.6	100.9	142.7	25.6
LOS	F	E	B	F	F	C	F	E	B	F	F	C
Approach Delay		81.6			141.8			117.7			121.0	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~134	~861	132	~225	~1126	78	~341	433	39	200	~851	64
Queue Length 95th (ft)	#226	#953	117	#396	#1208	145	#458	518	99	#273	#982	161
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	150	1970	686	111	2055	680	343	996	510	429	1062	538
Starvation Cap Reductn	0	0	0	0	56	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	1.05	0.45	1.45	1.23	0.36	1.39	0.83	0.27	0.84	1.20	0.40

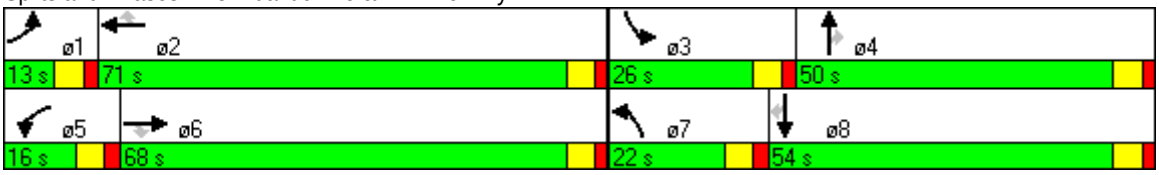
Intersection Summary

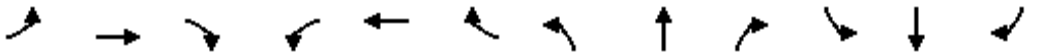
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 115.7 Intersection LOS: F
Intersection Capacity Utilization 119.0% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

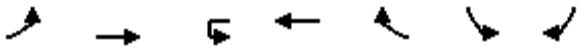




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	189	2007	297	156	2390	238	463	801	134	349	1238	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	195	2069	306	161	2464	245	477	826	138	360	1276	215
RTOR Reduction (vph)	0	0	73	0	0	37	0	0	64	0	0	63
Lane Group Flow (vph)	195	2069	233	161	2464	208	477	826	74	360	1276	152
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	45.0	45.0	19.0	48.0	48.0
Effective Green, g (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	45.0	45.0	19.0	48.0	48.0
Actuated g/C Ratio	0.04	0.39	0.39	0.06	0.41	0.41	0.10	0.28	0.28	0.12	0.30	0.30
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	150	1970	613	111	2055	643	343	995	445	408	1062	475
v/s Ratio Prot	0.06	0.41		c0.09	c0.49		c0.14	0.23		0.10	c0.36	
v/s Ratio Perm			0.15			0.13			0.05			0.10
v/c Ratio	1.30	1.05	0.38	1.45	1.20	0.32	1.39	0.83	0.17	0.88	1.20	0.32
Uniform Delay, d1	76.5	49.0	35.2	75.0	47.5	32.5	72.0	53.9	43.4	69.4	56.0	43.4
Progression Factor	1.17	0.92	0.81	1.16	0.81	0.81	1.00	1.00	1.00	1.14	0.90	0.92
Incremental Delay, d2	169.1	33.3	1.5	240.5	93.9	1.1	192.8	5.9	0.1	18.3	99.4	0.3
Delay (s)	258.7	78.4	29.8	327.5	132.3	27.6	264.8	59.8	43.5	97.3	149.8	40.3
Level of Service	F	E	C	F	F	C	F	E	D	F	F	D
Approach Delay (s)		86.3			134.3			126.1			126.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	117.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	119.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	490	2397	12	2431	120	76	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.049		0.053			0.950	
Satd. Flow (perm)	91	5085	99	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					35		362
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	521	2550	13	2586	128	81	388
Shared Lane Traffic (%)							
Lane Group Flow (vph)	521	2550	13	2586	128	81	388
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	43.0	124.0	81.0	81.0	81.0	36.0	36.0
Total Split (%)	26.9%	77.5%	50.6%	50.6%	50.6%	22.5%	22.5%
Maximum Green (s)	37.5	118.5	75.5	75.5	75.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	135.3	135.3	75.5	75.5	75.5	13.2	13.2
Actuated g/C Ratio	0.85	0.85	0.47	0.47	0.47	0.08	0.08
v/c Ratio	0.81	0.59	0.28	1.08	0.17	0.55	0.84
Control Delay	51.4	5.0	7.5	51.5	1.0	83.4	25.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.4	5.0	7.5	51.5	1.0	83.4	25.2
LOS	D	A	A	D	A	F	C
Approach Delay		12.9		48.9		35.2	
Approach LOS		B		D		D	
Queue Length 50th (ft)	432	224	2	~1085	9	84	26
Queue Length 95th (ft)	#737	408	m2	m597	m7	134	143
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	647	4301	47	2400	765	332	591
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	0.81	0.59	0.28	1.08	0.17	0.24	0.66

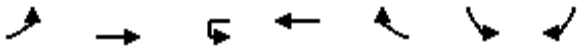
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 30.2		Intersection LOS: C	
Intersection Capacity Utilization 93.3%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

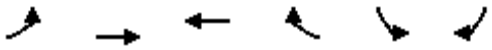
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



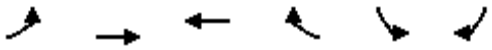
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	490	2397	12	2431	120	76	365
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.05	1.00	0.05	1.00	1.00	0.95	1.00
Satd. Flow (perm)	92	5085	99	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	521	2550	13	2586	128	81	388
RTOR Reduction (vph)	0	0	0	0	18	0	332
Lane Group Flow (vph)	521	2550	13	2586	110	81	56
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	135.3	135.3	75.5	75.5	75.5	13.2	13.2
Effective Green, g (s)	135.3	135.3	75.5	75.5	75.5	13.2	13.2
Actuated g/C Ratio	0.85	0.85	0.47	0.47	0.47	0.08	0.08
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	647	4300	47	2399	747	146	131
v/s Ratio Prot	c0.27	0.50		c0.51		c0.05	
v/s Ratio Perm	0.41		0.13		0.07		0.04
v/c Ratio	0.81	0.59	0.28	1.08	0.15	0.55	0.43
Uniform Delay, d1	43.4	3.8	25.7	42.2	24.0	70.6	69.8
Progression Factor	1.00	1.00	0.20	0.32	0.05	1.00	1.00
Incremental Delay, d2	6.8	0.6	1.3	36.0	0.0	2.6	0.8
Delay (s)	50.3	4.4	6.5	49.3	1.3	73.2	70.6
Level of Service	D	A	A	D	A	E	E
Approach Delay (s)		12.2		46.9		71.1	
Approach LOS		B		D		E	

Intersection Summary			
HCM Average Control Delay	31.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2351	2678	26	0	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5080	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5080	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	2424	2761	27	0	90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2424	2788	0	0	90
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

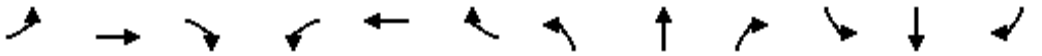
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2351	2678	26	0	87
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	2424	2761	27	0	90
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.53				0.53	0.53
vC, conflicting volume	2788				3582	934
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1287				2778	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	84
cM capacity (veh/h)	285				8	578

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	808	808	808	1104	1104	579	90
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	27	90
cSH	1700	1700	1700	1700	1700	1700	578
Volume to Capacity	0.48	0.48	0.48	0.65	0.65	0.34	0.16
Queue Length 95th (ft)	0	0	0	0	0	0	14
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.4
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.4
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	64.4%	ICU Level of Service	C
Analysis Period (min)	15		

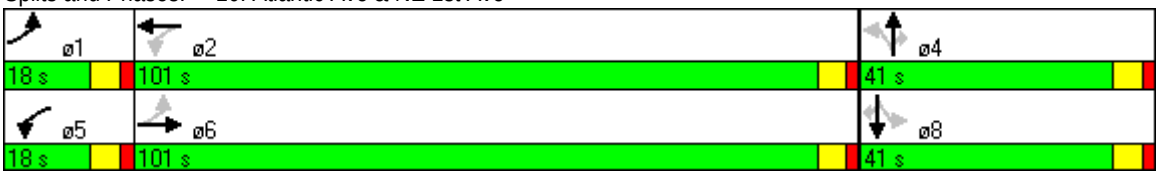


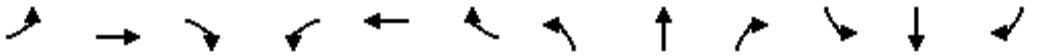
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1921	81	78	2281	32	18	13	58	9	19	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.972		0.950		
Satd. Flow (prot)	1770	5055	0	1770	5075	0	0	1811	1583	1770	1863	1583
Flt Permitted	0.042			0.070				0.811		0.736		
Satd. Flow (perm)	78	5055	0	130	5075	0	0	1511	1583	1371	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			2				62			56
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	91	2066	87	84	2453	34	19	14	62	10	20	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	2153	0	84	2487	0	0	33	62	10	20	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	18.0	101.0	0.0	18.0	101.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.3%	63.1%	0.0%	11.3%	63.1%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	12.0	95.0		12.0	95.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	138.3	129.6		134.4	127.6			8.1	8.1	8.1	8.1	8.1
Actuated g/C Ratio	0.86	0.81		0.84	0.80			0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.57	0.53		0.47	0.61			0.43	0.45	0.14	0.21	0.42
Control Delay	47.7	1.4		20.8	4.3			90.2	25.8	76.0	77.2	26.1
Queue Delay	0.0	0.2		0.0	0.3			0.0	0.0	0.0	0.0	0.1
Total Delay	47.7	1.5		20.8	4.6			90.2	25.8	76.0	77.2	26.2
LOS	D	A		C	A			F	C	E	E	C
Approach Delay		3.4			5.1			48.2			43.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	53	19		10	238			34	0	10	21	0
Queue Length 95th (ft)	m49	m20		m42	250			73	50	33	51	48
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	198	4095		236	4049			331	395	300	408	390
Starvation Cap Reductn	0	815		0	255			0	0	0	0	0
Spillback Cap Reductn	0	177		0	723			0	2	0	0	52
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.46	0.66		0.36	0.75			0.10	0.16	0.03	0.05	0.17

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 43 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 5.8		Intersection LOS: A	
Intersection Capacity Utilization 72.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

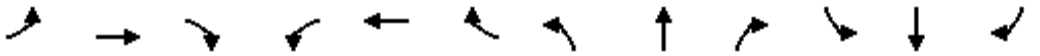
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1921	81	78	2281	32	18	13	58	9	19	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5054		1770	5075			1811	1583	1770	1863	1583
Flt Permitted	0.04	1.00		0.07	1.00			0.81	1.00	0.74	1.00	1.00
Satd. Flow (perm)	79	5054		130	5075			1511	1583	1370	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	91	2066	87	84	2453	34	19	14	62	10	20	56
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	59	0	0	54
Lane Group Flow (vph)	91	2152	0	84	2487	0	0	33	3	10	20	2
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	137.0	128.3		133.2	126.4			6.9	6.9	6.9	6.9	6.9
Effective Green, g (s)	137.0	128.3		133.2	126.4			6.9	6.9	6.9	6.9	6.9
Actuated g/C Ratio	0.86	0.80		0.83	0.79			0.04	0.04	0.04	0.04	0.04
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	160	4053		178	4009			65	68	59	80	68
v/s Ratio Prot	c0.03	0.43		0.02	c0.49						0.01	
v/s Ratio Perm	0.46			0.37				c0.02	0.00	0.01		0.00
v/c Ratio	0.57	0.53		0.47	0.62			0.51	0.04	0.17	0.25	0.04
Uniform Delay, d1	21.7	5.5		4.4	6.9			74.9	73.4	73.8	74.0	73.4
Progression Factor	1.99	0.21		2.30	0.50			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1		0.6	0.6			2.3	0.1	0.5	0.6	0.1
Delay (s)	43.8	1.3		10.7	4.1			77.1	73.5	74.3	74.6	73.4
Level of Service	D	A		B	A			E	E	E	E	E
Approach Delay (s)		3.0			4.3			74.7			73.8	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



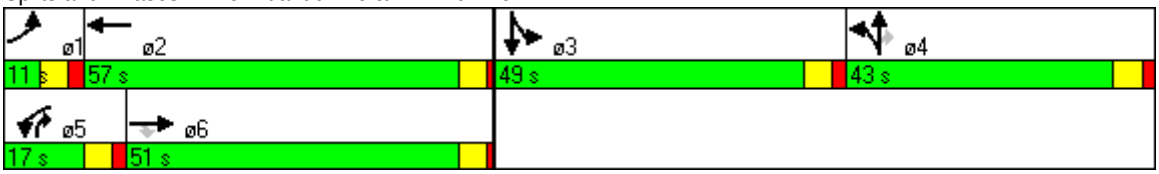
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1700	370	306	1592	37	447	127	412	35	179	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.963	
Flt Protected	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1722	1583	1770	3408	0
Flt Permitted	0.950			0.950			0.950	0.973		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1722	1583	1770	3408	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			150		2				425		28	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	35	1753	381	315	1641	38	461	131	425	36	185	61
Shared Lane Traffic (%)							36%					
Lane Group Flow (vph)	35	1753	381	315	1679	0	295	297	425	36	246	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	51.0	51.0	17.0	57.0	0.0	43.0	43.0	17.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.9%	31.9%	10.6%	35.6%	0.0%	26.9%	26.9%	10.6%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	46.0	46.0	11.0	52.0		37.0	37.0	11.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

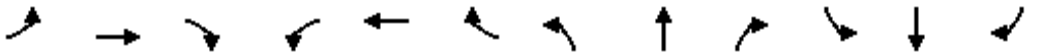
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	7.5	64.0	64.0	25.5	84.2		32.7	32.7	64.2	14.8	14.8	
Actuated g/C Ratio	0.05	0.40	0.40	0.16	0.53		0.20	0.20	0.40	0.09	0.09	
v/c Ratio	0.42	0.86	0.53	0.58	0.63		0.86	0.84	0.48	0.22	0.72	
Control Delay	103.2	27.8	9.9	67.8	30.8		83.8	81.6	4.2	69.0	74.6	
Queue Delay	0.0	1.7	0.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	103.2	29.5	10.5	67.8	30.8		83.8	81.6	4.2	69.0	74.6	
LOS	F	C	B	E	C		F	F	A	E	E	
Approach Delay		27.3			36.7			49.9			73.9	
Approach LOS		C			D			D			E	
Queue Length 50th (ft)	39	176	49	162	458		317	318	0	36	118	
Queue Length 95th (ft)	m71	#808	78	217	630		409	409	63	73	164	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	83	2035	723	547	2662		400	410	890	476	936	
Starvation Cap Reductn	0	143	101	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.93	0.61	0.58	0.63		0.74	0.72	0.48	0.08	0.26	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 37.3 Intersection LOS: D
Intersection Capacity Utilization 83.3% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

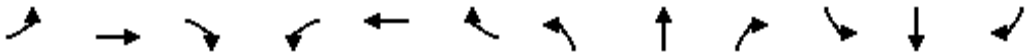




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1700	370	306	1592	37	447	127	412	35	179	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5055		1681	1721	1583	1770	3408	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5055		1681	1721	1583	1770	3408	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	35	1753	381	315	1641	38	461	131	425	36	185	61
RTOR Reduction (vph)	0	0	90	0	1	0	0	0	270	0	25	0
Lane Group Flow (vph)	35	1753	291	315	1678	0	295	297	155	36	221	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	6.5	64.0	64.0	25.5	83.0		32.7	32.7	58.2	14.8	14.8	
Effective Green, g (s)	6.5	64.0	64.0	25.5	83.0		32.7	32.7	58.2	14.8	14.8	
Actuated g/C Ratio	0.04	0.40	0.40	0.16	0.52		0.20	0.20	0.36	0.09	0.09	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	72	2034	633	547	2622		344	352	635	164	315	
v/s Ratio Prot	0.02	c0.34		c0.09	c0.33		c0.18	0.17	0.04	0.02	c0.06	
v/s Ratio Perm			0.18						0.06			
v/c Ratio	0.49	0.86	0.46	0.58	0.64		0.86	0.84	0.24	0.22	0.70	
Uniform Delay, d1	75.1	44.0	35.3	62.2	27.7		61.4	61.2	35.5	67.3	70.4	
Progression Factor	1.22	0.50	0.33	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	4.5	2.1	0.9	1.2		18.0	16.0	0.1	0.2	5.6	
Delay (s)	93.6	26.5	13.8	63.2	28.9		79.4	77.2	35.6	67.5	76.1	
Level of Service	F	C	B	E	C		E	E	D	E	E	
Approach Delay (s)		25.3			34.4			60.4			75.0	
Approach LOS		C			C			E			E	

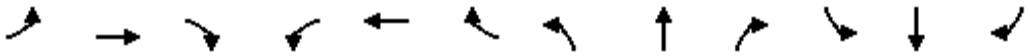
Intersection Summary			
HCM Average Control Delay	37.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	159	65	4	81	4	44	27	12	3	15	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.965			0.994			0.980			0.920	
Flt Protected		0.995			0.998			0.974			0.997	
Satd. Flow (prot)	0	1789	0	0	1848	0	0	1778	0	0	1709	0
Flt Permitted		0.995			0.998			0.974			0.997	
Satd. Flow (perm)	0	1789	0	0	1848	0	0	1778	0	0	1709	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	173	71	4	88	4	48	29	13	3	16	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	96	0	0	90	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

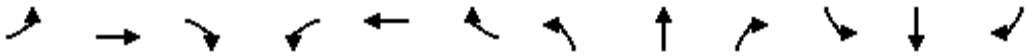
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	26	159	65	4	81	4	44	27	12	3	15	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	173	71	4	88	4	48	29	13	3	16	28

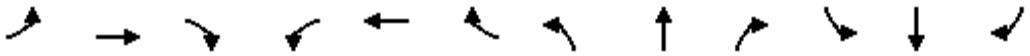
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	272	97	90	48
Volume Left (vph)	28	4	48	3
Volume Right (vph)	71	4	13	28
Hadj (s)	-0.10	0.02	0.05	-0.31
Departure Headway (s)	4.3	4.6	4.8	4.5
Degree Utilization, x	0.32	0.12	0.12	0.06
Capacity (veh/h)	820	747	687	718
Control Delay (s)	9.3	8.2	8.5	7.8
Approach Delay (s)	9.3	8.2	8.5	7.8
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.8			
HCM Level of Service	A			
Intersection Capacity Utilization	38.4%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	95	38	6	37	1	32	37	9	0	55	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.998			0.984			0.983	
Flt Protected		0.996			0.993			0.980				
Satd. Flow (prot)	0	1789	0	0	1846	0	0	1796	0	0	1831	0
Flt Permitted		0.996			0.993			0.980				
Satd. Flow (perm)	0	1789	0	0	1846	0	0	1796	0	0	1831	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	17	134	54	8	52	1	45	52	13	0	77	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	0	0	61	0	0	110	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

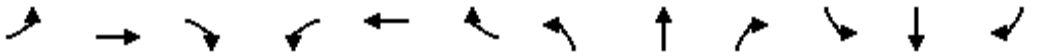
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	95	38	6	37	1	32	37	9	0	55	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	17	134	54	8	52	1	45	52	13	0	77	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	204	62	110	89
Volume Left (vph)	17	8	45	0
Volume Right (vph)	54	1	13	11
Hadj (s)	-0.11	0.05	0.05	-0.04
Departure Headway (s)	4.4	4.7	4.7	4.6
Degree Utilization, x	0.25	0.08	0.14	0.11
Capacity (veh/h)	792	720	723	724
Control Delay (s)	8.8	8.1	8.5	8.2
Approach Delay (s)	8.8	8.1	8.5	8.2
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.5			
HCM Level of Service	A			
Intersection Capacity Utilization	27.1%	ICU Level of Service	A	
Analysis Period (min)	15			

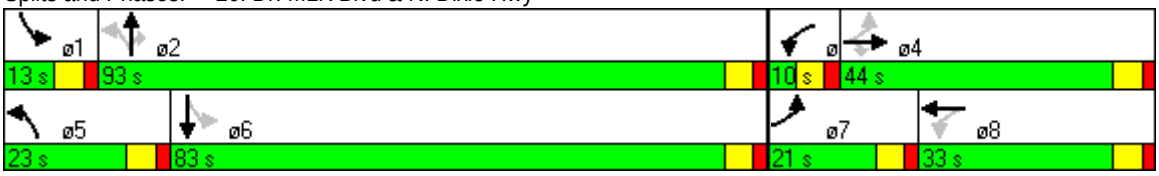


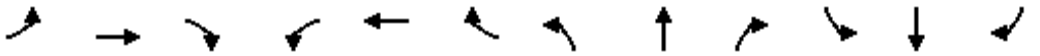
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	184	287	35	92	27	123	603	38	63	883	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.966				0.850		0.982	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1799	0	1770	3539	1583	1770	3476	0
Flt Permitted	0.342			0.633			0.200			0.380		
Satd. Flow (perm)	637	1863	1583	1179	1799	0	373	3539	1583	708	3476	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			230		8				41		13	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	153	198	309	38	99	29	132	648	41	68	949	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	198	309	38	128	0	132	648	41	68	1078	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	21.0	44.0	44.0	10.0	33.0	0.0	23.0	93.0	93.0	13.0	83.0	0.0
Total Split (%)	13.1%	27.5%	27.5%	6.3%	20.6%	0.0%	14.4%	58.1%	58.1%	8.1%	51.9%	0.0%
Maximum Green (s)	15.0	38.0	38.0	4.0	27.0		17.0	87.0	87.0	7.0	77.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	35.0	27.0	27.0	19.1	15.1		109.0	101.1	101.1	105.0	99.1	
Actuated g/C Ratio	0.22	0.17	0.17	0.12	0.09		0.68	0.63	0.63	0.66	0.62	
v/c Ratio	0.64	0.63	0.67	0.24	0.72		0.41	0.29	0.04	0.13	0.50	
Control Delay	65.2	71.0	24.0	53.3	87.6		7.8	3.8	0.1	7.5	13.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	65.2	71.0	24.0	53.3	87.6		7.8	3.8	0.1	7.5	13.1	
LOS	E	E	C	D	F		A	A	A	A	B	
Approach Delay		47.7			79.8			4.3			12.8	
Approach LOS		D			E			A			B	
Queue Length 50th (ft)	137	197	75	32	124		10	36	0	15	132	
Queue Length 95th (ft)	200	275	181	62	192		m19	m52	m0	34	194	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	246	442	551	156	310		412	2235	1015	518	2157	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.62	0.45	0.56	0.24	0.41		0.32	0.29	0.04	0.13	0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 22.5		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

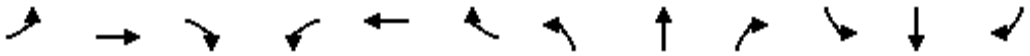
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





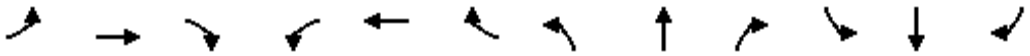
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	142	184	287	35	92	27	123	603	38	63	883	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1799		1770	3539	1583	1770	3476	
Flt Permitted	0.34	1.00	1.00	0.63	1.00		0.20	1.00	1.00	0.38	1.00	
Satd. Flow (perm)	637	1863	1583	1180	1799		373	3539	1583	708	3476	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	153	198	309	38	99	29	132	648	41	68	949	129
RTOR Reduction (vph)	0	0	191	0	7	0	0	0	15	0	5	0
Lane Group Flow (vph)	153	198	118	38	121	0	132	648	26	68	1073	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	36.2	27.0	27.0	19.5	16.3		107.7	99.8	99.8	103.9	97.9	
Effective Green, g (s)	36.2	27.0	27.0	19.5	16.3		107.7	99.8	99.8	103.9	97.9	
Actuated g/C Ratio	0.23	0.17	0.17	0.12	0.10		0.67	0.62	0.62	0.65	0.61	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	243	314	267	156	183		320	2207	987	500	2127	
v/s Ratio Prot	c0.05	0.11		0.00	0.07		c0.02	0.18		0.01	c0.31	
v/s Ratio Perm	c0.09		0.07	0.02			0.26		0.02	0.08		
v/c Ratio	0.63	0.63	0.44	0.24	0.66		0.41	0.29	0.03	0.14	0.50	
Uniform Delay, d1	52.9	61.9	59.7	63.0	69.2		11.8	13.9	11.5	10.4	17.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.68	0.26	0.02	0.83	0.70	
Incremental Delay, d2	3.6	3.0	0.4	0.3	6.7		0.2	0.2	0.0	0.0	0.8	
Delay (s)	56.5	64.9	60.2	63.3	75.9		8.1	3.7	0.3	8.6	13.0	
Level of Service	E	E	E	E	E		A	A	A	A	B	
Approach Delay (s)		60.7			73.0			4.3			12.7	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM Average Control Delay	25.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	72	3	1	40	0	0	14	0	0	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994									0.932	
Flt Protected		0.999			0.999							
Satd. Flow (prot)	0	1850	0	0	1861	0	0	1863	0	0	1736	0
Flt Permitted		0.999			0.999							
Satd. Flow (perm)	0	1850	0	0	1861	0	0	1863	0	0	1736	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	90	4	1	50	0	0	18	0	0	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	95	0	0	51	0	0	18	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.4%		ICU Level of Service A	
Analysis Period (min) 15			



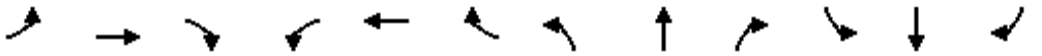
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	72	3	1	40	0	0	14	0	0	4	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	90	4	1	50	0	0	18	0	0	5	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	50			94			154	147	92	156	149	50
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	50			94			154	147	92	156	149	50
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	98	100	100	99	100
cM capacity (veh/h)	1557			1500			803	743	965	795	742	1018

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	95	51	18	10
Volume Left	1	1	0	0
Volume Right	4	0	0	5
cSH	1557	1500	743	858
Volume to Capacity	0.00	0.00	0.02	0.01
Queue Length 95th (ft)	0	0	2	1
Control Delay (s)	0.1	0.2	10.0	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	10.0	9.2
Approach LOS			A	A

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	14.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	223	49	3	142	5	14	3	1	5	12	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.978			0.995			0.993				0.850
Flt Protected		0.996			0.999			0.962		0.950		
Satd. Flow (prot)	0	1814	0	0	1852	0	0	1779	0	1770	1863	1583
Flt Permitted		0.996			0.999			0.962		0.950		
Satd. Flow (perm)	0	1814	0	0	1852	0	0	1779	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	256	56	3	163	6	16	3	1	6	14	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	340	0	0	172	0	0	20	0	6	14	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

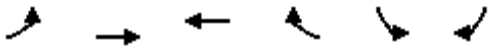
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	223	49	3	142	5	14	3	1	5	12	17
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	28	256	56	3	163	6	16	3	1	6	14	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.90			0.90	0.90	0.90	0.90	0.90	
vC, conflicting volume	169			313			529	516	284	516	541	166
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	169			174			416	401	143	401	429	166
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			97	99	100	99	97	98
cM capacity (veh/h)	1409			1256			460	471	810	489	454	878

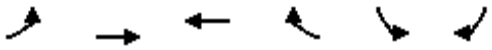
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	340	172	21	6	33
Volume Left	28	3	16	6	0
Volume Right	56	6	1	0	20
cSH	1409	1256	473	489	1097
Volume to Capacity	0.02	0.00	0.04	0.01	0.03
Queue Length 95th (ft)	1	0	3	1	2
Control Delay (s)	0.8	0.2	13.0	12.4	10.8
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.8	0.2	13.0	11.1	
Approach LOS			B	B	

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	41.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	71	2061	1911	15	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	5085	5080	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5080	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	73	2125	1970	15	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	2125	1985	0	0	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

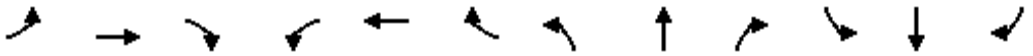
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	71	2061	1911	15	0	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	73	2125	1970	15	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.70	
vC, conflicting volume	1986				2832	664
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1986				2116	664
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	74				100	86
cM capacity (veh/h)	287				23	403

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	73	708	708	708	788	788	409	58
Volume Left	73	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	15	58
cSH	287	1700	1700	1700	1700	1700	1700	403
Volume to Capacity	0.26	0.42	0.42	0.42	0.46	0.46	0.24	0.14
Queue Length 95th (ft)	25	0	0	0	0	0	0	12
Control Delay (s)	21.8	0.0	0.0	0.0	0.0	0.0	0.0	15.4
Lane LOS	C							C
Approach Delay (s)	0.7				0.0			15.4
Approach LOS								C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

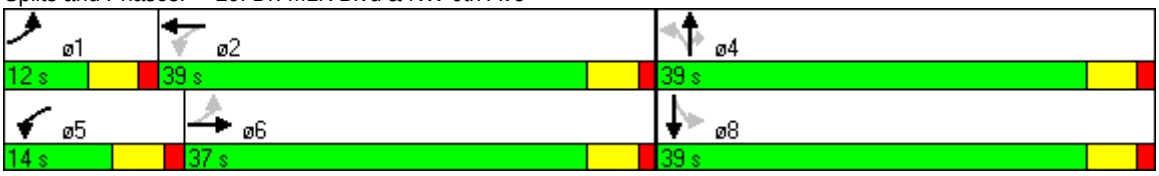


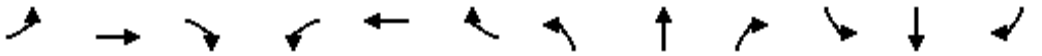
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	548	65	106	388	17	114	288	83	19	150	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.994				0.850		0.959	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1770	3483	0	1770	3518	0	1770	1863	1583	0	1779	0
Flt Permitted	0.501			0.363			0.409				0.816	
Satd. Flow (perm)	933	3483	0	676	3518	0	762	1863	1583	0	1458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			5				88		28	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	583	69	113	413	18	121	306	88	20	160	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	652	0	113	431	0	121	306	88	0	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.0	37.0	0.0	14.0	39.0	0.0	39.0	39.0	39.0	39.0	39.0	0.0
Total Split (%)	13.3%	41.1%	0.0%	15.6%	43.3%	0.0%	43.3%	43.3%	43.3%	43.3%	43.3%	0.0%
Maximum Green (s)	6.5	31.5		8.5	33.5		33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	54.1	49.3		55.4	49.9		19.9	19.9	19.9		19.9	
Actuated g/C Ratio	0.60	0.55		0.62	0.55		0.22	0.22	0.22		0.22	
v/c Ratio	0.13	0.34		0.23	0.22		0.72	0.74	0.21		0.75	
Control Delay	7.8	13.7		8.2	12.3		54.6	43.3	6.8		42.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	7.8	13.7		8.2	12.3		54.6	43.3	6.8		42.3	
LOS	A	B		A	B		D	D	A		D	
Approach Delay		13.0			11.5			39.7			42.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	14	102		21	62		65	164	0		124	
Queue Length 95th (ft)	38	183		52	115		115	224	32		186	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	630	1914		531	1954		284	693	644		560	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.13	0.34		0.21	0.22		0.43	0.44	0.14		0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

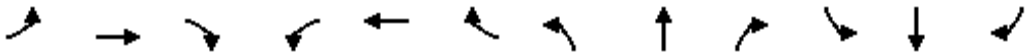
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





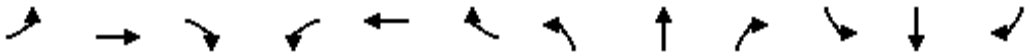
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	548	65	106	388	17	114	288	83	19	150	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3483		1770	3517		1770	1863	1583		1779	
Flt Permitted	0.50	1.00		0.36	1.00		0.41	1.00	1.00		0.82	
Satd. Flow (perm)	933	3483		676	3517		761	1863	1583		1458	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	583	69	113	413	18	121	306	88	20	160	79
RTOR Reduction (vph)	0	7	0	0	2	0	0	0	69	0	22	0
Lane Group Flow (vph)	79	645	0	113	429	0	121	306	19	0	237	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	53.0	48.2		54.2	48.8		19.9	19.9	19.9		19.9	
Effective Green, g (s)	53.0	48.2		54.2	48.8		19.9	19.9	19.9		19.9	
Actuated g/C Ratio	0.59	0.54		0.60	0.54		0.22	0.22	0.22		0.22	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	594	1865		473	1907		168	412	350		322	
v/s Ratio Prot	0.01	c0.19		c0.01	0.12			c0.16				
v/s Ratio Perm	0.07			0.13			0.16		0.01		0.16	
v/c Ratio	0.13	0.35		0.24	0.22		0.72	0.74	0.06		0.74	
Uniform Delay, d1	8.0	11.9		7.8	10.7		32.5	32.7	27.6		32.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.5		0.1	0.3		12.1	6.2	0.0		7.4	
Delay (s)	8.0	12.4		7.9	11.0		44.6	38.9	27.7		40.0	
Level of Service	A	B		A	B		D	D	C		D	
Approach Delay (s)		11.9			10.4			38.3			40.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	21.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	663	64	20	535	18	14	1	12	3	15	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.995			0.939			0.913	
Flt Protected	0.950			0.950				0.975			0.997	
Satd. Flow (prot)	1770	3479	0	1770	3522	0	0	1705	0	0	1696	0
Flt Permitted	0.950			0.950				0.975			0.997	
Satd. Flow (perm)	1770	3479	0	1770	3522	0	0	1705	0	0	1696	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	753	73	23	608	20	16	1	14	3	17	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	826	0	23	628	0	0	31	0	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

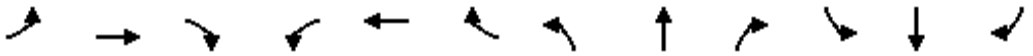
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	663	64	20	535	18	14	1	12	3	15	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	753	73	23	608	20	16	1	14	3	17	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.95						0.95	0.95		0.95	0.95	0.95
vC, conflicting volume	628			826			1218	1498	413	1089	1524	314
vC1, stage 1 conf vol							824	824		664	664	
vC2, stage 2 conf vol							394	674		425	860	
vCu, unblocked vol	499			826			1121	1416	413	984	1443	167
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			97			94	100	98	99	93	95
cM capacity (veh/h)	1006			800			247	245	588	306	234	804

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	17	502	324	23	405	223	31	57
Volume Left	17	0	0	23	0	0	16	3
Volume Right	0	0	73	0	0	20	14	36
cSH	1006	1700	1700	800	1700	1700	333	440
Volume to Capacity	0.02	0.30	0.19	0.03	0.24	0.13	0.09	0.13
Queue Length 95th (ft)	1	0	0	2	0	0	8	11
Control Delay (s)	8.6	0.0	0.0	9.6	0.0	0.0	16.9	14.4
Lane LOS	A			A			C	B
Approach Delay (s)	0.2			0.3			16.9	14.4
Approach LOS							C	B

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	33.9%	ICU Level of Service		A
Analysis Period (min)	15			

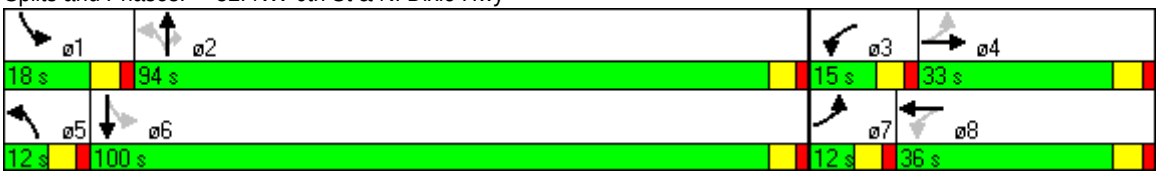


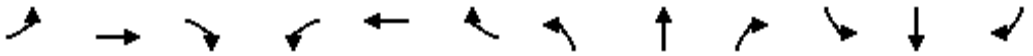
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	20	19	40	23	51	17	713	35	86	973	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.927			0.896				0.850		0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1727	0	1770	1669	0	1770	3539	1583	1770	3511	0
Flt Permitted	0.706			0.517			0.235			0.332		
Satd. Flow (perm)	1315	1727	0	963	1669	0	438	3539	1583	618	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			54				37		7	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	21	20	43	24	54	18	759	37	91	1035	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	41	0	43	78	0	18	759	37	91	1097	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	12.0	33.0	0.0	15.0	36.0	0.0	12.0	94.0	94.0	18.0	100.0	0.0
Total Split (%)	7.5%	20.6%	0.0%	9.4%	22.5%	0.0%	7.5%	58.8%	58.8%	11.3%	62.5%	0.0%
Maximum Green (s)	6.0	27.0		9.0	30.0		6.0	88.0	88.0	12.0	94.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	11.3	7.3		17.4	13.7		122.2	117.8	117.8	127.2	123.3	
Actuated g/C Ratio	0.07	0.05		0.11	0.09		0.76	0.74	0.74	0.80	0.77	
v/c Ratio	0.09	0.42		0.30	0.41		0.05	0.29	0.03	0.17	0.41	
Control Delay	60.9	56.9		66.7	32.9		3.5	6.9	2.1	4.5	7.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	60.9	56.9		66.7	32.9		3.5	6.9	2.1	4.5	7.8	
LOS	E	E		E	C		A	A	A	A	A	
Approach Delay		57.7			44.9			6.6			7.5	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	9	22		41	23		2	105	2	17	207	
Queue Length 95th (ft)	29	64		79	80		m9	121	m7	36	292	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	117	308		155	357		389	2606	1176	587	2706	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.09	0.13		0.28	0.22		0.05	0.29	0.03	0.16	0.41	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 35 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

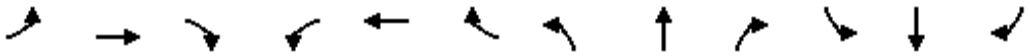
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





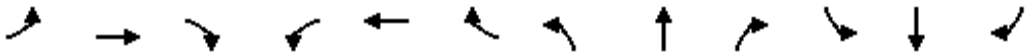
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	20	19	40	23	51	17	713	35	86	973	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1726		1770	1669		1770	3539	1583	1770	3509	
Flt Permitted	0.71	1.00		0.52	1.00		0.23	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	1316	1726		963	1669		438	3539	1583	619	3509	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	10	21	20	43	24	54	18	759	37	91	1035	62
RTOR Reduction (vph)	0	19	0	0	49	0	0	0	11	0	2	0
Lane Group Flow (vph)	10	22	0	43	29	0	18	759	26	91	1095	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	12.0	9.7		20.0	13.7		116.9	114.2	114.2	123.1	117.3	
Effective Green, g (s)	12.0	9.7		20.0	13.7		116.9	114.2	114.2	123.1	117.3	
Actuated g/C Ratio	0.08	0.06		0.12	0.09		0.73	0.71	0.71	0.77	0.73	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	105	105		152	143		342	2526	1130	518	2573	
v/s Ratio Prot	0.00	0.01		c0.01	0.02		0.00	0.21		c0.01	c0.31	
v/s Ratio Perm	0.01			c0.02			0.04		0.02	0.13		
v/c Ratio	0.10	0.21		0.28	0.20		0.05	0.30	0.02	0.18	0.43	
Uniform Delay, d1	68.8	71.5		62.8	68.1		6.3	8.3	6.7	4.9	8.3	
Progression Factor	1.00	1.00		1.00	1.00		0.78	0.85	0.92	1.00	1.00	
Incremental Delay, d2	0.1	0.4		0.4	0.3		0.0	0.3	0.0	0.1	0.5	
Delay (s)	69.0	71.9		63.2	68.3		4.9	7.4	6.1	4.9	8.8	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		71.3			66.5			7.3			8.5	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	12.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	56.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	29	10	22	40	5	3	14	26	6	9	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.990			0.920			0.975	
Flt Protected		0.994			0.984			0.996			0.984	
Satd. Flow (prot)	0	1794	0	0	1815	0	0	1707	0	0	1787	0
Flt Permitted		0.994			0.984			0.996			0.984	
Satd. Flow (perm)	0	1794	0	0	1815	0	0	1707	0	0	1787	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	6	35	12	27	48	6	4	17	31	7	11	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	81	0	0	52	0	0	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

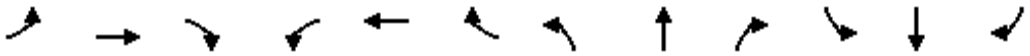
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	29	10	22	40	5	3	14	26	6	9	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	35	12	27	48	6	4	17	31	7	11	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	54			47			166	160	41	197	163	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			47			166	160	41	197	163	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			98			100	98	97	99	98	100
cM capacity (veh/h)	1551			1560			773	717	1030	714	714	1017

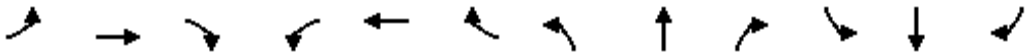
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	53	81	52	22
Volume Left	6	27	4	7
Volume Right	12	6	31	4
cSH	1551	1560	884	751
Volume to Capacity	0.00	0.02	0.06	0.03
Queue Length 95th (ft)	0	1	5	2
Control Delay (s)	0.9	2.5	9.3	9.9
Lane LOS	A	A	A	A
Approach Delay (s)	0.9	2.5	9.3	9.9
Approach LOS			A	A

Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	17.9%	ICU Level of Service	A	
Analysis Period (min)	15			



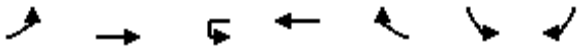
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	27	20	3	13	1	5	63	1	5	81	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.992			0.998			0.993	
Flt Protected		0.997			0.992			0.997			0.997	
Satd. Flow (prot)	0	1755	0	0	1833	0	0	1853	0	0	1844	0
Flt Permitted		0.997			0.992			0.997			0.997	
Satd. Flow (perm)	0	1755	0	0	1833	0	0	1853	0	0	1844	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	3	29	22	3	14	1	5	68	1	5	87	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	18	0	0	74	0	0	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 15.9%		ICU Level of Service A	
Analysis Period (min) 15			



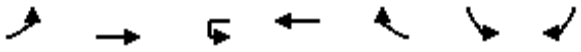
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	3	27	20	3	13	1	5	63	1	5	81	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	3	29	22	3	14	1	5	68	1	5	87	5
Approach Volume (veh/h)		54			18			74			98	
Crossing Volume (veh/h)		96			76			38			23	
High Capacity (veh/h)		1285			1305			1345			1360	
High v/c (veh/h)		0.04			0.01			0.06			0.07	
Low Capacity (veh/h)		1071			1088			1125			1139	
Low v/c (veh/h)		0.05			0.02			0.07			0.09	

Intersection Summary					
Maximum v/c High	0.07				
Maximum v/c Low	0.09				
Intersection Capacity Utilization	15.9%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	69	2116	21	1952	18	0	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Frt				0.999		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	5085	1770	5080	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	5085	1770	5080	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		678		622		394	
Travel Time (s)		18.5		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	72	2204	22	2033	19	0	40
Shared Lane Traffic (%)							
Lane Group Flow (vph)	72	2204	22	2052	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

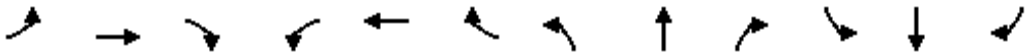
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	69	2116	21	1952	18	0	38
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	72	2204	0	2033	19	0	40
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.69	
vC, conflicting volume	2052		0			2921	687
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2052		0			2198	687
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	73		0			100	90
cM capacity (veh/h)	270		0			19	389

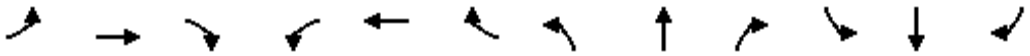
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	72	735	735	735	813	813	425	0	40
Volume Left	72	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	19	0	40
cSH	270	1700	1700	1700	1700	1700	1700	1700	389
Volume to Capacity	0.27	0.43	0.43	0.43	0.48	0.48	0.25	0.00	0.10
Queue Length 95th (ft)	26	0	0	0	0	0	0	0	8
Control Delay (s)	23.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.3
Lane LOS	C								C
Approach Delay (s)	0.7				0.0				15.3
Approach LOS									C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	68	4	9	22	1	6	4	6	1	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.997			0.949				
Flt Protected		0.999			0.986			0.981			0.994	
Satd. Flow (prot)	0	1848	0	0	1831	0	0	1734	0	0	1852	0
Flt Permitted		0.999			0.986			0.981			0.994	
Satd. Flow (perm)	0	1848	0	0	1831	0	0	1734	0	0	1852	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	88	5	12	29	1	8	5	8	1	8	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	94	0	0	42	0	0	21	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.2%		ICU Level of Service A	
Analysis Period (min) 15			

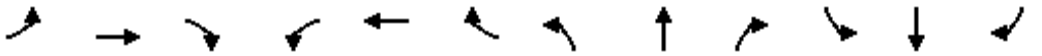


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	68	4	9	22	1	6	4	6	1	6	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	88	5	12	29	1	8	5	8	1	8	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	95	42	21	9
Volume Left (vph)	1	12	8	1
Volume Right (vph)	5	1	8	0
Hadj (s)	0.00	0.07	-0.12	0.06
Departure Headway (s)	4.0	4.1	4.1	4.3
Degree Utilization, x	0.11	0.05	0.02	0.01
Capacity (veh/h)	884	858	843	812
Control Delay (s)	7.5	7.3	7.2	7.3
Approach Delay (s)	7.5	7.3	7.2	7.3
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.4		
HCM Level of Service	A		
Intersection Capacity Utilization	17.2%	ICU Level of Service	A
Analysis Period (min)	15		

2030 No Build Conditions – PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	1742	426	156	2186	160	462	1042	174	312	817	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198			47			89			128
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	280	1873	458	168	2351	172	497	1120	187	335	878	351
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	1873	458	168	2351	172	497	1120	187	335	878	351
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	16.0	69.0	69.0	21.0	74.0	74.0	25.0	51.0	51.0	19.0	45.0	45.0
Total Split (%)	10.0%	43.1%	43.1%	13.1%	46.3%	46.3%	15.6%	31.9%	31.9%	11.9%	28.1%	28.1%
Maximum Green (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.42	0.42	0.12	0.28	0.28	0.08	0.24	0.24
v/c Ratio	1.30	0.94	0.62	1.01	1.09	0.25	1.22	1.13	0.37	1.20	1.02	0.73
Control Delay	219.0	46.2	17.9	136.8	88.8	24.3	174.6	120.8	25.8	185.7	81.6	36.5
Queue Delay	0.0	0.0	0.0	0.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	219.0	46.2	17.9	136.8	132.4	24.3	174.6	120.8	25.8	185.7	81.6	36.5
LOS	F	D	B	F	F	C	F	F	C	F	F	D
Approach Delay		59.8			125.8			125.8			93.8	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~196	678	114	~176	~1000	79	~327	~710	80	~222	~457	113
Queue Length 95th (ft)	#298	694	168	m#301	#1087	m86	#446	#850	156	m#321	#635	m206
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	215	2002	743	166	2150	700	408	995	509	279	863	483
Starvation Cap Reductn	0	0	0	0	179	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.94	0.62	1.01	1.19	0.25	1.22	1.13	0.37	1.20	1.02	0.73

Intersection Summary

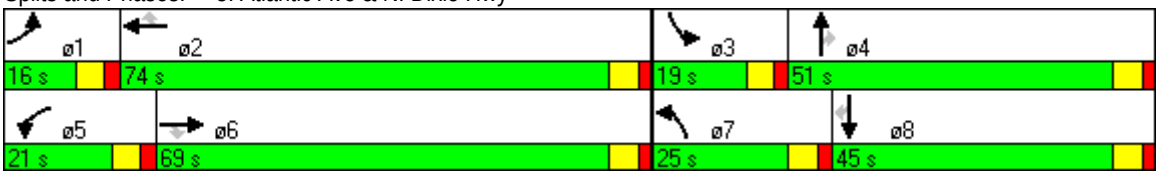
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.30
Intersection Signal Delay: 100.1 Intersection LOS: F
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 15

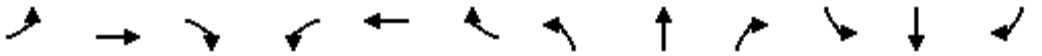
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	1742	426	156	2186	160	462	1042	174	312	817	326
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	280	1873	458	168	2351	172	497	1120	187	335	878	351
RTOR Reduction (vph)	0	0	120	0	0	27	0	0	64	0	0	97
Lane Group Flow (vph)	280	1873	338	168	2351	145	497	1120	123	335	878	254
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Effective Green, g (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.42	0.42	0.12	0.28	0.28	0.08	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	215	2002	623	166	2150	673	408	995	445	279	863	386
v/s Ratio Prot	0.08	0.37		c0.09	c0.46		c0.14	c0.32		0.10	0.25	
v/s Ratio Perm			0.21			0.09			0.08			0.16
v/c Ratio	1.30	0.94	0.54	1.01	1.09	0.22	1.22	1.13	0.28	1.20	1.02	0.66
Uniform Delay, d1	75.0	46.6	37.4	72.5	46.0	29.1	70.5	57.5	44.8	73.5	60.5	54.5
Progression Factor	1.09	0.81	0.70	1.13	0.95	1.11	1.00	1.00	1.00	1.31	0.88	0.85
Incremental Delay, d2	160.6	8.2	2.7	59.4	47.7	0.5	118.6	69.7	0.2	111.7	29.8	2.5
Delay (s)	242.5	46.0	28.9	141.5	91.3	32.9	189.1	127.2	45.1	208.1	82.7	49.0
Level of Service	F	D	C	F	F	C	F	F	D	F	F	D
Approach Delay (s)		64.1			90.7			135.7			102.0	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	94.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	107.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	438	2255	36	2840	124	99	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.045		0.061			0.950	
Satd. Flow (perm)	84	5085	114	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		295
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	466	2399	38	3021	132	105	515
Shared Lane Traffic (%)							
Lane Group Flow (vph)	466	2399	38	3021	132	105	515
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	36.0	124.0	88.0	88.0	88.0	36.0	36.0
Total Split (%)	22.5%	77.5%	55.0%	55.0%	55.0%	22.5%	22.5%
Maximum Green (s)	30.5	118.5	82.5	82.5	82.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	120.0	120.0	82.5	82.5	82.5	28.5	28.5
Actuated g/C Ratio	0.75	0.75	0.52	0.52	0.52	0.18	0.18
v/c Ratio	1.16	0.63	0.64	1.15	0.16	0.33	0.98
Control Delay	143.3	10.6	21.3	88.3	1.9	56.7	58.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	143.3	10.6	21.3	88.3	1.9	56.7	58.3
LOS	F	B	C	F	A	E	E
Approach Delay		32.2		83.9		58.1	
Approach LOS		C		F		E	
Queue Length 50th (ft)	~545	410	15	~1350	7	92	271
Queue Length 95th (ft)	#776	446	m14	m#1139	m6	157	#494
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	400	3813	59	2622	832	332	537
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	1.17	0.63	0.64	1.15	0.16	0.32	0.96

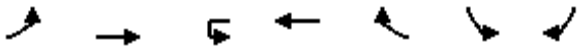
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 98 (61%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 59.3		Intersection LOS: E	
Intersection Capacity Utilization 98.8%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

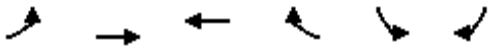
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



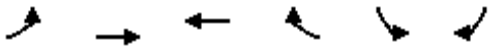
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	438	2255	36	2840	124	99	484
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.05	1.00	0.06	1.00	1.00	0.95	1.00
Satd. Flow (perm)	85	5085	114	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	466	2399	38	3021	132	105	515
RTOR Reduction (vph)	0	0	0	0	16	0	242
Lane Group Flow (vph)	466	2399	38	3021	116	105	273
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	120.0	120.0	82.5	82.5	82.5	28.5	28.5
Effective Green, g (s)	120.0	120.0	82.5	82.5	82.5	28.5	28.5
Actuated g/C Ratio	0.75	0.75	0.52	0.52	0.52	0.18	0.18
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	401	3814	59	2622	816	315	282
v/s Ratio Prot	c0.23	0.47		0.59		0.06	
v/s Ratio Perm	c0.64		0.33		0.07		c0.17
v/c Ratio	1.16	0.63	0.64	1.15	0.14	0.33	0.97
Uniform Delay, d1	57.3	9.5	28.1	38.8	20.3	57.4	65.3
Progression Factor	1.00	1.00	0.38	0.43	0.12	0.94	0.85
Incremental Delay, d2	97.1	0.8	4.8	68.9	0.0	0.2	43.6
Delay (s)	154.4	10.3	15.4	85.5	2.4	54.3	99.4
Level of Service	F	B	B	F	A	D	F
Approach Delay (s)		33.7		81.3		91.7	
Approach LOS		C		F		F	

Intersection Summary			
HCM Average Control Delay	61.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2647	2792	50	0	133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2816	2970	53	0	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2816	3023	0	0	141
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

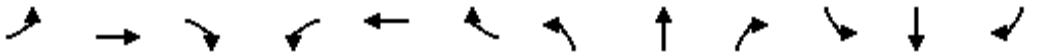
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2647	2792	50	0	133
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2816	2970	53	0	141
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.49				0.49	0.49
vC, conflicting volume	3023				3935	1017
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1484				3347	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	73
cM capacity (veh/h)	220				3	531

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	939	939	939	1188	1188	647	141
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	53	141
cSH	1700	1700	1700	1700	1700	1700	531
Volume to Capacity	0.55	0.55	0.55	0.70	0.70	0.38	0.27
Queue Length 95th (ft)	0	0	0	0	0	0	27
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	14.2
Lane LOS							B
Approach Delay (s)	0.0			0.0			14.2
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

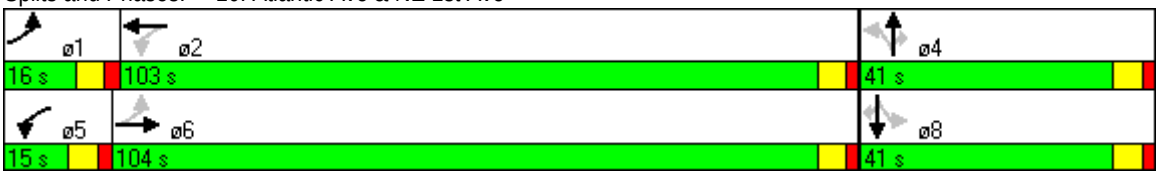


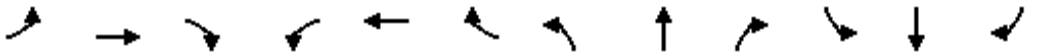
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	2467	22	52	2724	29	42	22	37	4	17	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	5080	0	1770	5075	0	0	1803	1583	1770	1863	1583
Flt Permitted	0.032			0.036				0.790		0.713		
Satd. Flow (perm)	60	5080	0	67	5075	0	0	1472	1583	1328	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				39			94
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2624	23	55	2898	31	45	23	39	4	18	129
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	2647	0	55	2929	0	0	68	39	4	18	129
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	16.0	104.0	0.0	15.0	103.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	10.0%	65.0%	0.0%	9.4%	64.4%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	10.0	98.0		9.0	97.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	136.0	127.0		125.0	119.6			11.6	11.6	11.6	11.6	11.6
Actuated g/C Ratio	0.85	0.79		0.78	0.75			0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.70	0.66		0.50	0.77			0.64	0.26	0.04	0.13	0.64
Control Delay	61.7	3.5		31.7	6.1			96.6	22.4	66.8	69.3	36.9
Queue Delay	0.0	0.2		0.0	64.4			0.0	0.0	0.0	0.0	0.1
Total Delay	61.7	3.7		31.7	70.5			96.6	22.4	66.8	69.3	37.0
LOS	E	A		C	E			F	C	E	E	D
Approach Delay		6.2			69.8			69.5			41.6	
Approach LOS		A			E			E			D	
Queue Length 50th (ft)	88	77		15	154			71	0	4	18	35
Queue Length 95th (ft)	m106	m100		m23	335			123	39	17	45	106
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	180	4033		150	3795			322	377	291	408	420
Starvation Cap Reductn	0	329		0	216			0	0	0	0	0
Spillback Cap Reductn	0	476		0	1227			0	3	0	0	22
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.65	0.74		0.37	1.14			0.21	0.10	0.01	0.04	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 68 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 84.5%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

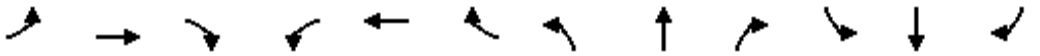
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	2467	22	52	2724	29	42	22	37	4	17	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5079		1770	5077			1803	1583	1770	1863	1583
Flt Permitted	0.03	1.00		0.04	1.00			0.79	1.00	0.71	1.00	1.00
Satd. Flow (perm)	59	5079		67	5077			1471	1583	1328	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2624	23	55	2898	31	45	23	39	4	18	129
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	36	0	0	87
Lane Group Flow (vph)	117	2647	0	55	2928	0	0	68	3	4	18	42
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	136.4	125.8		124.3	119.7			11.6	11.6	11.6	11.6	11.6
Effective Green, g (s)	136.4	125.8		124.3	119.7			11.6	11.6	11.6	11.6	11.6
Actuated g/C Ratio	0.85	0.79		0.78	0.75			0.07	0.07	0.07	0.07	0.07
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	165	3993		101	3798			107	115	96	135	115
v/s Ratio Prot	c0.05	c0.52		0.02	c0.58						0.01	
v/s Ratio Perm	0.56			0.41				c0.05	0.00	0.00		0.03
v/c Ratio	0.71	0.66		0.54	0.77			0.64	0.02	0.04	0.13	0.36
Uniform Delay, d1	48.7	7.6		10.7	12.0			72.1	68.9	69.0	69.5	70.7
Progression Factor	1.30	0.37		1.23	0.39			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.3	0.5		1.6	0.8			8.7	0.0	0.1	0.2	0.7
Delay (s)	69.5	3.3		14.8	5.5			80.9	69.0	69.1	69.7	71.4
Level of Service	E	A		B	A			F	E	E	E	E
Approach Delay (s)		6.1			5.7			76.5			71.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	8.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1928	456	333	1928	45	532	219	570	41	250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.997				0.850		0.968	
Flt Protected	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Flt Permitted	0.950			0.950			0.950	0.979		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5057	0	1681	1732	1583	1770	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			188		3				231		19	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	58	2073	490	358	2073	48	572	235	613	44	269	74
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	58	2073	490	358	2121	0	400	407	613	44	343	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	16.0	66.0	66.0	23.0	73.0	0.0	39.0	39.0	23.0	32.0	32.0	0.0
Total Split (%)	10.0%	41.3%	41.3%	14.4%	45.6%	0.0%	24.4%	24.4%	14.4%	20.0%	20.0%	0.0%
Maximum Green (s)	10.0	61.0	61.0	17.0	68.0		33.0	33.0	17.0	26.0	26.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	8.3	61.0	61.0	17.0	71.9		39.3	39.3	62.3	19.7	19.7	
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.45		0.25	0.25	0.39	0.12	0.12	
v/c Ratio	0.63	1.07	0.68	0.98	0.93		0.97	0.96	0.81	0.20	0.78	
Control Delay	113.4	68.8	13.5	112.5	50.7		95.7	92.5	36.5	63.6	76.7	
Queue Delay	0.0	37.8	1.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	113.4	106.6	15.1	112.5	50.7		95.7	92.5	36.5	63.6	76.7	
LOS	F	F	B	F	D		F	F	D	E	E	
Approach Delay		89.7			59.6			69.2			75.2	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	64	~858	58	195	790		440	446	381	42	176	
Queue Length 95th (ft)	m98	#952	135	#304	#918		#740	#746	#639	81	225	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	111	1939	720	365	2274		413	425	757	288	573	
Starvation Cap Reductn	0	147	100	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.52	1.16	0.79	0.98	0.93		0.97	0.96	0.81	0.15	0.60	

Intersection Summary

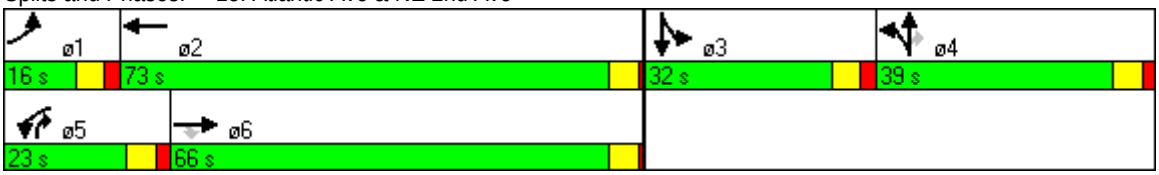
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 73.9 Intersection LOS: E
Intersection Capacity Utilization 95.8% ICU Level of Service F
Analysis Period (min) 15

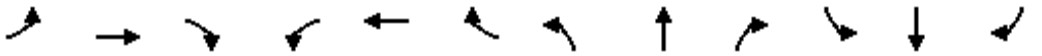
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

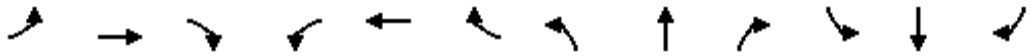




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1928	456	333	1928	45	532	219	570	41	250	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5055		1681	1733	1583	1770	3425	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5055		1681	1733	1583	1770	3425	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	58	2073	490	358	2073	48	572	235	613	44	269	74
RTOR Reduction (vph)	0	0	116	0	2	0	0	0	150	0	17	0
Lane Group Flow (vph)	58	2073	374	358	2119	0	400	407	463	44	326	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	7.3	61.0	61.0	17.0	70.7		39.3	39.3	56.3	19.7	19.7	
Effective Green, g (s)	7.3	61.0	61.0	17.0	70.7		39.3	39.3	56.3	19.7	19.7	
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.44		0.25	0.25	0.35	0.12	0.12	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	81	1939	604	365	2234		413	426	616	218	422	
v/s Ratio Prot	0.03	c0.41		c0.10	c0.42		c0.24	0.23	0.08	0.02	c0.10	
v/s Ratio Perm			0.24						0.21			
v/c Ratio	0.72	1.07	0.62	0.98	0.95		0.97	0.96	0.75	0.20	0.77	
Uniform Delay, d1	75.3	49.5	40.1	71.3	42.9		59.7	59.5	45.7	63.1	68.0	
Progression Factor	1.23	0.59	0.38	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.2	39.6	3.6	41.7	10.3		35.5	31.8	4.6	0.2	7.8	
Delay (s)	109.8	68.6	19.0	113.0	53.2		95.2	91.3	50.3	63.2	75.8	
Level of Service	F	E	B	F	D		F	F	D	E	E	
Approach Delay (s)		60.3			61.8			74.7			74.4	
Approach LOS		E			E			E			E	

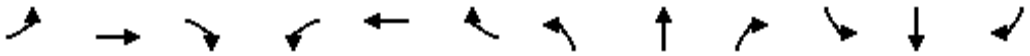
Intersection Summary			
HCM Average Control Delay	64.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	183	52	1	119	4	84	27	15	4	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.973			0.996			0.984			0.923	
Flt Protected		0.995						0.968			0.997	
Satd. Flow (prot)	0	1803	0	0	1855	0	0	1774	0	0	1714	0
Flt Permitted		0.995						0.968			0.997	
Satd. Flow (perm)	0	1803	0	0	1855	0	0	1774	0	0	1714	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	30	206	58	1	134	4	94	30	17	4	22	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	294	0	0	139	0	0	141	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

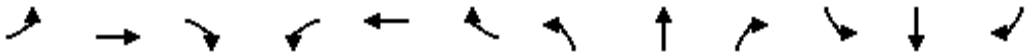
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	27	183	52	1	119	4	84	27	15	4	20	31
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	206	58	1	134	4	94	30	17	4	22	35

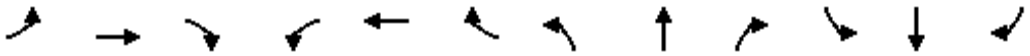
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	294	139	142	62
Volume Left (vph)	30	1	94	4
Volume Right (vph)	58	4	17	35
Hadj (s)	-0.06	0.02	0.10	-0.29
Departure Headway (s)	4.5	4.8	5.1	4.9
Degree Utilization, x	0.37	0.19	0.20	0.08
Capacity (veh/h)	751	701	648	660
Control Delay (s)	10.2	8.9	9.4	8.3
Approach Delay (s)	10.2	8.9	9.4	8.3
Approach LOS	B	A	A	A

Intersection Summary				
Delay	9.6			
HCM Level of Service	A			
Intersection Capacity Utilization	44.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	125	50	12	38	1	63	54	9	5	56	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.998			0.990			0.982	
Flt Protected		0.997			0.988			0.976			0.997	
Satd. Flow (prot)	0	1790	0	0	1837	0	0	1800	0	0	1824	0
Flt Permitted		0.997			0.988			0.976			0.997	
Satd. Flow (perm)	0	1790	0	0	1837	0	0	1800	0	0	1824	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	13	134	54	13	41	1	68	58	10	5	60	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	201	0	0	55	0	0	136	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

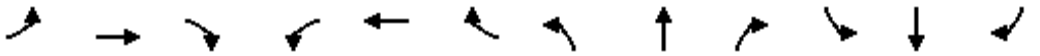
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	125	50	12	38	1	63	54	9	5	56	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	134	54	13	41	1	68	58	10	5	60	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	201	55	135	75
Volume Left (vph)	13	13	68	5
Volume Right (vph)	54	1	10	10
Hadj (s)	-0.11	0.07	0.09	-0.03
Departure Headway (s)	4.4	4.7	4.7	4.6
Degree Utilization, x	0.24	0.07	0.18	0.10
Capacity (veh/h)	788	711	725	720
Control Delay (s)	8.8	8.1	8.7	8.1
Approach Delay (s)	8.8	8.1	8.7	8.1
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.6			
HCM Level of Service	A			
Intersection Capacity Utilization	31.2%	ICU Level of Service	A	
Analysis Period (min)	15			

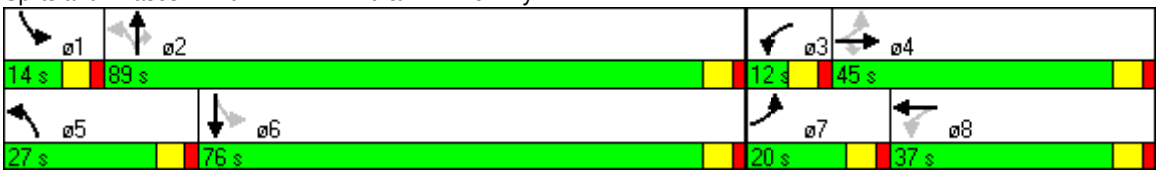


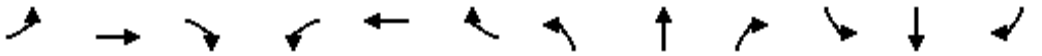
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	168	278	42	193	59	200	933	99	99	1112	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.965				0.850		0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1798	0	1770	3539	1583	1770	3472	0
Flt Permitted	0.185			0.643			0.067			0.234		
Satd. Flow (perm)	345	1863	1583	1198	1798	0	125	3539	1583	436	3472	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			252		8				94		12	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	165	181	299	45	208	63	215	1003	106	106	1196	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	165	181	299	45	271	0	215	1003	106	106	1365	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	45.0	45.0	12.0	37.0	0.0	27.0	89.0	89.0	14.0	76.0	0.0
Total Split (%)	12.5%	28.1%	28.1%	7.5%	23.1%	0.0%	16.9%	55.6%	55.6%	8.8%	47.5%	0.0%
Maximum Green (s)	14.0	39.0	39.0	6.0	31.0		21.0	83.0	83.0	8.0	70.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	46.3	36.7	36.7	32.4	26.8		101.5	88.6	88.6	85.5	78.4	
Actuated g/C Ratio	0.29	0.23	0.23	0.20	0.17		0.63	0.55	0.55	0.53	0.49	
v/c Ratio	0.75	0.42	0.54	0.17	0.88		0.83	0.51	0.12	0.36	0.80	
Control Delay	71.8	53.1	16.0	41.7	90.9		65.9	17.3	4.2	15.2	32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	71.8	53.1	16.0	41.7	90.9		65.9	17.3	4.2	15.2	32.8	
LOS	E	D	B	D	F		E	B	A	B	C	
Approach Delay		40.7			83.9			24.1			31.5	
Approach LOS		D			F			C			C	
Queue Length 50th (ft)	113	167	70	34	270		194	171	7	35	654	
Queue Length 95th (ft)	#229	188	130	65	#380		m176	m157	m6	70	421	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	225	454	576	267	355		296	1959	918	302	1707	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.73	0.40	0.52	0.17	0.76		0.73	0.51	0.12	0.35	0.80	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 152 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 89.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

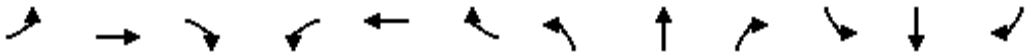
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





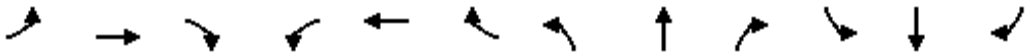
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	168	278	42	193	59	200	933	99	99	1112	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1798		1770	3539	1583	1770	3473	
Flt Permitted	0.18	1.00	1.00	0.64	1.00		0.07	1.00	1.00	0.23	1.00	
Satd. Flow (perm)	344	1863	1583	1198	1798		126	3539	1583	436	3473	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	165	181	299	45	208	63	215	1003	106	106	1196	169
RTOR Reduction (vph)	0	0	194	0	7	0	0	0	43	0	6	0
Lane Group Flow (vph)	165	181	105	45	264	0	215	1003	63	106	1359	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	47.5	36.7	36.7	32.8	28.0		100.5	87.4	87.4	84.3	77.2	
Effective Green, g (s)	47.5	36.7	36.7	32.8	28.0		100.5	87.4	87.4	84.3	77.2	
Actuated g/C Ratio	0.30	0.23	0.23	0.20	0.18		0.63	0.55	0.55	0.53	0.48	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	222	427	363	263	315		257	1933	865	289	1676	
v/s Ratio Prot	c0.06	0.10		0.01	c0.15		c0.09	0.28		0.02	0.39	
v/s Ratio Perm	0.16		0.07	0.03			c0.44		0.04	0.18		
v/c Ratio	0.74	0.42	0.29	0.17	0.84		0.84	0.52	0.07	0.37	0.81	
Uniform Delay, d1	45.6	52.6	50.9	51.9	63.8		45.1	23.0	17.2	19.8	35.2	
Progression Factor	1.17	0.95	1.26	1.00	1.00		1.74	0.74	0.91	0.87	0.81	
Incremental Delay, d2	10.7	0.2	0.2	0.1	16.8		2.2	0.1	0.0	0.3	4.1	
Delay (s)	64.1	50.2	64.3	52.0	80.6		80.8	17.1	15.7	17.6	32.4	
Level of Service	E	D	E	D	F		F	B	B	B	C	
Approach Delay (s)		60.3			76.6			27.3			31.4	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM Average Control Delay	38.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	87	3	1	41	0	5	12	3	0	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995						0.978			0.981	
Flt Protected					0.999			0.988				
Satd. Flow (prot)	0	1853	0	0	1861	0	0	1800	0	0	1827	0
Flt Permitted					0.999			0.988				
Satd. Flow (perm)	0	1853	0	0	1861	0	0	1800	0	0	1827	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	110	4	1	52	0	6	15	4	0	6	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	0	0	53	0	0	25	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

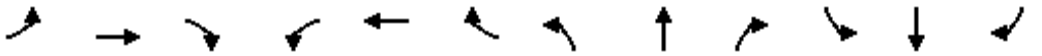
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 17.2%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	87	3	1	41	0	5	12	3	0	5	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	110	4	1	52	0	6	15	4	0	6	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	52			114			173	169	112	180	171	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	52			114			173	169	112	180	171	52
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1554			1475			782	723	941	765	721	1016

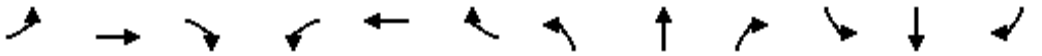
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	115	53	25	8
Volume Left	1	1	6	0
Volume Right	4	0	4	1
cSH	1554	1475	764	758
Volume to Capacity	0.00	0.00	0.03	0.01
Queue Length 95th (ft)	0	0	3	1
Control Delay (s)	0.1	0.2	9.9	9.8
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	9.9	9.8
Approach LOS			A	A

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	17.2%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	260	70	5	239	12	46	9	18	9	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.972			0.994			0.967				0.850
Flt Protected		0.999			0.999			0.969		0.950		
Satd. Flow (prot)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Flt Permitted		0.999			0.999			0.969		0.950		
Satd. Flow (perm)	0	1809	0	0	1850	0	0	1745	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	10	295	80	6	272	14	52	10	20	10	10	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	292	0	0	82	0	10	10	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

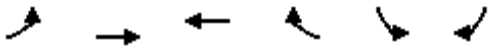
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.1%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	260	70	5	239	12	46	9	18	9	9	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	10	295	80	6	272	14	52	10	20	10	10	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.89			0.89	0.89	0.89	0.89	0.89	
vC, conflicting volume	285			375			671	652	335	671	685	278
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	285			237			569	548	193	569	585	278
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			85	97	97	97	97	95
cM capacity (veh/h)	1277			1185			354	390	756	364	372	760

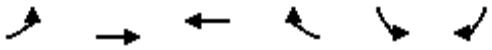
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	385	291	83	10	51
Volume Left	10	6	52	10	0
Volume Right	80	14	20	0	41
cSH	1277	1185	413	364	951
Volume to Capacity	0.01	0.00	0.20	0.03	0.05
Queue Length 95th (ft)	1	0	19	2	4
Control Delay (s)	0.3	0.2	15.9	15.2	11.0
Lane LOS	A	A	C	C	B
Approach Delay (s)	0.3	0.2	15.9	11.7	
Approach LOS			C	B	

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	40.1%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	136	2199	2291	13	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	5085	5080	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5080	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	139	2244	2338	13	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	2244	2351	0	0	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

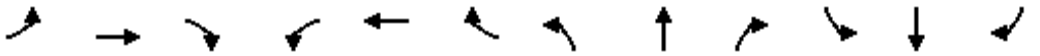
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.8%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	136	2199	2291	13	0	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	139	2244	2338	13	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.67	
vC, conflicting volume	2351				3370	786
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2351				2811	786
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	33				100	88
cM capacity (veh/h)	206				3	335

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	139	748	748	748	935	935	481	41
Volume Left	139	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	13	41
cSH	206	1700	1700	1700	1700	1700	1700	335
Volume to Capacity	0.67	0.44	0.44	0.44	0.55	0.55	0.28	0.12
Queue Length 95th (ft)	104	0	0	0	0	0	0	10
Control Delay (s)	52.6	0.0	0.0	0.0	0.0	0.0	0.0	17.2
Lane LOS	F							C
Approach Delay (s)	3.1				0.0			17.2
Approach LOS								C

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	58.8%	ICU Level of Service	B
Analysis Period (min)	15		

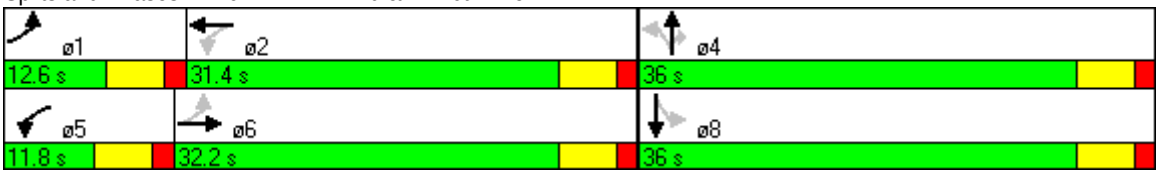


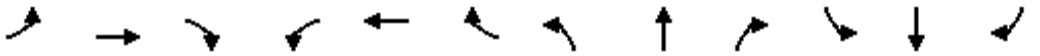
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	553	51	91	598	26	136	221	119	18	141	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.994				0.850		0.946	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3493	0	1770	3518	0	1770	1863	1583	0	1757	0
Flt Permitted	0.348			0.370			0.373				0.963	
Satd. Flow (perm)	648	3493	0	689	3518	0	695	1863	1583	0	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			6				129		48	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	601	55	99	650	28	148	240	129	20	153	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	656	0	99	678	0	148	240	129	0	288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.6	32.2	0.0	11.8	31.4	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	15.8%	40.3%	0.0%	14.8%	39.3%	0.0%	45.0%	45.0%	45.0%	45.0%	45.0%	0.0%
Maximum Green (s)	7.1	26.7		6.3	25.9		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	47.8	42.2		46.8	41.7		17.3	17.3	17.3		17.3	
Actuated g/C Ratio	0.60	0.53		0.58	0.52		0.22	0.22	0.22		0.22	
v/c Ratio	0.26	0.35		0.20	0.37		0.99	0.60	0.29		0.71	
Control Delay	8.6	13.9		5.1	9.7		74.0	20.8	4.3		32.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	8.6	13.9		5.1	9.7		74.0	20.8	4.3		32.9	
LOS	A	B		A	A		E	C	A		C	
Approach Delay		13.0			9.1			31.9			32.9	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	20	94		11	72		~121	79	14		113	
Queue Length 95th (ft)	56	181		m25	171		m122	m163	m45		165	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	498	1849		498	1838		265	710	683		677	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.25	0.35		0.20	0.37		0.56	0.34	0.19		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 73 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

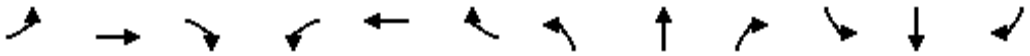
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





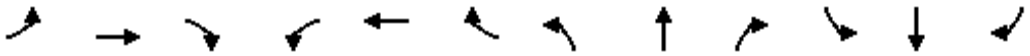
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	553	51	91	598	26	136	221	119	18	141	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3495		1770	3517		1770	1863	1583		1756	
Flt Permitted	0.35	1.00		0.37	1.00		0.37	1.00	1.00		0.96	
Satd. Flow (perm)	649	3495		690	3517		694	1863	1583		1698	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	601	55	99	650	28	148	240	129	20	153	115
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	101	0	38	0
Lane Group Flow (vph)	125	650	0	99	675	0	148	240	28	0	250	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	46.7	41.1		45.7	40.6		17.3	17.3	17.3		17.3	
Effective Green, g (s)	46.7	41.1		45.7	40.6		17.3	17.3	17.3		17.3	
Actuated g/C Ratio	0.58	0.51		0.57	0.51		0.22	0.22	0.22		0.22	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	457	1796		463	1785		150	403	342		367	
v/s Ratio Prot	c0.02	0.19		0.01	c0.19			0.13				
v/s Ratio Perm	0.14			0.11			c0.21		0.02		0.15	
v/c Ratio	0.27	0.36		0.21	0.38		0.99	0.60	0.08		0.68	
Uniform Delay, d1	7.6	11.6		7.9	12.0		31.2	28.2	25.0		28.8	
Progression Factor	1.00	1.00		0.63	0.69		1.17	0.69	1.27		1.00	
Incremental Delay, d2	0.1	0.6		0.1	0.5		38.7	0.5	0.0		4.1	
Delay (s)	7.7	12.2		5.0	8.8		75.1	19.9	31.8		33.0	
Level of Service	A	B		A	A		E	B	C		C	
Approach Delay (s)		11.5			8.3			38.7			33.0	
Approach LOS		B			A			D			C	

Intersection Summary			
HCM Average Control Delay	19.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	640	70	46	762	36	18	13	26	14	33	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.993			0.938			0.935	
Flt Protected	0.950			0.950				0.985			0.992	
Satd. Flow (prot)	1770	3472	0	1770	3514	0	0	1721	0	0	1728	0
Flt Permitted	0.950			0.950				0.985			0.992	
Satd. Flow (perm)	1770	3472	0	1770	3514	0	0	1721	0	0	1728	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	62	688	75	49	819	39	19	14	28	15	35	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	763	0	49	858	0	0	61	0	0	97	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

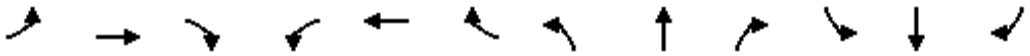
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	640	70	46	762	36	18	13	26	14	33	44
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	688	75	49	819	39	19	14	28	15	35	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	858			763			1424	1808	382	1441	1826	429
vC1, stage 1 conf vol							851	851		938	938	
vC2, stage 2 conf vol							574	957		504	888	
vCu, unblocked vol	604			763			1238	1666	382	1257	1687	124
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			94			90	92	95	93	80	94
cM capacity (veh/h)	867			845			199	181	616	207	180	807

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	62	459	305	49	546	312	61	98
Volume Left	62	0	0	49	0	0	19	15
Volume Right	0	0	75	0	0	39	28	47
cSH	867	1700	1700	845	1700	1700	279	298
Volume to Capacity	0.07	0.27	0.18	0.06	0.32	0.18	0.22	0.33
Queue Length 95th (ft)	6	0	0	5	0	0	20	35
Control Delay (s)	9.5	0.0	0.0	9.5	0.0	0.0	21.5	22.9
Lane LOS	A			A			C	C
Approach Delay (s)	0.7			0.5			21.5	22.9
Approach LOS							C	C

Intersection Summary				
Average Delay	2.4			
Intersection Capacity Utilization	41.6%	ICU Level of Service		A
Analysis Period (min)	15			

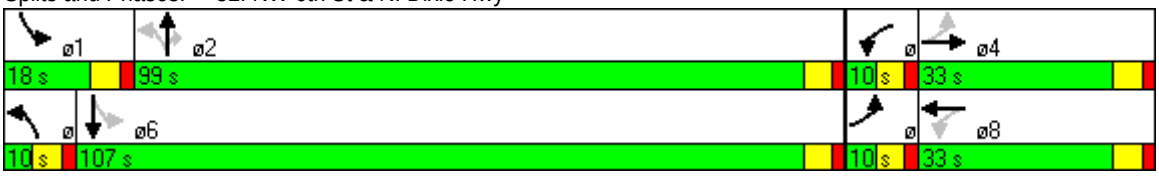


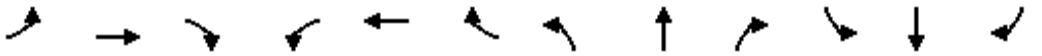
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	26	26	33	33	79	21	1240	40	99	1079	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.925			0.894				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1723	0	1770	1665	0	1770	3539	1583	1770	3525	0
Flt Permitted	0.481			0.613			0.197			0.138		
Satd. Flow (perm)	896	1723	0	1142	1665	0	367	3539	1583	257	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			65				36		3	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	20	29	29	37	37	89	24	1393	45	111	1212	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	58	0	37	126	0	24	1393	45	111	1243	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	10.0	33.0	0.0	10.0	33.0	0.0	10.0	99.0	99.0	18.0	107.0	0.0
Total Split (%)	6.3%	20.6%	0.0%	6.3%	20.6%	0.0%	6.3%	61.9%	61.9%	11.3%	66.9%	0.0%
Maximum Green (s)	4.0	27.0		4.0	27.0		4.0	93.0	93.0	12.0	101.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	14.7	9.9		17.6	12.9		117.7	113.2	113.2	127.1	121.1	
Actuated g/C Ratio	0.09	0.06		0.11	0.08		0.74	0.71	0.71	0.79	0.76	
v/c Ratio	0.18	0.44		0.25	0.65		0.08	0.56	0.04	0.39	0.47	
Control Delay	60.2	51.4		61.7	50.2		4.0	8.7	0.8	8.5	9.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	60.2	51.4		61.7	50.2		4.0	8.7	0.8	8.5	9.6	
LOS	E	D		E	D		A	A	A	A	A	
Approach Delay		53.7			52.8			8.3			9.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	19	32		35	63		4	171	1	23	269	
Queue Length 95th (ft)	43	77		67	131		m6	318	m5	49	385	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	113	313		151	335		310	2503	1130	319	2668	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.18	0.19		0.25	0.38		0.08	0.56	0.04	0.35	0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

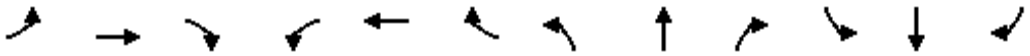
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





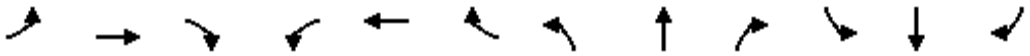
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	26	26	33	33	79	21	1240	40	99	1079	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.92		1.00	0.89		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1723		1770	1665		1770	3539	1583	1770	3526	
Flt Permitted	0.48	1.00		0.61	1.00		0.20	1.00	1.00	0.14	1.00	
Satd. Flow (perm)	896	1723		1142	1665		368	3539	1583	257	3526	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	20	29	29	37	37	89	24	1393	45	111	1212	31
RTOR Reduction (vph)	0	25	0	0	60	0	0	0	11	0	1	0
Lane Group Flow (vph)	20	33	0	37	66	0	24	1393	34	111	1242	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	14.9	11.0		18.7	12.9		113.7	110.8	110.8	124.7	116.3	
Effective Green, g (s)	14.9	11.0		18.7	12.9		113.7	110.8	110.8	124.7	116.3	
Actuated g/C Ratio	0.09	0.07		0.12	0.08		0.71	0.69	0.69	0.78	0.73	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	105	118		156	134		287	2451	1096	280	2563	
v/s Ratio Prot	0.00	0.02		c0.01	c0.04		0.00	c0.39		c0.02	c0.35	
v/s Ratio Perm	0.01			0.02			0.06		0.02	0.29		
v/c Ratio	0.19	0.28		0.24	0.49		0.08	0.57	0.03	0.40	0.48	
Uniform Delay, d1	66.6	70.7		63.7	70.4		7.4	12.5	7.7	9.2	9.2	
Progression Factor	1.00	1.00		1.00	1.00		0.69	0.60	0.18	1.00	1.00	
Incremental Delay, d2	0.3	0.5		0.3	1.0		0.0	0.9	0.0	0.3	0.7	
Delay (s)	66.9	71.2		64.0	71.5		5.1	8.4	1.5	9.5	9.9	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		70.1			69.8			8.1			9.8	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	60	19	59	61	17	15	22	56	12	33	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.969			0.983			0.918			0.988	
Flt Protected		0.997			0.979			0.992			0.988	
Satd. Flow (prot)	0	1800	0	0	1793	0	0	1696	0	0	1818	0
Flt Permitted		0.997			0.979			0.992			0.988	
Satd. Flow (perm)	0	1800	0	0	1793	0	0	1696	0	0	1818	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	6	68	22	67	69	19	17	25	64	14	38	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	96	0	0	155	0	0	106	0	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

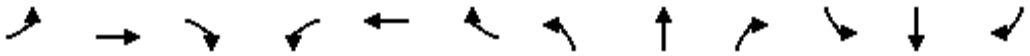
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	60	19	59	61	17	15	22	56	12	33	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	68	22	67	69	19	17	25	64	14	38	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	89			90			327	313	79	380	314	79
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	89			90			327	313	79	380	314	79
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			97	96	94	97	93	100
cM capacity (veh/h)	1507			1505			571	573	981	504	572	981

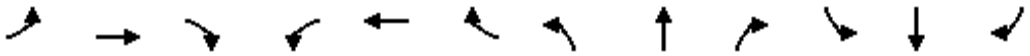
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	95	156	106	56
Volume Left	6	67	17	14
Volume Right	22	19	64	5
cSH	1507	1505	764	573
Volume to Capacity	0.00	0.04	0.14	0.10
Queue Length 95th (ft)	0	3	12	8
Control Delay (s)	0.5	3.4	10.5	12.0
Lane LOS	A	A	B	B
Approach Delay (s)	0.5	3.4	10.5	12.0
Approach LOS			B	B

Intersection Summary				
Average Delay	5.7			
Intersection Capacity Utilization	27.3%	ICU Level of Service	A	
Analysis Period (min)	15			



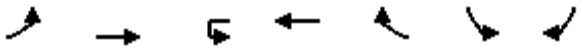
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	31	13	0	13	9	4	123	5	5	92	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.970			0.945			0.995			0.988	
Flt Protected		0.988						0.998			0.998	
Satd. Flow (prot)	0	1785	0	0	1760	0	0	1850	0	0	1837	0
Flt Permitted		0.988						0.998			0.998	
Satd. Flow (perm)	0	1785	0	0	1760	0	0	1850	0	0	1837	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	17	38	16	0	16	11	5	152	6	6	114	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	71	0	0	27	0	0	163	0	0	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 24.7%		ICU Level of Service A	
Analysis Period (min) 15			



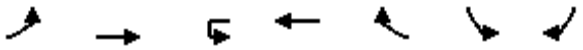
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	14	31	13	0	13	9	4	123	5	5	92	10
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	17	38	16	0	16	11	5	152	6	6	114	12
Approach Volume (veh/h)		72			27			163			132	
Crossing Volume (veh/h)		120			174			62			21	
High Capacity (veh/h)		1261			1208			1320			1362	
High v/c (veh/h)		0.06			0.02			0.12			0.10	
Low Capacity (veh/h)		1049			1001			1102			1141	
Low v/c (veh/h)		0.07			0.03			0.15			0.12	

Intersection Summary					
Maximum v/c High	0.12				
Maximum v/c Low	0.15				
Intersection Capacity Utilization	24.7%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	61	2570	18	2226	28	0	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Frt				0.998		0.865	
Flt Protected	0.950		0.950				
Satd. Flow (prot)	1770	5085	1770	5075	0	1611	0
Flt Permitted	0.950		0.950				
Satd. Flow (perm)	1770	5085	1770	5075	0	1611	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		678		622		394	
Travel Time (s)		18.5		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	64	2677	19	2319	29	0	28
Shared Lane Traffic (%)							
Lane Group Flow (vph)	64	2677	19	2348	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

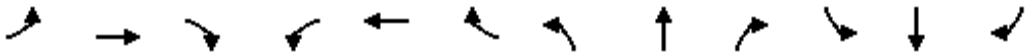
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	61	2570	18	2226	28	0	27
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	64	2677	0	2319	29	0	28
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		None			
Median storage veh)							
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.63	
vC, conflicting volume	2348		0			3353	788
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	2348		0			2690	788
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)							
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	69		0			100	92
cM capacity (veh/h)	206		0			8	334

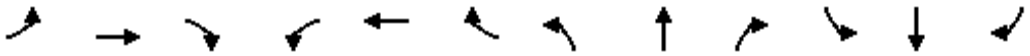
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	64	892	892	892	928	928	493	0	28
Volume Left	64	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	29	0	28
cSH	206	1700	1700	1700	1700	1700	1700	1700	334
Volume to Capacity	0.31	0.52	0.52	0.52	0.55	0.55	0.29	0.00	0.08
Queue Length 95th (ft)	31	0	0	0	0	0	0	0	7
Control Delay (s)	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
Lane LOS	D								C
Approach Delay (s)	0.7				0.0				16.8
Approach LOS									C

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	99	9	0	44	1	10	9	3	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998			0.982				
Flt Protected		0.999						0.977				
Satd. Flow (prot)	0	1840	0	0	1859	0	0	1787	0	0	1863	0
Flt Permitted		0.999						0.977				
Satd. Flow (perm)	0	1840	0	0	1859	0	0	1787	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	4	134	12	0	59	1	14	12	4	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	150	0	0	60	0	0	30	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.7%		ICU Level of Service A	
Analysis Period (min) 15			

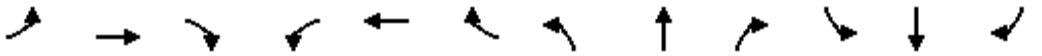


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	99	9	0	44	1	10	9	3	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	4	134	12	0	59	1	14	12	4	0	1	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	150	61	30	1
Volume Left (vph)	4	0	14	0
Volume Right (vph)	12	1	4	0
Hadj (s)	-0.01	0.02	0.04	0.03
Departure Headway (s)	4.0	4.1	4.4	4.4
Degree Utilization, x	0.17	0.07	0.04	0.00
Capacity (veh/h)	881	855	774	772
Control Delay (s)	7.8	7.4	7.6	7.4
Approach Delay (s)	7.8	7.4	7.6	7.4
Approach LOS	A	A	A	A

Intersection Summary				
Delay		7.7		
HCM Level of Service		A		
Intersection Capacity Utilization		22.7%	ICU Level of Service	A
Analysis Period (min)		15		

2030 Build Conditions – AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	221	2007	297	156	2390	305	463	864	134	386	1277	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			119			79			82			90
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	228	2069	306	161	2464	314	477	891	138	398	1316	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	2069	306	161	2464	314	477	891	138	398	1316	235
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	13.0	68.0	68.0	16.0	71.0	71.0	22.0	50.0	50.0	26.0	54.0	54.0
Total Split (%)	8.1%	42.5%	42.5%	10.0%	44.4%	44.4%	13.8%	31.3%	31.3%	16.3%	33.8%	33.8%
Maximum Green (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	44.0	44.0	20.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	44.3	44.3	19.7	48.0	48.0
Actuated g/C Ratio	0.04	0.39	0.39	0.06	0.41	0.41	0.10	0.28	0.28	0.12	0.30	0.30
v/c Ratio	1.52	1.05	0.45	1.45	1.20	0.46	1.39	0.91	0.28	0.94	1.24	0.44
Control Delay	311.3	76.0	18.7	293.9	130.1	24.2	242.2	69.8	20.5	99.1	165.0	39.6
Queue Delay	0.0	0.0	0.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	311.3	76.0	18.7	293.9	150.3	24.2	242.2	69.8	20.5	99.1	165.0	39.6
LOS	F	E	B	F	F	C	F	E	C	F	F	D
Approach Delay		89.9			144.7			119.9			136.4	
Approach LOS		F			F			F			F	
Queue Length 50th (ft)	~170	~861	130	~231	~1124	93	~341	478	44	222	~881	136
Queue Length 95th (ft)	#270	#953	117	#396	#1209	194	#458	#599	106	#318	#1027	m225
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	150	1970	686	111	2055	690	343	979	498	429	1062	538
Starvation Cap Reductn	0	0	0	0	75	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.52	1.05	0.45	1.45	1.24	0.46	1.39	0.91	0.28	0.93	1.24	0.44

Intersection Summary

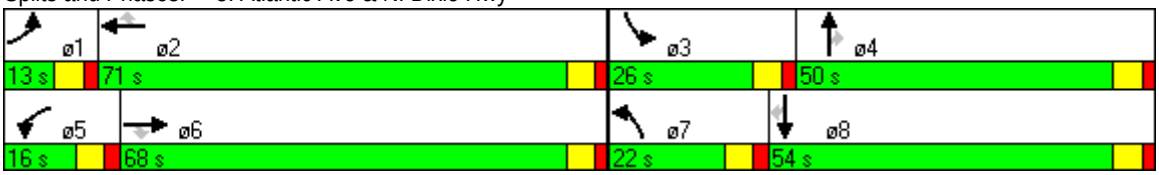
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 28 (18%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.52
Intersection Signal Delay: 122.9 Intersection LOS: F
Intersection Capacity Utilization 121.0% ICU Level of Service H
Analysis Period (min) 15

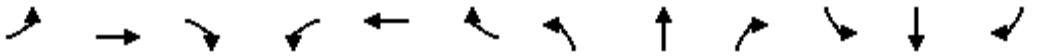
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

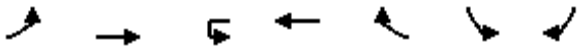




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	221	2007	297	156	2390	305	463	864	134	386	1277	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	228	2069	306	161	2464	314	477	891	138	398	1316	235
RTOR Reduction (vph)	0	0	73	0	0	47	0	0	59	0	0	63
Lane Group Flow (vph)	228	2069	233	161	2464	267	477	891	79	398	1316	172
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	44.3	44.3	19.7	48.0	48.0
Effective Green, g (s)	7.0	62.0	62.0	10.0	65.0	65.0	16.0	44.3	44.3	19.7	48.0	48.0
Actuated g/C Ratio	0.04	0.39	0.39	0.06	0.41	0.41	0.10	0.28	0.28	0.12	0.30	0.30
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	150	1970	613	111	2055	643	343	980	438	423	1062	475
v/s Ratio Prot	0.07	0.41		c0.09	c0.49		c0.14	0.25		0.12	c0.37	
v/s Ratio Perm			0.15			0.17			0.05			0.11
v/c Ratio	1.52	1.05	0.38	1.45	1.20	0.42	1.39	0.91	0.18	0.94	1.24	0.36
Uniform Delay, d1	76.5	49.0	35.2	75.0	47.5	33.9	72.0	55.9	44.0	69.6	56.0	44.0
Progression Factor	1.16	0.91	0.79	1.17	0.85	0.87	1.00	1.00	1.00	1.02	1.12	1.36
Incremental Delay, d2	259.6	33.2	1.5	239.9	93.8	1.7	192.8	12.0	0.1	26.9	115.0	0.3
Delay (s)	348.4	77.7	29.2	328.0	134.0	31.4	264.8	67.9	44.2	97.9	177.5	60.1
Level of Service	F	E	C	F	F	C	F	E	D	F	F	E
Approach Delay (s)		95.7			133.6			128.1			147.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	124.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	121.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	564	2429	12	2450	120	76	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.049		0.053			0.950	
Satd. Flow (perm)	91	5085	99	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					34		362
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	600	2584	13	2606	128	81	409
Shared Lane Traffic (%)							
Lane Group Flow (vph)	600	2584	13	2606	128	81	409
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	43.0	124.0	81.0	81.0	81.0	36.0	36.0
Total Split (%)	26.9%	77.5%	50.6%	50.6%	50.6%	22.5%	22.5%
Maximum Green (s)	37.5	118.5	75.5	75.5	75.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	Min	Min
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	134.1	134.1	75.5	75.5	75.5	14.4	14.4
Actuated g/C Ratio	0.84	0.84	0.47	0.47	0.47	0.09	0.09
v/c Ratio	0.95	0.61	0.28	1.09	0.17	0.51	0.87
Control Delay	69.0	5.7	8.0	56.2	1.2	78.6	29.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.0	5.7	8.0	56.2	1.2	78.6	29.3
LOS	E	A	A	E	A	E	C
Approach Delay		17.6		53.4		37.4	
Approach LOS		B		D		D	
Queue Length 50th (ft)	542	230	2	~1104	9	84	48
Queue Length 95th (ft)	#956	463	m2	m636	m7	131	171
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	634	4263	47	2399	765	332	591
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	0.95	0.61	0.28	1.09	0.17	0.24	0.69

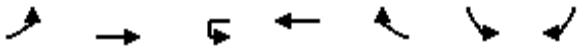
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 34.4		Intersection LOS: C	
Intersection Capacity Utilization 97.8%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

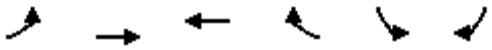
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



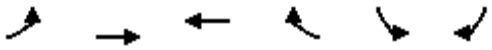
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	564	2429	12	2450	120	76	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.05	1.00	0.05	1.00	1.00	0.95	1.00
Satd. Flow (perm)	92	5085	99	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	600	2584	13	2606	128	81	409
RTOR Reduction (vph)	0	0	0	0	18	0	329
Lane Group Flow (vph)	600	2584	13	2606	110	81	80
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	134.1	134.1	75.5	75.5	75.5	14.4	14.4
Effective Green, g (s)	134.1	134.1	75.5	75.5	75.5	14.4	14.4
Actuated g/C Ratio	0.84	0.84	0.47	0.47	0.47	0.09	0.09
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	634	4262	47	2399	747	159	142
v/s Ratio Prot	c0.31	0.51		c0.51		0.05	
v/s Ratio Perm	0.48		0.13		0.07		c0.05
v/c Ratio	0.95	0.61	0.28	1.09	0.15	0.51	0.56
Uniform Delay, d1	47.9	4.3	25.7	42.2	24.0	69.4	69.8
Progression Factor	1.00	1.00	0.22	0.33	0.07	1.00	1.00
Incremental Delay, d2	22.9	0.6	1.3	39.7	0.0	0.9	3.0
Delay (s)	70.8	4.9	6.9	53.7	1.6	70.4	72.8
Level of Service	E	A	A	D	A	E	E
Approach Delay (s)		17.3		51.0		72.4	
Approach LOS		B		D		E	

Intersection Summary			
HCM Average Control Delay	35.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	97.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2456	2717	26	0	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5080	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5080	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	2532	2801	27	0	116
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2532	2828	0	0	116
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

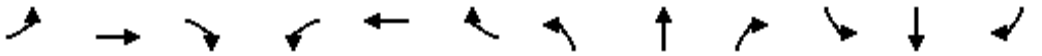
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.7%		ICU Level of Service C	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2456	2717	26	0	113
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	2532	2801	27	0	116
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.53				0.53	0.53
vC, conflicting volume	2828				3658	947
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1362				2921	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	80
cM capacity (veh/h)	267				6	578

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	844	844	844	1120	1120	587	116
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	27	116
cSH	1700	1700	1700	1700	1700	1700	578
Volume to Capacity	0.50	0.50	0.50	0.66	0.66	0.35	0.20
Queue Length 95th (ft)	0	0	0	0	0	0	19
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.8
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		

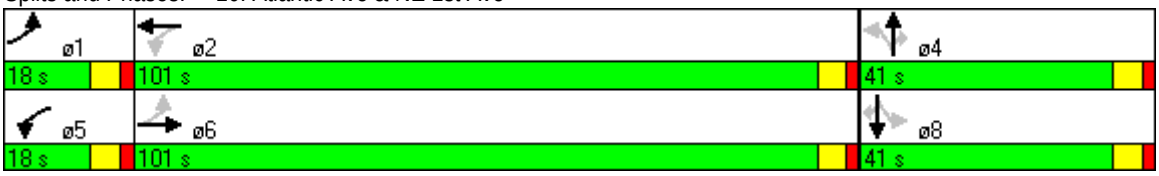


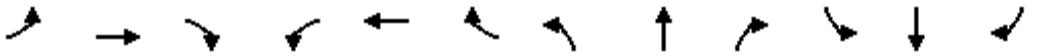
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1956	83	78	2346	49	20	15	58	18	21	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.997				0.850			0.850
Flt Protected	0.950			0.950				0.972		0.950		
Satd. Flow (prot)	1770	5055	0	1770	5070	0	0	1811	1583	1770	1863	1583
Flt Permitted	0.037			0.066				0.808		0.732		
Satd. Flow (perm)	69	5055	0	123	5070	0	0	1505	1583	1364	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			3				62			56
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	91	2103	89	84	2523	53	22	16	62	19	23	56
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	2192	0	84	2576	0	0	38	62	19	23	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	18.0	101.0	0.0	18.0	101.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	11.3%	63.1%	0.0%	11.3%	63.1%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	12.0	95.0		12.0	95.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	137.6	129.1		134.2	127.4			8.5	8.5	8.5	8.5	8.5
Actuated g/C Ratio	0.86	0.81		0.84	0.80			0.05	0.05	0.05	0.05	0.05
v/c Ratio	0.61	0.54		0.49	0.64			0.48	0.43	0.26	0.23	0.41
Control Delay	52.6	1.1		22.5	4.5			92.0	24.9	80.5	77.1	25.2
Queue Delay	0.0	0.2		0.0	0.7			0.0	0.0	0.0	0.0	0.3
Total Delay	52.6	1.3		22.5	5.2			92.0	24.9	80.5	77.1	25.5
LOS	D	A		C	A			F	C	F	E	C
Approach Delay		3.3			5.8			50.4			48.3	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	55	19		12	241			39	0	20	24	0
Queue Length 95th (ft)	m54	m21		m41	263			80	50	49	55	48
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	191	4081		231	4038			329	395	298	408	390
Starvation Cap Reductn	0	938		0	402			0	0	0	0	0
Spillback Cap Reductn	0	219		0	979			0	2	0	0	126
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.48	0.70		0.36	0.84			0.12	0.16	0.06	0.06	0.21

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 43 (27%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 6.4		Intersection LOS: A	
Intersection Capacity Utilization 74.7%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

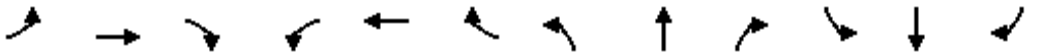
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	1956	83	78	2346	49	20	15	58	18	21	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5054		1770	5070			1810	1583	1770	1863	1583
Flt Permitted	0.04	1.00		0.07	1.00			0.81	1.00	0.73	1.00	1.00
Satd. Flow (perm)	70	5054		123	5070			1506	1583	1364	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	91	2103	89	84	2523	53	22	16	62	19	23	56
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	59	0	0	53
Lane Group Flow (vph)	91	2191	0	84	2575	0	0	38	3	19	23	3
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	136.4	127.9		133.0	126.2			7.3	7.3	7.3	7.3	7.3
Effective Green, g (s)	136.4	127.9		133.0	126.2			7.3	7.3	7.3	7.3	7.3
Actuated g/C Ratio	0.85	0.80		0.83	0.79			0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	150	4040		172	3999			69	72	62	85	72
v/s Ratio Prot	c0.03	0.43		0.02	c0.51						0.01	
v/s Ratio Perm	0.49			0.39				c0.03	0.00	0.01		0.00
v/c Ratio	0.61	0.54		0.49	0.64			0.55	0.04	0.31	0.27	0.04
Uniform Delay, d1	28.7	5.7		4.9	7.3			74.7	73.0	73.9	73.8	73.0
Progression Factor	1.82	0.15		2.11	0.49			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.1		0.7	0.7			5.3	0.1	1.0	0.6	0.1
Delay (s)	53.5	1.0		10.9	4.2			80.0	73.1	74.9	74.4	73.1
Level of Service	D	A		B	A			F	E	E	E	E
Approach Delay (s)		3.1			4.4			75.7			73.7	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	6.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



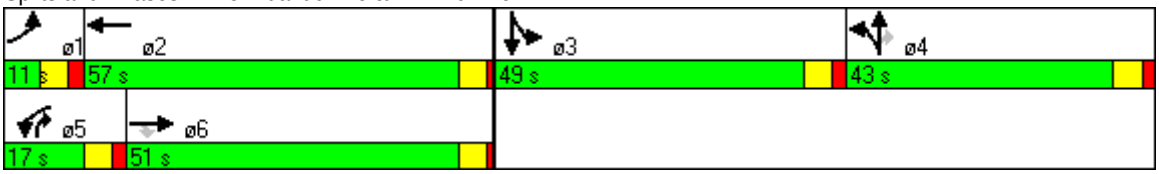
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1734	380	306	1652	46	469	149	412	40	189	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.996				0.850		0.964	
Flt Protected	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	1681	1725	1583	1770	3412	0
Flt Permitted	0.950			0.950			0.950	0.975		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	1681	1725	1583	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			151		3				425		25	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	35	1788	392	315	1703	47	484	154	425	41	195	61
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	35	1788	392	315	1750	0	315	323	425	41	256	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	11.0	51.0	51.0	17.0	57.0	0.0	43.0	43.0	17.0	49.0	49.0	0.0
Total Split (%)	6.9%	31.9%	31.9%	10.6%	35.6%	0.0%	26.9%	26.9%	10.6%	30.6%	30.6%	0.0%
Maximum Green (s)	5.0	46.0	46.0	11.0	52.0		37.0	37.0	11.0	43.0	43.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

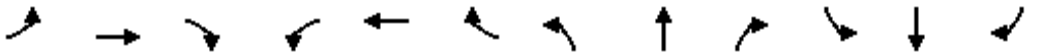
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	7.5	61.0	61.0	25.5	81.2		35.1	35.1	66.6	15.4	15.4	
Actuated g/C Ratio	0.05	0.38	0.38	0.16	0.51		0.22	0.22	0.42	0.10	0.10	
v/c Ratio	0.42	0.92	0.56	0.58	0.68		0.85	0.85	0.47	0.24	0.73	
Control Delay	105.4	33.9	11.6	67.8	34.0		80.7	80.2	3.9	69.0	75.4	
Queue Delay	0.0	5.4	0.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	105.4	39.2	12.2	67.8	34.0		80.7	80.2	3.9	69.0	75.4	
LOS	F	D	B	E	C		F	F	A	E	E	
Approach Delay		35.5			39.2			49.9			74.5	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	38	332	56	162	513		334	343	0	40	125	
Queue Length 95th (ft)	m71	#870	140	217	687		432	442	61	80	172	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	83	1938	697	547	2564		409	420	907	476	935	
Starvation Cap Reductn	0	121	85	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.42	0.98	0.64	0.58	0.68		0.77	0.77	0.47	0.09	0.27	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 41.6 Intersection LOS: D
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

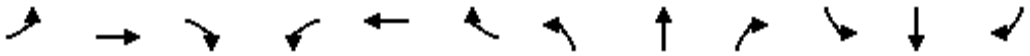




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1734	380	306	1652	46	469	149	412	40	189	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5051		1681	1724	1583	1770	3413	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5051		1681	1724	1583	1770	3413	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	35	1788	392	315	1703	47	484	154	425	41	195	61
RTOR Reduction (vph)	0	0	93	0	2	0	0	0	264	0	23	0
Lane Group Flow (vph)	35	1788	299	315	1749	0	315	323	161	41	233	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	6.5	61.0	61.0	25.5	80.0		35.1	35.1	60.6	15.4	15.4	
Effective Green, g (s)	6.5	61.0	61.0	25.5	80.0		35.1	35.1	60.6	15.4	15.4	
Actuated g/C Ratio	0.04	0.38	0.38	0.16	0.50		0.22	0.22	0.38	0.10	0.10	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	72	1939	604	547	2526		369	378	659	170	329	
v/s Ratio Prot	0.02	c0.35		c0.09	c0.35		c0.19	0.19	0.04	0.02	c0.07	
v/s Ratio Perm			0.19						0.06			
v/c Ratio	0.49	0.92	0.49	0.58	0.69		0.85	0.85	0.24	0.24	0.71	
Uniform Delay, d1	75.1	47.2	37.7	62.2	30.6		60.0	60.0	34.0	66.9	70.1	
Progression Factor	1.25	0.52	0.35	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	7.8	2.5	0.9	1.6		16.6	16.3	0.1	0.3	5.6	
Delay (s)	95.9	32.3	15.9	63.2	32.2		76.6	76.3	34.1	67.2	75.8	
Level of Service	F	C	B	E	C		E	E	C	E	E	
Approach Delay (s)		30.4			36.9			59.5			74.6	
Approach LOS		C			D			E			E	

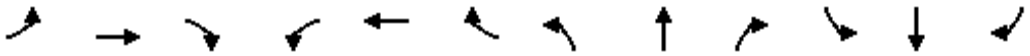
Intersection Summary			
HCM Average Control Delay	40.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	184	76	4	129	4	63	27	12	3	15	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.964			0.996			0.984			0.920	
Flt Protected		0.996			0.999			0.970			0.997	
Satd. Flow (prot)	0	1789	0	0	1853	0	0	1778	0	0	1709	0
Flt Permitted		0.996			0.999			0.970			0.997	
Satd. Flow (perm)	0	1789	0	0	1853	0	0	1778	0	0	1709	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	200	83	4	140	4	68	29	13	3	16	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	311	0	0	148	0	0	110	0	0	47	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

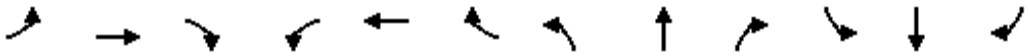
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	26	184	76	4	129	4	63	27	12	3	15	26
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	28	200	83	4	140	4	68	29	13	3	16	28

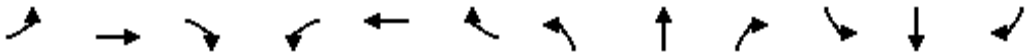
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	311	149	111	48
Volume Left (vph)	28	4	68	3
Volume Right (vph)	83	4	13	28
Hadj (s)	-0.11	0.02	0.09	-0.31
Departure Headway (s)	4.4	4.7	5.1	4.8
Degree Utilization, x	0.38	0.19	0.16	0.06
Capacity (veh/h)	792	724	644	662
Control Delay (s)	10.0	8.8	9.1	8.2
Approach Delay (s)	10.0	8.8	9.1	8.2
Approach LOS	B	A	A	A

Intersection Summary			
Delay	9.4		
HCM Level of Service	A		
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	105	53	6	54	1	63	37	9	0	55	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.958			0.998			0.989			0.983	
Flt Protected		0.996			0.995			0.972				
Satd. Flow (prot)	0	1777	0	0	1850	0	0	1791	0	0	1831	0
Flt Permitted		0.996			0.995			0.972				
Satd. Flow (perm)	0	1777	0	0	1850	0	0	1791	0	0	1831	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Adj. Flow (vph)	17	148	75	8	76	1	89	52	13	0	77	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	240	0	0	85	0	0	154	0	0	88	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

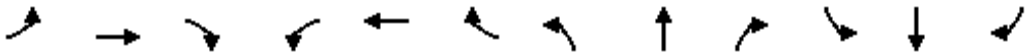
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	105	53	6	54	1	63	37	9	0	55	8
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Hourly flow rate (vph)	17	148	75	8	76	1	89	52	13	0	77	11

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	239	86	154	89
Volume Left (vph)	17	8	89	0
Volume Right (vph)	75	1	13	11
Hadj (s)	-0.14	0.04	0.10	-0.04
Departure Headway (s)	4.5	4.9	4.9	4.8
Degree Utilization, x	0.30	0.12	0.21	0.12
Capacity (veh/h)	755	688	688	682
Control Delay (s)	9.4	8.5	9.2	8.5
Approach Delay (s)	9.4	8.5	9.2	8.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	9.1			
HCM Level of Service	A			
Intersection Capacity Utilization	30.8%	ICU Level of Service	A	
Analysis Period (min)	15			

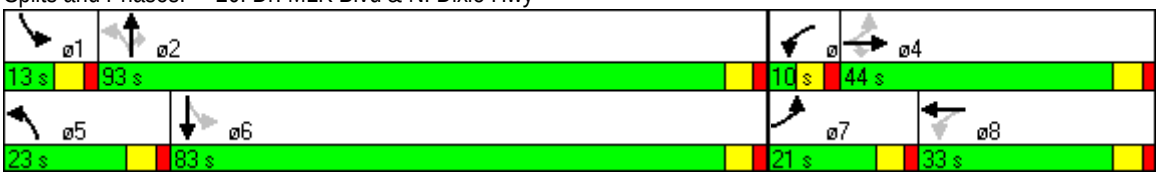


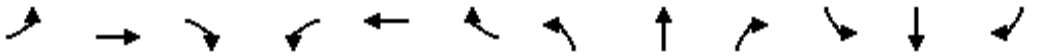
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	219	382	35	160	27	284	603	38	63	883	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.978				0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1822	0	1770	3539	1583	1770	3458	0
Flt Permitted	0.245			0.560			0.140			0.406		
Satd. Flow (perm)	456	1863	1583	1043	1822	0	261	3539	1583	756	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229		5				41		18	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	168	235	411	38	172	29	305	648	41	68	949	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	235	411	38	201	0	305	648	41	68	1120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	21.0	44.0	44.0	10.0	33.0	0.0	23.0	93.0	93.0	13.0	83.0	0.0
Total Split (%)	13.1%	27.5%	27.5%	6.3%	20.6%	0.0%	14.4%	58.1%	58.1%	8.1%	51.9%	0.0%
Maximum Green (s)	15.0	38.0	38.0	4.0	27.0		17.0	87.0	87.0	7.0	77.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	41.4	33.4	33.4	25.2	21.2		106.6	94.6	94.6	87.4	81.4	
Actuated g/C Ratio	0.26	0.21	0.21	0.16	0.13		0.67	0.59	0.59	0.55	0.51	
v/c Ratio	0.71	0.60	0.80	0.21	0.82		0.86	0.31	0.04	0.15	0.63	
Control Delay	64.9	64.0	38.6	47.1	90.7		66.3	5.7	0.3	10.3	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.9	64.0	38.6	47.1	90.7		66.3	5.7	0.3	10.3	25.4	
LOS	E	E	D	D	F		E	A	A	B	C	
Approach Delay		51.4			83.8			24.1			24.6	
Approach LOS		D			F			C			C	
Queue Length 50th (ft)	144	227	194	30	202		206	47	0	17	470	
Queue Length 95th (ft)	207	312	323	59	288		m#235	m60	m0	37	551	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	241	442	551	182	312		355	2093	953	462	1768	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.53	0.75	0.21	0.64		0.86	0.31	0.04	0.15	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 35.5		Intersection LOS: D	
Intersection Capacity Utilization 83.9%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

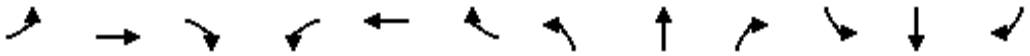
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





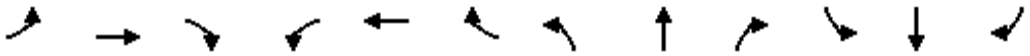
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	219	382	35	160	27	284	603	38	63	883	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1822		1770	3539	1583	1770	3458	
Flt Permitted	0.25	1.00	1.00	0.56	1.00		0.14	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	457	1863	1583	1043	1822		260	3539	1583	756	3458	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	168	235	411	38	172	29	305	648	41	68	949	171
RTOR Reduction (vph)	0	0	181	0	4	0	0	0	17	0	9	0
Lane Group Flow (vph)	168	235	230	38	197	0	305	648	24	68	1111	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	42.6	33.4	33.4	25.5	22.3		105.4	93.4	93.4	86.2	80.2	
Effective Green, g (s)	42.6	33.4	33.4	25.5	22.3		105.4	93.4	93.4	86.2	80.2	
Actuated g/C Ratio	0.27	0.21	0.21	0.16	0.14		0.66	0.58	0.58	0.54	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	239	389	330	181	254		352	2066	924	445	1733	
v/s Ratio Prot	c0.06	0.13		0.00	0.11		c0.10	0.18		0.01	0.32	
v/s Ratio Perm	c0.12		c0.15	0.03			c0.47		0.02	0.08		
v/c Ratio	0.70	0.60	0.70	0.21	0.77		0.87	0.31	0.03	0.15	0.64	
Uniform Delay, d1	48.7	57.3	58.6	57.8	66.4		28.9	17.0	14.1	17.7	29.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		2.87	0.32	0.05	0.83	0.82	
Incremental Delay, d2	7.4	1.8	5.1	0.2	12.6		8.7	0.2	0.0	0.1	1.7	
Delay (s)	56.1	59.1	63.7	58.0	79.0		91.6	5.6	0.8	14.7	25.7	
Level of Service	E	E	E	E	E		F	A	A	B	C	
Approach Delay (s)		60.8			75.6			31.8			25.1	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM Average Control Delay	39.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	72	13	1	49	0	9	14	0	0	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980									0.932	
Flt Protected					0.999			0.981				
Satd. Flow (prot)	0	1825	0	0	1861	0	0	1827	0	0	1736	0
Flt Permitted					0.999			0.981				
Satd. Flow (perm)	0	1825	0	0	1861	0	0	1827	0	0	1736	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	1	90	16	1	61	0	11	18	0	0	5	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	62	0	0	29	0	0	10	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			



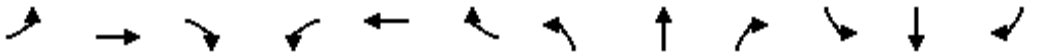
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	72	13	1	49	0	9	14	0	0	4	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Hourly flow rate (vph)	1	90	16	1	61	0	11	18	0	0	5	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	61			106			172	164	98	173	172	61
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	61			106			172	164	98	173	172	61
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1542			1485			782	727	958	774	719	1004

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	108	62	29	10
Volume Left	1	1	11	0
Volume Right	16	0	0	5
cSH	1542	1485	748	838
Volume to Capacity	0.00	0.00	0.04	0.01
Queue Length 95th (ft)	0	0	3	1
Control Delay (s)	0.1	0.2	10.0	9.3
Lane LOS	A	A	B	A
Approach Delay (s)	0.1	0.2	10.0	9.3
Approach LOS			B	A

Intersection Summary				
Average Delay	1.9			
Intersection Capacity Utilization	19.7%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	258	49	3	210	5	14	3	1	5	12	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.980			0.997			0.993				0.850
Flt Protected		0.996			0.999			0.962		0.950		
Satd. Flow (prot)	0	1818	0	0	1855	0	0	1779	0	1770	1863	1583
Flt Permitted		0.996			0.999			0.962		0.950		
Satd. Flow (perm)	0	1818	0	0	1855	0	0	1779	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	28	297	56	3	241	6	16	3	1	6	14	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	381	0	0	250	0	0	20	0	6	14	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

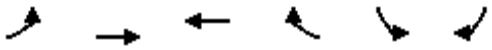
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	258	49	3	210	5	14	3	1	5	12	17
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	28	297	56	3	241	6	16	3	1	6	14	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.87			0.87	0.87	0.87	0.87	0.87	
vC, conflicting volume	247			353			648	634	325	634	659	244
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	247			187			524	509	155	509	537	244
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			96	99	100	99	96	98
cM capacity (veh/h)	1319			1212			377	399	779	404	384	795

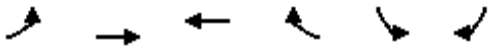
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	380	251	21	6	33
Volume Left	28	3	16	6	0
Volume Right	56	6	1	0	20
cSH	1319	1212	392	404	928
Volume to Capacity	0.02	0.00	0.05	0.01	0.04
Queue Length 95th (ft)	2	0	4	1	3
Control Delay (s)	0.8	0.1	14.7	14.0	11.7
Lane LOS	A	A	B	B	B
Approach Delay (s)	0.8	0.1	14.7	12.1	
Approach LOS			B	B	

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	45.5%	ICU Level of Service		A
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	71	2109	1989	24	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.998			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	5085	5075	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5075	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	73	2174	2051	25	0	58
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	2174	2076	0	0	58
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

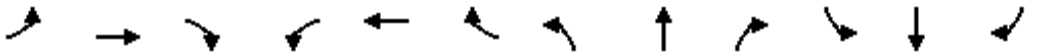
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	71	2109	1989	24	0	56
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	73	2174	2051	25	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.68	
vC, conflicting volume	2075				2934	696
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2075				2205	696
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	72				100	85
cM capacity (veh/h)	264				19	384

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	73	725	725	725	820	820	435	58
Volume Left	73	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	25	58
cSH	264	1700	1700	1700	1700	1700	1700	384
Volume to Capacity	0.28	0.43	0.43	0.43	0.48	0.48	0.26	0.15
Queue Length 95th (ft)	27	0	0	0	0	0	0	13
Control Delay (s)	23.8	0.0	0.0	0.0	0.0	0.0	0.0	16.0
Lane LOS	C							C
Approach Delay (s)	0.8				0.0			16.0
Approach LOS								C

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

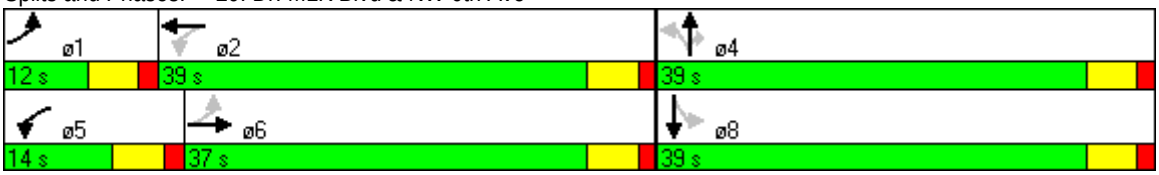


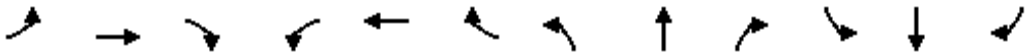
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	587	75	116	455	17	151	288	120	19	150	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983			0.995				0.850		0.959	
Flt Protected	0.950			0.950			0.950				0.996	
Satd. Flow (prot)	1770	3479	0	1770	3522	0	1770	1863	1583	0	1779	0
Flt Permitted	0.468			0.323			0.418				0.842	
Satd. Flow (perm)	872	3479	0	602	3522	0	779	1863	1583	0	1504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			5				128		28	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	624	80	123	484	18	161	306	128	20	160	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	704	0	123	502	0	161	306	128	0	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.0	37.0	0.0	14.0	39.0	0.0	39.0	39.0	39.0	39.0	39.0	0.0
Total Split (%)	13.3%	41.1%	0.0%	15.6%	43.3%	0.0%	43.3%	43.3%	43.3%	43.3%	43.3%	0.0%
Maximum Green (s)	6.5	31.5		8.5	33.5		33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	52.0	46.4		55.0	49.3		20.5	20.5	20.5		20.5	
Actuated g/C Ratio	0.58	0.52		0.61	0.55		0.23	0.23	0.23		0.23	
v/c Ratio	0.14	0.39		0.27	0.26		0.90	0.72	0.28		0.71	
Control Delay	8.3	15.3		9.1	13.2		79.8	41.1	6.1		38.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	8.3	15.3		9.1	13.2		79.8	41.1	6.1		38.5	
LOS	A	B		A	B		E	D	A		D	
Approach Delay		14.6			12.4			44.0			38.5	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)	15	116		23	76		90	162	0		122	
Queue Length 95th (ft)	41	210		59	141		#162	217	37		179	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	582	1801		489	1931		290	693	670		577	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.14	0.39		0.25	0.26		0.56	0.44	0.19		0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		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.			

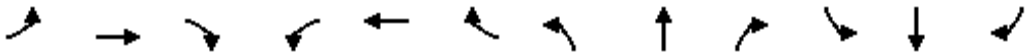
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





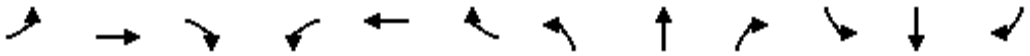
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	74	587	75	116	455	17	151	288	120	19	150	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3479		1770	3520		1770	1863	1583		1779	
Flt Permitted	0.47	1.00		0.32	1.00		0.42	1.00	1.00		0.84	
Satd. Flow (perm)	871	3479		602	3520		779	1863	1583		1504	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	79	624	80	123	484	18	161	306	128	20	160	79
RTOR Reduction (vph)	0	8	0	0	2	0	0	0	99	0	22	0
Lane Group Flow (vph)	79	696	0	123	500	0	161	306	29	0	237	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	51.2	46.4		54.8	48.2		20.5	20.5	20.5		20.5	
Effective Green, g (s)	51.2	46.4		54.8	48.2		20.5	20.5	20.5		20.5	
Actuated g/C Ratio	0.57	0.52		0.61	0.54		0.23	0.23	0.23		0.23	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	543	1794		452	1885		177	424	361		343	
v/s Ratio Prot	0.01	c0.20		c0.02	0.14			0.16				
v/s Ratio Perm	0.07			0.15			c0.21		0.02		0.16	
v/c Ratio	0.15	0.39		0.27	0.27		0.91	0.72	0.08		0.69	
Uniform Delay, d1	8.8	13.2		7.8	11.3		33.8	32.1	27.3		31.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	0.6		0.1	0.3		41.5	5.1	0.0		4.8	
Delay (s)	8.8	13.8		7.9	11.7		75.4	37.2	27.4		36.7	
Level of Service	A	B		A	B		E	D	C		D	
Approach Delay (s)		13.3			10.9			45.4			36.7	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	696	64	46	548	25	14	1	12	22	15	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.994			0.939			0.938	
Flt Protected	0.950			0.950				0.975			0.984	
Satd. Flow (prot)	1770	3479	0	1770	3518	0	0	1705	0	0	1719	0
Flt Permitted	0.950			0.950				0.975			0.984	
Satd. Flow (perm)	1770	3479	0	1770	3518	0	0	1705	0	0	1719	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	17	791	73	52	623	28	16	1	14	25	17	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	864	0	52	651	0	0	31	0	0	78	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

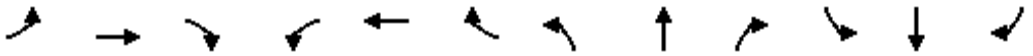
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	696	64	46	548	25	14	1	12	22	15	32
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	17	791	73	52	623	28	16	1	14	25	17	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.94						0.94	0.94		0.94	0.94	0.94
vC, conflicting volume	651			864			1322	1617	432	1185	1639	326
vC1, stage 1 conf vol							861	861		741	741	
vC2, stage 2 conf vol							461	756		444	898	
vCu, unblocked vol	497			864			1212	1526	432	1066	1550	150
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			93			93	99	98	91	92	96
cM capacity (veh/h)	998			775			225	221	572	269	203	816

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	17	527	336	52	415	236	31	78
Volume Left	17	0	0	52	0	0	16	25
Volume Right	0	0	73	0	0	28	14	36
cSH	998	1700	1700	775	1700	1700	307	354
Volume to Capacity	0.02	0.31	0.20	0.07	0.24	0.14	0.10	0.22
Queue Length 95th (ft)	1	0	0	5	0	0	8	21
Control Delay (s)	8.7	0.0	0.0	10.0	0.0	0.0	18.0	18.0
Lane LOS	A			A			C	C
Approach Delay (s)	0.2			0.7			18.0	18.0
Approach LOS							C	C

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	38.9%	ICU Level of Service		A
Analysis Period (min)	15			

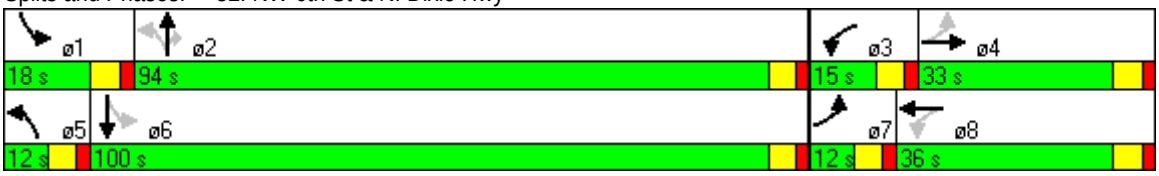


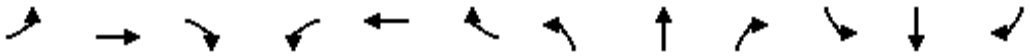
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	22	20	40	27	51	18	726	35	89	1011	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.928			0.902				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1729	0	1770	1680	0	1770	3539	1583	1770	3504	0
Flt Permitted	0.703			0.525			0.219			0.327		
Satd. Flow (perm)	1310	1729	0	978	1680	0	408	3539	1583	609	3504	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			52				37		8	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	14	23	21	43	29	54	19	772	37	95	1076	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	44	0	43	83	0	19	772	37	95	1152	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	12.0	33.0	0.0	15.0	36.0	0.0	12.0	94.0	94.0	18.0	100.0	0.0
Total Split (%)	7.5%	20.6%	0.0%	9.4%	22.5%	0.0%	7.5%	58.8%	58.8%	11.3%	62.5%	0.0%
Maximum Green (s)	6.0	27.0		9.0	30.0		6.0	88.0	88.0	12.0	94.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	11.8	7.4		17.2	13.6		122.0	117.6	117.6	127.1	123.1	
Actuated g/C Ratio	0.07	0.05		0.11	0.08		0.76	0.74	0.74	0.79	0.77	
v/c Ratio	0.12	0.44		0.30	0.44		0.05	0.30	0.03	0.18	0.43	
Control Delay	61.6	57.4		66.6	37.1		3.7	7.1	2.2	4.6	8.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.6	57.4		66.6	37.1		3.7	7.1	2.2	4.6	8.1	
LOS	E	E		E	D		A	A	A	A	A	
Approach Delay		58.4			47.2			6.8			7.8	
Approach LOS		E			D			A			A	
Queue Length 50th (ft)	13	24		41	29		3	108	2	18	224	
Queue Length 95th (ft)	35	67		79	90		m8	122	m5	38	315	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	119	309		156	357		366	2602	1174	580	2699	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.12	0.14		0.28	0.23		0.05	0.30	0.03	0.16	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 35 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 10.9		Intersection LOS: B	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

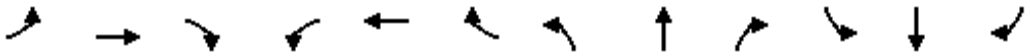
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





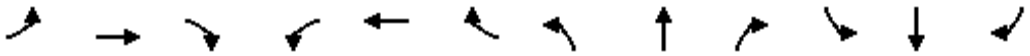
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	13	22	20	40	27	51	18	726	35	89	1011	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1729		1770	1681		1770	3539	1583	1770	3504	
Flt Permitted	0.70	1.00		0.52	1.00		0.22	1.00	1.00	0.33	1.00	
Satd. Flow (perm)	1310	1729		978	1681		408	3539	1583	609	3504	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	14	23	21	43	29	54	19	772	37	95	1076	76
RTOR Reduction (vph)	0	20	0	0	48	0	0	0	11	0	2	0
Lane Group Flow (vph)	14	24	0	43	35	0	19	772	26	95	1150	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	12.3	9.8		19.9	13.6		116.8	114.0	114.0	123.0	117.1	
Effective Green, g (s)	12.3	9.8		19.9	13.6		116.8	114.0	114.0	123.0	117.1	
Actuated g/C Ratio	0.08	0.06		0.12	0.08		0.73	0.71	0.71	0.77	0.73	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	108	106		153	143		322	2522	1128	511	2564	
v/s Ratio Prot	0.00	0.01		c0.01	c0.02		0.00	0.22		c0.01	c0.33	
v/s Ratio Perm	0.01			c0.02			0.04		0.02	0.14		
v/c Ratio	0.13	0.23		0.28	0.25		0.06	0.31	0.02	0.19	0.45	
Uniform Delay, d1	68.7	71.5		62.9	68.4		6.4	8.5	6.7	4.9	8.6	
Progression Factor	1.00	1.00		1.00	1.00		0.82	0.86	0.95	1.00	1.00	
Incremental Delay, d2	0.2	0.4		0.4	0.3		0.0	0.3	0.0	0.1	0.6	
Delay (s)	68.9	71.9		63.3	68.7		5.3	7.6	6.4	5.0	9.1	
Level of Service	E	E		E	E		A	A	A	A	A	
Approach Delay (s)		71.2			66.9			7.4			8.8	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM Average Control Delay	13.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	30	11	39	41	5	4	15	32	6	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.992			0.915			0.977	
Flt Protected		0.995			0.977			0.996			0.985	
Satd. Flow (prot)	0	1794	0	0	1805	0	0	1698	0	0	1793	0
Flt Permitted		0.995			0.977			0.996			0.985	
Satd. Flow (perm)	0	1794	0	0	1805	0	0	1698	0	0	1793	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	6	36	13	47	49	6	5	18	39	7	12	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	55	0	0	102	0	0	62	0	0	23	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

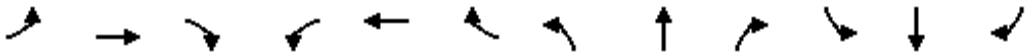
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.3%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	30	11	39	41	5	4	15	32	6	10	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	6	36	13	47	49	6	5	18	39	7	12	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	55			49			211	204	43	249	208	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	55			49			211	204	43	249	208	52
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			99	97	96	99	98	100
cM capacity (veh/h)	1549			1557			714	669	1028	647	666	1015

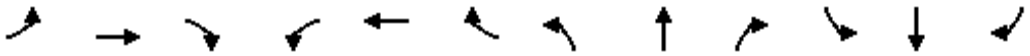
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	55	102	61	23
Volume Left	6	47	5	7
Volume Right	13	6	39	4
cSH	1549	1557	862	697
Volume to Capacity	0.00	0.03	0.07	0.03
Queue Length 95th (ft)	0	2	6	3
Control Delay (s)	0.8	3.5	9.5	10.3
Lane LOS	A	A	A	B
Approach Delay (s)	0.8	3.5	9.5	10.3
Approach LOS			A	B

Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	21.3%	ICU Level of Service	A	
Analysis Period (min)	15			



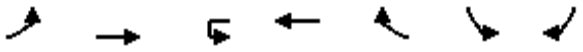
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	28	20	3	14	1	5	63	1	5	81	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.948			0.993			0.998			0.987	
Flt Protected		0.996			0.992			0.997			0.998	
Satd. Flow (prot)	0	1759	0	0	1835	0	0	1853	0	0	1835	0
Flt Permitted		0.996			0.992			0.997			0.998	
Satd. Flow (perm)	0	1759	0	0	1835	0	0	1853	0	0	1835	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	5	30	22	3	15	1	5	68	1	5	87	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	19	0	0	74	0	0	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 16.3%		ICU Level of Service A	
Analysis Period (min) 15			



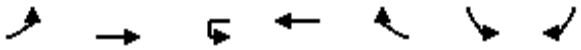
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	5	28	20	3	14	1	5	63	1	5	81	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	5	30	22	3	15	1	5	68	1	5	87	10
Approach Volume (veh/h)		57			19			74			102	
Crossing Volume (veh/h)		96			78			41			24	
High Capacity (veh/h)		1285			1302			1341			1359	
High v/c (veh/h)		0.04			0.01			0.06			0.08	
Low Capacity (veh/h)		1071			1086			1122			1138	
Low v/c (veh/h)		0.05			0.02			0.07			0.09	

Intersection Summary					
Maximum v/c High	0.08				
Maximum v/c Low	0.09				
Intersection Capacity Utilization	16.3%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	69	2154	17	2021	27	10	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Frt				0.998		0.892	
Flt Protected	0.950		0.950			0.990	
Satd. Flow (prot)	1770	5085	1770	5075	0	1645	0
Flt Permitted	0.950		0.950			0.990	
Satd. Flow (perm)	1770	5085	1770	5075	0	1645	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		678		622		394	
Travel Time (s)		18.5		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	72	2244	18	2105	28	10	40
Shared Lane Traffic (%)							
Lane Group Flow (vph)	72	2244	18	2133	0	50	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		25		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

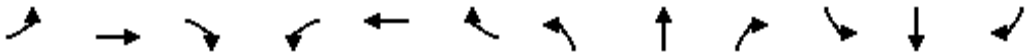
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	69	2154	17	2021	27	10	38
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	72	2244	0	2105	28	10	40
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		Raised		None			
Median storage veh)		1					
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.66	
vC, conflicting volume	2133		0			3011	716
vC1, stage 1 conf vol						2119	
vC2, stage 2 conf vol						892	
vCu, unblocked vol	2133		0			2261	716
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	71		0			84	89
cM capacity (veh/h)	251		0			65	373

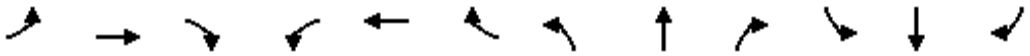
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	72	748	748	748	842	842	449	0	50
Volume Left	72	0	0	0	0	0	0	0	10
Volume Right	0	0	0	0	0	0	28	0	40
cSH	251	1700	1700	1700	1700	1700	1700	1700	187
Volume to Capacity	0.29	0.44	0.44	0.44	0.50	0.50	0.26	0.00	0.27
Queue Length 95th (ft)	29	0	0	0	0	0	0	0	26
Control Delay (s)	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.1
Lane LOS	D								D
Approach Delay (s)	0.8				0.0				31.1
Approach LOS									D

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	78	4	9	39	1	6	4	6	1	6	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.998			0.949				
Flt Protected					0.991			0.981			0.994	
Satd. Flow (prot)	0	1852	0	0	1842	0	0	1734	0	0	1852	0
Flt Permitted					0.991			0.981			0.994	
Satd. Flow (perm)	0	1852	0	0	1842	0	0	1734	0	0	1852	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Adj. Flow (vph)	1	101	5	12	51	1	8	5	8	1	8	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	107	0	0	64	0	0	21	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.1%		ICU Level of Service A	
Analysis Period (min) 15			

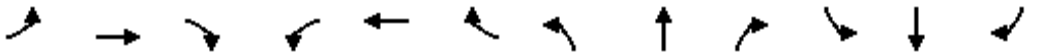


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	78	4	9	39	1	6	4	6	1	6	0
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Hourly flow rate (vph)	1	101	5	12	51	1	8	5	8	1	8	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	108	64	21	9
Volume Left (vph)	1	12	8	1
Volume Right (vph)	5	1	8	0
Hadj (s)	0.01	0.06	-0.12	0.06
Departure Headway (s)	4.0	4.1	4.2	4.4
Degree Utilization, x	0.12	0.07	0.02	0.01
Capacity (veh/h)	878	858	821	790
Control Delay (s)	7.6	7.4	7.3	7.4
Approach Delay (s)	7.6	7.4	7.3	7.4
Approach LOS	A	A	A	A

Intersection Summary			
Delay	7.5		
HCM Level of Service	A		
Intersection Capacity Utilization	18.1%	ICU Level of Service	A
Analysis Period (min)	15		

2030 Build Conditions – PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	272	1742	426	156	2186	188	462	1067	174	361	858	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	475		175	160		125	300		200	190		320
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	115		130	85		140	250		180	185		115
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198			55			87			128
Link Speed (mph)		45			35			35			35	
Link Distance (ft)		1366			594			847			973	
Travel Time (s)		20.7			11.6			16.5			19.0	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Adj. Flow (vph)	292	1873	458	168	2351	202	497	1147	187	388	923	378
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1873	458	168	2351	202	497	1147	187	388	923	378
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)		24			24			24			24	
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	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	47.0	47.0	11.0	47.0	47.0	11.0	45.0	45.0	11.0	45.0	45.0
Total Split (s)	16.0	69.0	69.0	21.0	74.0	74.0	25.0	51.0	51.0	19.0	45.0	45.0
Total Split (%)	10.0%	43.1%	43.1%	13.1%	46.3%	46.3%	15.6%	31.9%	31.9%	11.9%	28.1%	28.1%
Maximum Green (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		5.0	5.0		5.0	5.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		34.0	34.0		34.0	34.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.42	0.42	0.12	0.28	0.28	0.08	0.24	0.24
v/c Ratio	1.36	0.94	0.62	1.01	1.09	0.29	1.22	1.15	0.37	1.39	1.07	0.78
Control Delay	238.7	45.6	17.9	136.6	88.7	24.5	174.6	130.4	26.3	246.7	97.9	43.8
Queue Delay	0.0	0.0	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	238.7	45.6	17.9	136.6	134.2	24.5	174.6	130.4	26.3	246.7	97.9	43.8
LOS	F	D	B	F	F	C	F	F	C	F	F	D
Approach Delay		62.3			126.2			131.8			120.0	
Approach LOS		E			F			F			F	
Queue Length 50th (ft)	~211	672	114	~177	~1000	97	~327	~740	82	~285	~550	160
Queue Length 95th (ft)	#313	690	169	m#297	#1087	m99	#446	#881	158	m#351	m#676	m216
Internal Link Dist (ft)		1286			514			767			893	
Turn Bay Length (ft)	475		175	160		125	300		200	190		320
Base Capacity (vph)	215	2002	743	166	2150	704	408	995	508	279	863	483
Starvation Cap Reductn	0	0	0	0	186	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.36	0.94	0.62	1.01	1.20	0.29	1.22	1.15	0.37	1.39	1.07	0.78

Intersection Summary

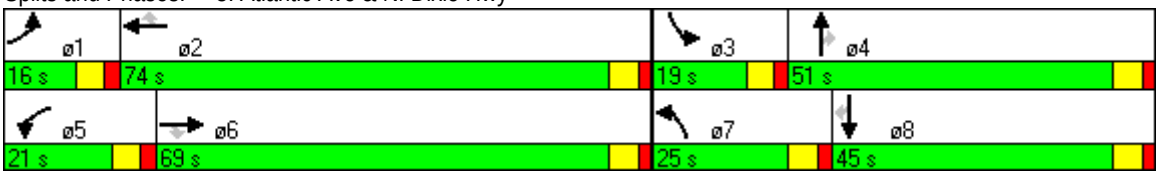
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 72 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.39
Intersection Signal Delay: 107.2 Intersection LOS: F
Intersection Capacity Utilization 109.8% ICU Level of Service H
Analysis Period (min) 15

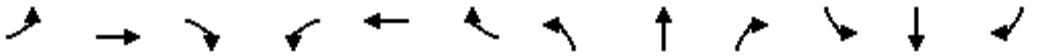
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Atlantic Ave & N. Dixie Hwy

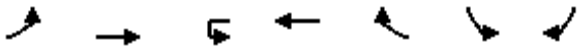




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	272	1742	426	156	2186	188	462	1067	174	361	858	352
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5058	1583	3433	3539	1583	3433	3539	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	292	1873	458	168	2351	202	497	1147	187	388	923	378
RTOR Reduction (vph)	0	0	120	0	0	32	0	0	63	0	0	97
Lane Group Flow (vph)	292	1873	338	168	2351	170	497	1147	124	388	923	281
Bus Blockages (#/hr)	0	0	0	0	4	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Effective Green, g (s)	10.0	63.0	63.0	15.0	68.0	68.0	19.0	45.0	45.0	13.0	39.0	39.0
Actuated g/C Ratio	0.06	0.39	0.39	0.09	0.42	0.42	0.12	0.28	0.28	0.08	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.5	2.5	1.5	2.5	2.5
Lane Grp Cap (vph)	215	2002	623	166	2150	673	408	995	445	279	863	386
v/s Ratio Prot	0.09	0.37		c0.09	c0.46		c0.14	c0.32		0.11	0.26	
v/s Ratio Perm			0.21			0.11			0.08			0.18
v/c Ratio	1.36	0.94	0.54	1.01	1.09	0.25	1.22	1.15	0.28	1.39	1.07	0.73
Uniform Delay, d1	75.0	46.6	37.4	72.5	46.0	29.6	70.5	57.5	44.9	73.5	60.5	55.6
Progression Factor	1.09	0.80	0.70	1.14	0.95	1.10	1.00	1.00	1.00	1.25	0.96	0.99
Incremental Delay, d2	183.3	8.1	2.7	58.8	47.6	0.6	118.6	80.4	0.3	187.4	43.6	3.5
Delay (s)	264.7	45.4	28.8	141.3	91.3	33.2	189.1	137.9	45.1	278.9	102.0	58.6
Level of Service	F	D	C	F	F	C	F	F	D	F	F	E
Approach Delay (s)		66.9			90.1			142.3			132.9	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	102.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	109.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	463	2267	36	2866	124	99	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	1		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.045		0.060			0.950	
Satd. Flow (perm)	84	5085	112	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		295
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	493	2412	38	3049	132	105	543
Shared Lane Traffic (%)							
Lane Group Flow (vph)	493	2412	38	3049	132	105	543
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Detector Phase	1	6	2	2	2	8	8
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	6.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	36.0
Total Split (s)	36.0	124.0	88.0	88.0	88.0	36.0	36.0
Total Split (%)	22.5%	77.5%	55.0%	55.0%	55.0%	22.5%	22.5%
Maximum Green (s)	30.5	118.5	82.5	82.5	82.5	30.0	30.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lead/Lag	Lead		Lag	Lag	Lag		
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	5.0
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	25.0

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	0
Act Effct Green (s)	118.5	118.5	82.5	82.5	82.5	30.0	30.0
Actuated g/C Ratio	0.74	0.74	0.52	0.52	0.52	0.19	0.19
v/c Ratio	1.28	0.64	0.66	1.16	0.16	0.32	1.01
Control Delay	188.4	11.2	22.5	93.6	2.1	55.9	66.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	188.4	11.2	22.5	93.6	2.1	55.9	66.6
LOS	F	B	C	F	A	E	E
Approach Delay		41.3		89.0		64.8	
Approach LOS		D		F		E	
Queue Length 50th (ft)	~605	415	16	~1373	7	93	~332
Queue Length 95th (ft)	#837	450	m14	m#1160	m6	156	#562
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	384	3766	58	2622	832	332	537
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	1.28	0.64	0.66	1.16	0.16	0.32	1.01

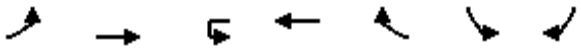
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 98 (61%), Referenced to phase 2:WBTU and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay: 66.2		Intersection LOS: E	
Intersection Capacity Utilization 100.7%		ICU Level of Service G	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

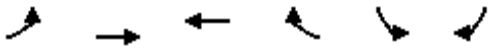
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



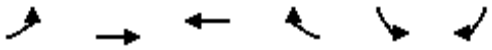
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	463	2267	36	2866	124	99	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	5085	1770	5085	1583	1770	1583
Flt Permitted	0.05	1.00	0.06	1.00	1.00	0.95	1.00
Satd. Flow (perm)	85	5085	112	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	493	2412	38	3049	132	105	543
RTOR Reduction (vph)	0	0	0	0	16	0	240
Lane Group Flow (vph)	493	2412	38	3049	116	105	303
Turn Type	pm+pt		Perm		Perm		Perm
Protected Phases	1	6		2		8	
Permitted Phases	6		2		2		8
Actuated Green, G (s)	118.5	118.5	82.5	82.5	82.5	30.0	30.0
Effective Green, g (s)	118.5	118.5	82.5	82.5	82.5	30.0	30.0
Actuated g/C Ratio	0.74	0.74	0.52	0.52	0.52	0.19	0.19
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	2.0
Lane Grp Cap (vph)	384	3766	58	2622	816	332	297
v/s Ratio Prot	c0.24	0.47		0.60		0.06	
v/s Ratio Perm	c0.71		0.34		0.07		c0.19
v/c Ratio	1.28	0.64	0.66	1.16	0.14	0.32	1.02
Uniform Delay, d1	57.6	10.2	28.3	38.8	20.3	56.1	65.0
Progression Factor	1.00	1.00	0.39	0.44	0.14	0.94	0.86
Incremental Delay, d2	146.3	0.8	5.1	73.7	0.0	0.2	57.6
Delay (s)	203.9	11.1	16.3	90.8	2.8	53.1	113.3
Level of Service	F	B	B	F	A	D	F
Approach Delay (s)		43.8		86.4		103.6	
Approach LOS		D		F		F	

Intersection Summary			
HCM Average Control Delay	69.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	0	2687	2843	50	0	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.997			0.865
Flt Protected						
Satd. Flow (prot)	0	5085	5070	0	0	1611
Flt Permitted						
Satd. Flow (perm)	0	5085	5070	0	0	1611
Link Speed (mph)		45	45		25	
Link Distance (ft)		503	325		947	
Travel Time (s)		7.6	4.9		25.8	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	2859	3024	53	0	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	2859	3077	0	0	178
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

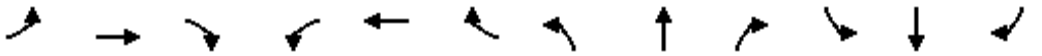
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.0%		ICU Level of Service D	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	2687	2843	50	0	167
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	2859	3024	53	0	178
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)			325			
pX, platoon unblocked	0.49				0.49	0.49
vC, conflicting volume	3078				4004	1035
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1593				3486	0
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	67
cM capacity (veh/h)	199				2	531

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	SB 1
Volume Total	953	953	953	1210	1210	658	178
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	53	178
cSH	1700	1700	1700	1700	1700	1700	531
Volume to Capacity	0.56	0.56	0.56	0.71	0.71	0.39	0.33
Queue Length 95th (ft)	0	0	0	0	0	0	37
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	15.2
Lane LOS							C
Approach Delay (s)	0.0			0.0			15.2
Approach LOS							C

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

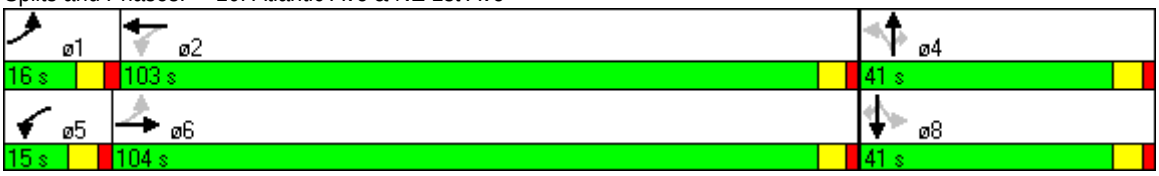


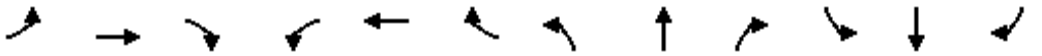
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	2515	23	52	2751	36	43	23	37	17	18	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	155		0	130		0	0		0	100		200
Storage Lanes	1		0	1		0	0		1	1		1
Taper Length (ft)	50		25	80		25	25		25	40		25
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.998				0.850			0.850
Flt Protected	0.950			0.950				0.968		0.950		
Satd. Flow (prot)	1770	5080	0	1770	5075	0	0	1803	1583	1770	1863	1583
Flt Permitted	0.032			0.033				0.790		0.711		
Satd. Flow (perm)	60	5080	0	61	5075	0	0	1472	1583	1324	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			2				39			94
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		594			570			776			666	
Travel Time (s)		11.6			11.1			21.2			18.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2676	24	55	2927	38	46	24	39	18	19	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	2700	0	55	2965	0	0	70	39	18	19	127
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	4.0	12.0		4.0	12.0		6.0	6.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	29.0		10.0	29.0		41.0	41.0	41.0	41.0	41.0	41.0
Total Split (s)	16.0	104.0	0.0	15.0	103.0	0.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	10.0%	65.0%	0.0%	9.4%	64.4%	0.0%	25.6%	25.6%	25.6%	25.6%	25.6%	25.6%
Maximum Green (s)	10.0	98.0		9.0	97.0		35.0	35.0	35.0	35.0	35.0	35.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	2.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Walk Time (s)		7.0			7.0		5.0	5.0	5.0	5.0	5.0	5.0
Flash Dont Walk (s)		16.0			16.0		30.0	30.0	30.0	30.0	30.0	30.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	0
Act Effct Green (s)	135.8	126.8		124.8	119.4			11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.85	0.79		0.78	0.75			0.07	0.07	0.07	0.07	0.07
v/c Ratio	0.70	0.67		0.52	0.78			0.64	0.25	0.18	0.14	0.62
Control Delay	60.1	3.7		35.0	6.3			96.7	22.2	71.6	69.2	35.3
Queue Delay	0.0	0.3		0.0	69.6			0.0	0.0	0.0	0.0	0.1
Total Delay	60.1	4.0		35.0	75.9			96.7	22.2	71.6	69.2	35.3
LOS	E	A		C	E			F	C	E	E	D
Approach Delay		6.3			75.2			70.0			43.2	
Approach LOS		A			E			E			D	
Queue Length 50th (ft)	88	80		18	146			73	0	18	19	33
Queue Length 95th (ft)	m104	m99		m23	m342			126	39	45	47	104
Internal Link Dist (ft)		514			490			696			586	
Turn Bay Length (ft)	155			130						100		200
Base Capacity (vph)	180	4026		145	3789			322	377	290	408	420
Starvation Cap Reductn	0	324		0	213			0	0	0	0	0
Spillback Cap Reductn	0	537		0	1216			0	4	0	0	22
Storage Cap Reductn	0	0		0	0			0	0	0	0	0
Reduced v/c Ratio	0.65	0.77		0.38	1.15			0.22	0.10	0.06	0.05	0.32

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 68 (43%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 42.5		Intersection LOS: D	
Intersection Capacity Utilization 85.3%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

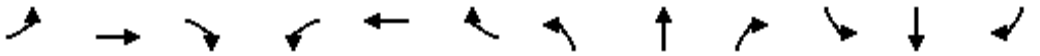
Splits and Phases: 10: Atlantic Ave & NE 1st Ave





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	2515	23	52	2751	36	43	23	37	17	18	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5079		1770	5076			1803	1583	1770	1863	1583
Flt Permitted	0.03	1.00		0.03	1.00			0.79	1.00	0.71	1.00	1.00
Satd. Flow (perm)	59	5079		62	5076			1472	1583	1325	1863	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	117	2676	24	55	2927	38	46	24	39	18	19	127
RTOR Reduction (vph)	0	0	0	0	1	0	0	0	36	0	0	87
Lane Group Flow (vph)	117	2700	0	55	2964	0	0	70	3	18	19	40
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		8
Actuated Green, G (s)	136.2	125.6		124.1	119.5			11.8	11.8	11.8	11.8	11.8
Effective Green, g (s)	136.2	125.6		124.1	119.5			11.8	11.8	11.8	11.8	11.8
Actuated g/C Ratio	0.85	0.78		0.78	0.75			0.07	0.07	0.07	0.07	0.07
Clearance Time (s)	6.0	6.0		6.0	6.0			6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0			2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	165	3987		97	3791			109	117	98	137	117
v/s Ratio Prot	c0.05	c0.53		0.02	c0.58						0.01	
v/s Ratio Perm	0.55			0.42				c0.05	0.00	0.01		0.03
v/c Ratio	0.71	0.68		0.57	0.78			0.64	0.02	0.18	0.14	0.34
Uniform Delay, d1	49.1	7.9		12.4	12.3			72.0	68.8	69.6	69.3	70.4
Progression Factor	1.29	0.38		1.19	0.40			1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.5		2.1	0.8			9.3	0.0	0.3	0.2	0.6
Delay (s)	68.9	3.5		16.8	5.7			81.4	68.8	69.9	69.5	71.0
Level of Service	E	A		B	A			F	E	E	E	E
Approach Delay (s)		6.2			5.9			76.9			70.7	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM Average Control Delay	9.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



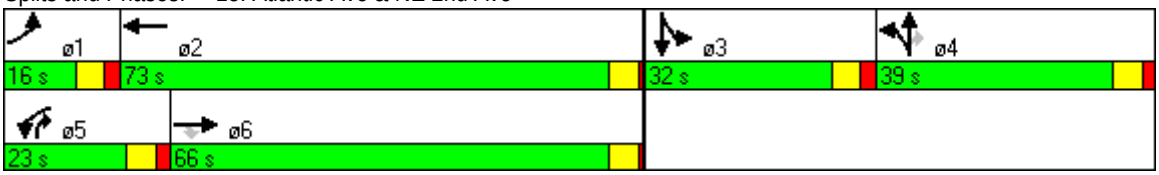
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1973	471	333	1958	48	546	229	570	47	265	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	1		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.996				0.850		0.969	
Flt Protected	0.950			0.950			0.950	0.980		0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	1681	1734	1583	1770	3430	0
Flt Permitted	0.950			0.950			0.950	0.980		0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	1681	1734	1583	1770	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189		3				219		17	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	58	2122	506	358	2105	52	587	246	613	51	285	74
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	58	2122	506	358	2157	0	411	422	613	51	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			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	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Detector Phase	1	6	6	5	2		4	4	5	3	3	
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		6.0	6.0	5.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	34.0	11.0	34.0		43.0	43.0	11.0	49.0	49.0	
Total Split (s)	16.0	66.0	66.0	23.0	73.0	0.0	39.0	39.0	23.0	32.0	32.0	0.0
Total Split (%)	10.0%	41.3%	41.3%	14.4%	45.6%	0.0%	24.4%	24.4%	14.4%	20.0%	20.0%	0.0%
Maximum Green (s)	10.0	61.0	61.0	17.0	68.0		33.0	33.0	17.0	26.0	26.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	1.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	5.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lag	Lag	Lead	Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0		7.0	7.0	

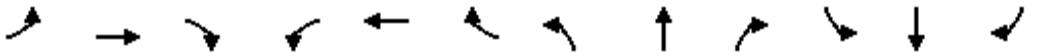
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	22.0		22.0		30.0	30.0		36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0		0	0	
Act Effct Green (s)	8.3	61.0	61.0	17.0	71.9		38.6	38.6	61.6	20.4	20.4	
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.45		0.24	0.24	0.38	0.13	0.13	
v/c Ratio	0.63	1.09	0.70	0.98	0.95		1.01	1.01	0.82	0.23	0.79	
Control Delay	111.8	79.7	15.2	112.5	52.8		106.6	104.9	38.7	63.7	77.4	
Queue Delay	0.0	39.0	1.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	111.8	118.6	17.2	112.5	52.8		106.6	104.9	38.7	63.7	77.4	
LOS	F	F	B	F	D		F	F	D	E	E	
Approach Delay		99.4			61.3			77.3			75.7	
Approach LOS		F			E			E			E	
Queue Length 50th (ft)	64	~898	73	195	814		~467	~475	398	49	186	
Queue Length 95th (ft)	m98	#991	149	#304	#947		#772	#787	#659	90	236	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	111	1939	720	365	2271		405	418	744	288	572	
Starvation Cap Reductn	0	146	100	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.52	1.18	0.82	0.98	0.95		1.01	1.01	0.82	0.18	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 97.5% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

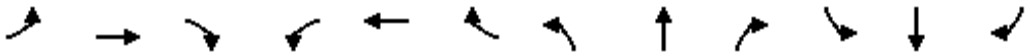




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1973	471	333	1958	48	546	229	570	47	265	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.95	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5053		1681	1733	1583	1770	3430	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5053		1681	1733	1583	1770	3430	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	58	2122	506	358	2105	52	587	246	613	51	285	74
RTOR Reduction (vph)	0	0	117	0	2	0	0	0	143	0	15	0
Lane Group Flow (vph)	58	2122	389	358	2155	0	411	422	470	51	344	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Split		pm+ov	Split		
Protected Phases	1	6		5	2		4	4	5	3	3	
Permitted Phases			6						4			
Actuated Green, G (s)	7.3	61.0	61.0	17.0	70.7		38.6	38.6	55.6	20.4	20.4	
Effective Green, g (s)	7.3	61.0	61.0	17.0	70.7		38.6	38.6	55.6	20.4	20.4	
Actuated g/C Ratio	0.05	0.38	0.38	0.11	0.44		0.24	0.24	0.35	0.13	0.13	
Clearance Time (s)	6.0	5.0	5.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		2.0	2.0	1.5	2.0	2.0	
Lane Grp Cap (vph)	81	1939	604	365	2233		406	418	609	226	437	
v/s Ratio Prot	0.03	c0.42		c0.10	c0.43		c0.24	0.24	0.08	0.03	c0.10	
v/s Ratio Perm			0.25						0.21			
v/c Ratio	0.72	1.09	0.64	0.98	0.97		1.01	1.01	0.77	0.23	0.79	
Uniform Delay, d1	75.3	49.5	40.6	71.3	43.5		60.7	60.7	46.5	62.7	67.7	
Progression Factor	1.21	0.62	0.43	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	17.0	49.4	3.9	41.7	12.5		47.8	46.4	5.5	0.2	8.4	
Delay (s)	108.2	79.8	21.3	113.0	55.9		108.5	107.1	52.1	62.9	76.1	
Level of Service	F	E	C	F	E		F	F	D	E	E	
Approach Delay (s)		69.4			64.0			84.2			74.5	
Approach LOS		E			E			F			E	

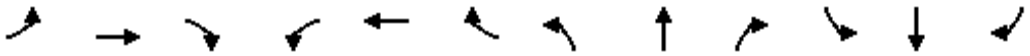
Intersection Summary			
HCM Average Control Delay	70.8	HCM Level of Service	E
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	218	66	1	139	4	92	27	15	4	20	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.971			0.997			0.985			0.923	
Flt Protected		0.996						0.967			0.997	
Satd. Flow (prot)	0	1801	0	0	1857	0	0	1774	0	0	1714	0
Flt Permitted		0.996						0.967			0.997	
Satd. Flow (perm)	0	1801	0	0	1857	0	0	1774	0	0	1714	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		228			537			282			364	
Travel Time (s)		6.2			14.6			7.7			9.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	30	245	74	1	156	4	103	30	17	4	22	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	349	0	0	161	0	0	150	0	0	61	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

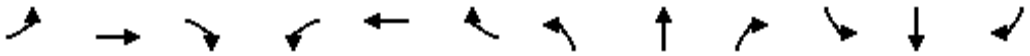
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	27	218	66	1	139	4	92	27	15	4	20	31
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	30	245	74	1	156	4	103	30	17	4	22	35

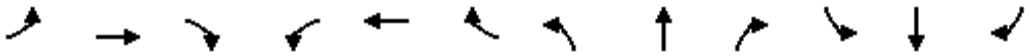
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	349	162	151	62
Volume Left (vph)	30	1	103	4
Volume Right (vph)	74	4	17	35
Hadj (s)	-0.08	0.02	0.10	-0.29
Departure Headway (s)	4.6	4.9	5.3	5.1
Degree Utilization, x	0.45	0.22	0.22	0.09
Capacity (veh/h)	742	681	617	620
Control Delay (s)	11.3	9.3	9.8	8.6
Approach Delay (s)	11.3	9.3	9.8	8.6
Approach LOS	B	A	A	A

Intersection Summary				
Delay	10.3			
HCM Level of Service	B			
Intersection Capacity Utilization	48.7%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	138	72	12	45	1	76	54	9	5	56	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.956			0.998			0.991			0.982	
Flt Protected		0.997			0.990			0.973			0.997	
Satd. Flow (prot)	0	1775	0	0	1840	0	0	1796	0	0	1824	0
Flt Permitted		0.997			0.990			0.973			0.997	
Satd. Flow (perm)	0	1775	0	0	1840	0	0	1796	0	0	1824	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		537			311			639			341	
Travel Time (s)		14.6			8.5			17.4			9.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	13	148	77	13	48	1	82	58	10	5	60	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	238	0	0	62	0	0	150	0	0	75	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

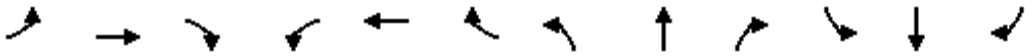
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	12	138	72	12	45	1	76	54	9	5	56	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	13	148	77	13	48	1	82	58	10	5	60	10

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	239	62	149	75
Volume Left (vph)	13	13	82	5
Volume Right (vph)	77	1	10	10
Hadj (s)	-0.15	0.07	0.10	-0.03
Departure Headway (s)	4.4	4.8	4.8	4.8
Degree Utilization, x	0.29	0.08	0.20	0.10
Capacity (veh/h)	774	695	703	694
Control Delay (s)	9.2	8.2	9.0	8.3
Approach Delay (s)	9.2	8.2	9.0	8.3
Approach LOS	A	A	A	A

Intersection Summary				
Delay	8.9			
HCM Level of Service	A			
Intersection Capacity Utilization	34.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	217	394	42	222	59	265	933	99	99	1112	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.969				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.155			0.556			0.053			0.246		
Satd. Flow (perm)	289	1863	1583	1036	1805	0	99	3539	1583	458	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			250		7				94		14	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	198	233	424	45	239	63	285	1003	106	106	1196	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	233	424	45	302	0	285	1003	106	106	1380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	4	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	6.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	34.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	45.0	45.0	12.0	37.0	0.0	27.0	89.0	89.0	14.0	76.0	0.0
Total Split (%)	12.5%	28.1%	28.1%	7.5%	23.1%	0.0%	16.9%	55.6%	55.6%	8.8%	47.5%	0.0%
Maximum Green (s)	14.0	39.0	39.0	6.0	31.0		21.0	83.0	83.0	8.0	70.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0	5.0		5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0	23.0		15.0			17.0	17.0		17.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0	0		0			0	0		0	
Act Effct Green (s)	48.7	39.1	39.1	34.3	28.7		99.3	86.1	86.1	77.7	70.5	
Actuated g/C Ratio	0.30	0.24	0.24	0.21	0.18		0.62	0.54	0.54	0.49	0.44	
v/c Ratio	0.91	0.51	0.74	0.18	0.92		0.95	0.53	0.12	0.38	0.90	
Control Delay	95.2	56.2	29.9	41.1	94.6		76.2	18.4	4.4	18.0	44.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	95.2	56.2	29.9	41.1	94.6		76.2	18.4	4.4	18.0	44.3	
LOS	F	E	C	D	F		E	B	A	B	D	
Approach Delay		52.2			87.7			29.1			42.5	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	146	213	134	33	302		~288	180	7	37	702	
Queue Length 95th (ft)	#295	256	250	65	#464		m249	m159	m6	82	504	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	218	462	581	252	355		300	1904	895	290	1535	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.91	0.50	0.73	0.18	0.85		0.95	0.53	0.12	0.37	0.90	

Intersection Summary

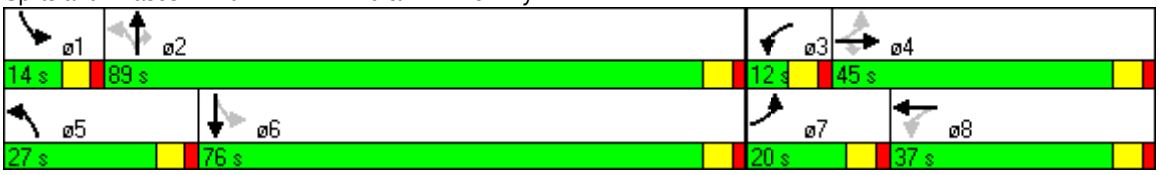
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 152 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 43.8 Intersection LOS: D
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15

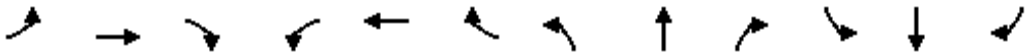
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

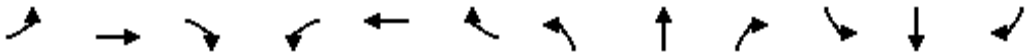
Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





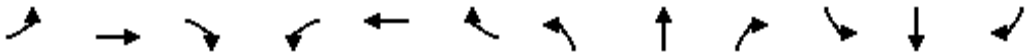
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	217	394	42	222	59	265	933	99	99	1112	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1804		1770	3539	1583	1770	3468	
Flt Permitted	0.16	1.00	1.00	0.56	1.00		0.05	1.00	1.00	0.25	1.00	
Satd. Flow (perm)	289	1863	1583	1037	1804		99	3539	1583	459	3468	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	198	233	424	45	239	63	285	1003	106	106	1196	184
RTOR Reduction (vph)	0	0	189	0	6	0	0	0	44	0	8	0
Lane Group Flow (vph)	198	233	235	45	296	0	285	1003	62	106	1372	0
Turn Type	pm+pt		Perm	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	49.9	39.1	39.1	34.7	29.9		98.1	84.9	84.9	76.5	69.3	
Effective Green, g (s)	49.9	39.1	39.1	34.7	29.9		98.1	84.9	84.9	76.5	69.3	
Actuated g/C Ratio	0.31	0.24	0.24	0.22	0.19		0.61	0.53	0.53	0.48	0.43	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	2.0	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	220	455	387	247	337		299	1878	840	278	1502	
v/s Ratio Prot	c0.08	0.13		0.01	0.16		c0.14	0.28		0.02	0.40	
v/s Ratio Perm	c0.20		0.15	0.03			c0.45		0.04	0.16		
v/c Ratio	0.90	0.51	0.61	0.18	0.88		0.95	0.53	0.07	0.38	0.91	
Uniform Delay, d1	45.3	52.2	53.6	50.4	63.3		55.0	24.6	18.3	23.5	42.5	
Progression Factor	1.25	0.99	0.98	1.00	1.00		1.48	0.74	0.96	0.98	0.87	
Incremental Delay, d2	33.4	0.4	1.8	0.1	21.4		7.4	0.1	0.0	0.3	9.5	
Delay (s)	90.1	51.9	54.3	50.5	84.7		89.0	18.4	17.6	23.4	46.5	
Level of Service	F	D	D	D	F		F	B	B	C	D	
Approach Delay (s)		61.9			80.2			32.8			44.8	
Approach LOS		E			F			C			D	

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	87	16	1	45	0	8	12	3	0	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.979						0.981			0.981	
Flt Protected					0.999			0.983				
Satd. Flow (prot)	0	1824	0	0	1861	0	0	1796	0	0	1827	0
Flt Permitted					0.999			0.983				
Satd. Flow (perm)	0	1824	0	0	1861	0	0	1796	0	0	1827	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			514			553			347	
Travel Time (s)		8.5			14.0			15.1			9.5	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Adj. Flow (vph)	1	110	20	1	57	0	10	15	4	0	6	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	58	0	0	29	0	0	7	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.6%		ICU Level of Service A	
Analysis Period (min) 15			



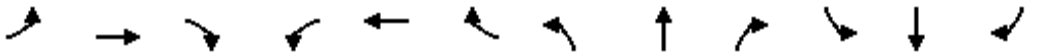
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	87	16	1	45	0	8	12	3	0	5	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Hourly flow rate (vph)	1	110	20	1	57	0	10	15	4	0	6	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	57			130			187	182	120	194	192	57
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			130			187	182	120	194	192	57
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			99	98	100	100	99	100
cM capacity (veh/h)	1547			1455			767	711	931	749	701	1009

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	132	58	29	8
Volume Left	1	1	10	0
Volume Right	20	0	4	1
cSH	1547	1455	753	739
Volume to Capacity	0.00	0.00	0.04	0.01
Queue Length 95th (ft)	0	0	3	1
Control Delay (s)	0.1	0.2	10.0	9.9
Lane LOS	A	A	A	A
Approach Delay (s)	0.1	0.2	10.0	9.9
Approach LOS			A	A

Intersection Summary				
Average Delay	1.7			
Intersection Capacity Utilization	20.6%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	309	70	5	268	12	46	9	18	9	9	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		95
Storage Lanes	0		0	0		0	0		0	1		1
Taper Length (ft)	25		25	25		25	25		25	25		50
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		0.976			0.994			0.967				0.850
Flt Protected		0.999			0.999			0.969		0.950		
Satd. Flow (prot)	0	1816	0	0	1850	0	0	1745	0	1770	1863	1583
Flt Permitted		0.999			0.999			0.969		0.950		
Satd. Flow (perm)	0	1816	0	0	1850	0	0	1745	0	1770	1863	1583
Link Speed (mph)		25			25			25			35	
Link Distance (ft)		187			228			394			477	
Travel Time (s)		5.1			6.2			10.7			9.3	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	10	351	80	6	305	14	52	10	20	10	10	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	441	0	0	325	0	0	82	0	10	10	41
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			0			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

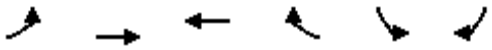
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	309	70	5	268	12	46	9	18	9	9	36
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	10	351	80	6	305	14	52	10	20	10	10	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												4
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		187										
pX, platoon unblocked				0.86			0.86	0.86	0.86	0.86	0.86	
vC, conflicting volume	318			431			760	741	391	760	774	311
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			258			640	618	212	640	657	311
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			83	97	97	97	97	94
cM capacity (veh/h)	1242			1125			305	344	713	314	327	729

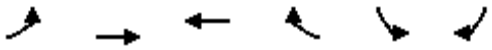
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	SB 2
Volume Total	441	324	83	10	51
Volume Left	10	6	52	10	0
Volume Right	80	14	20	0	41
cSH	1242	1125	361	314	911
Volume to Capacity	0.01	0.01	0.23	0.03	0.06
Queue Length 95th (ft)	1	0	22	3	4
Control Delay (s)	0.3	0.2	17.9	16.8	11.5
Lane LOS	A	A	C	C	B
Approach Delay (s)	0.3	0.2	17.9	12.4	
Approach LOS			C	B	

Intersection Summary				
Average Delay	2.7			
Intersection Capacity Utilization	42.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	136	2263	2322	16	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	145			0	0	0
Storage Lanes	1			0	0	1
Taper Length (ft)	120			25	25	25
Lane Util. Factor	1.00	0.91	0.91	0.91	1.00	1.00
Frt			0.999			0.865
Flt Protected	0.950					
Satd. Flow (prot)	1770	5085	5080	0	0	1611
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	5080	0	0	1611
Link Speed (mph)		35	35		25	
Link Distance (ft)		622	748		691	
Travel Time (s)		12.1	14.6		18.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	139	2309	2369	16	0	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	2309	2385	0	0	41
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

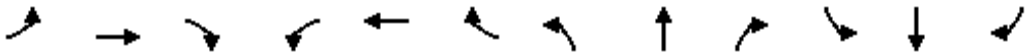
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	136	2263	2322	16	0	40
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	139	2309	2369	16	0	41
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1300				
pX, platoon unblocked					0.66	
vC, conflicting volume	2386				3425	798
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2386				2879	798
tC, single (s)	4.1				6.8	6.9
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	30				100	88
cM capacity (veh/h)	199				3	329

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	SB 1
Volume Total	139	770	770	770	948	948	490	41
Volume Left	139	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	16	41
cSH	199	1700	1700	1700	1700	1700	1700	329
Volume to Capacity	0.70	0.45	0.45	0.45	0.56	0.56	0.29	0.12
Queue Length 95th (ft)	109	0	0	0	0	0	0	11
Control Delay (s)	56.4	0.0	0.0	0.0	0.0	0.0	0.0	17.5
Lane LOS	F							C
Approach Delay (s)	3.2				0.0			17.5
Approach LOS								C

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		

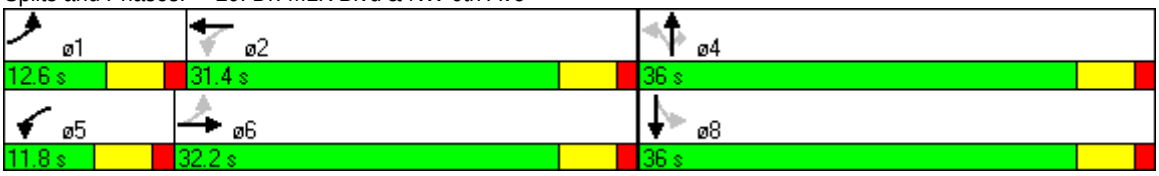


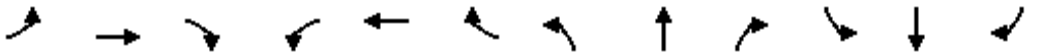
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	567	64	104	625	26	148	221	131	18	141	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	80		0	220		220	0		0
Storage Lanes	1		0	1		0	1		1	0		0
Taper Length (ft)	70		25	40		25	70		70	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.994				0.850		0.946	
Flt Protected	0.950			0.950			0.950				0.997	
Satd. Flow (prot)	1770	3486	0	1770	3518	0	1770	1863	1583	0	1757	0
Flt Permitted	0.333			0.348			0.390				0.964	
Satd. Flow (perm)	620	3486	0	648	3518	0	726	1863	1583	0	1699	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5				142		48	
Link Speed (mph)		35			35			30			25	
Link Distance (ft)		331			1635			947			453	
Travel Time (s)		6.4			31.9			21.5			12.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	616	70	113	679	28	161	240	142	20	153	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	686	0	113	707	0	161	240	142	0	288	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Detector Phase	1	6		5	2		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	9.5	30.5		9.5	30.5		35.5	35.5	35.5	35.5	35.5	
Total Split (s)	12.6	32.2	0.0	11.8	31.4	0.0	36.0	36.0	36.0	36.0	36.0	0.0
Total Split (%)	15.8%	40.3%	0.0%	14.8%	39.3%	0.0%	45.0%	45.0%	45.0%	45.0%	45.0%	0.0%
Maximum Green (s)	7.1	26.7		6.3	25.9		30.5	30.5	30.5	30.5	30.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5	1.5	1.5	1.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	4.0	5.5	5.5	4.0	5.5	5.5	5.5	5.5	5.5	4.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0			7.0		7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)		18.0			18.0		23.0	23.0	23.0	23.0	23.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	46.7	41.0		46.1	40.8		18.2	18.2	18.2		18.2	
Actuated g/C Ratio	0.58	0.51		0.58	0.51		0.23	0.23	0.23		0.23	
v/c Ratio	0.27	0.38		0.25	0.39		0.98	0.57	0.30		0.68	
Control Delay	9.3	15.0		5.5	10.6		52.3	19.0	4.2		30.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay	9.3	15.0		5.5	10.6		52.3	19.0	4.2		30.4	
LOS	A	B		A	B		D	B	A		C	
Approach Delay		14.1			9.9			25.0			30.4	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)	21	104		22	113		133	92	22		110	
Queue Length 95th (ft)	58	198		m23	m184		m124	m145	m45		160	
Internal Link Dist (ft)		251			1555			867			373	
Turn Bay Length (ft)	95			80			220		220			
Base Capacity (vph)	476	1795		474	1795		277	710	691		677	
Starvation Cap Reductn	0	0		0	0		0	0	0		0	
Spillback Cap Reductn	0	0		0	0		0	0	0		0	
Storage Cap Reductn	0	0		0	0		0	0	0		0	
Reduced v/c Ratio	0.26	0.38		0.24	0.39		0.58	0.34	0.21		0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 73 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 69.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

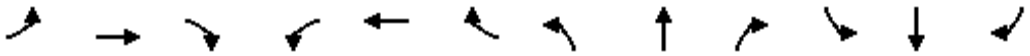
Splits and Phases: 29: Dr. MLK Blvd & NW 6th Ave





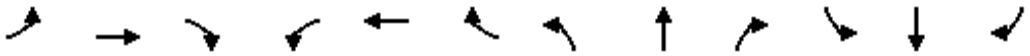
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	567	64	104	625	26	148	221	131	18	141	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00		1.00	
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85		0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00		1.00	
Satd. Flow (prot)	1770	3485		1770	3518		1770	1863	1583		1756	
Flt Permitted	0.33	1.00		0.35	1.00		0.39	1.00	1.00		0.96	
Satd. Flow (perm)	620	3485		648	3518		727	1863	1583		1699	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	125	616	70	113	679	28	161	240	142	20	153	115
RTOR Reduction (vph)	0	8	0	0	3	0	0	0	110	0	37	0
Lane Group Flow (vph)	125	678	0	113	704	0	161	240	32	0	251	0
Turn Type	pm+pt			pm+pt			Perm		Perm	Perm		
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6			2			4		4	8		
Actuated Green, G (s)	45.5	39.9		45.1	39.7		18.2	18.2	18.2		18.2	
Effective Green, g (s)	45.5	39.9		45.1	39.7		18.2	18.2	18.2		18.2	
Actuated g/C Ratio	0.57	0.50		0.56	0.50		0.23	0.23	0.23		0.23	
Clearance Time (s)	5.5	5.5		5.5	5.5		5.5	5.5	5.5		5.5	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		2.0	2.0	2.0		2.0	
Lane Grp Cap (vph)	433	1738		441	1746		165	424	360		387	
v/s Ratio Prot	c0.02	0.19		0.02	c0.20			0.13				
v/s Ratio Perm	0.14			0.13			c0.22		0.02		0.15	
v/c Ratio	0.29	0.39		0.26	0.40		0.98	0.57	0.09		0.65	
Uniform Delay, d1	8.2	12.5		8.3	12.7		30.7	27.4	24.4		28.0	
Progression Factor	1.00	1.00		0.64	0.71		1.24	0.71	1.48		1.00	
Incremental Delay, d2	0.1	0.7		0.1	0.4		15.5	0.1	0.0		2.8	
Delay (s)	8.3	13.1		5.4	9.5		53.4	19.4	36.2		30.8	
Level of Service	A	B		A	A		D	B	D		C	
Approach Delay (s)		12.4			8.9			33.9			30.8	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	58	652	70	80	786	53	18	13	26	22	33	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	70		0	100		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	100		25	80		25	25		25	25		25
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.991			0.938			0.940	
Flt Protected	0.950			0.950				0.985			0.989	
Satd. Flow (prot)	1770	3476	0	1770	3507	0	0	1721	0	0	1732	0
Flt Permitted	0.950			0.950				0.985			0.989	
Satd. Flow (perm)	1770	3476	0	1770	3507	0	0	1721	0	0	1732	0
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		681			331			947			948	
Travel Time (s)		13.3			6.4			25.8			25.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	2	0	0	0	0	0	0	0	0	0	0
Adj. Flow (vph)	62	701	75	86	845	57	19	14	28	24	35	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	776	0	86	902	0	0	61	0	0	106	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.01	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

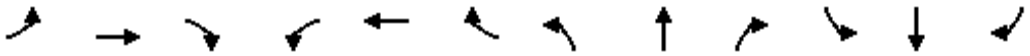
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.5%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	58	652	70	80	786	53	18	13	26	22	33	44
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	62	701	75	86	845	57	19	14	28	24	35	47
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			None							
Median storage veh)		1										
Upstream signal (ft)					331							
pX, platoon unblocked	0.89						0.89	0.89		0.89	0.89	0.89
vC, conflicting volume	902			776			1523	1938	388	1556	1947	451
vC1, stage 1 conf vol							863	863		1046	1046	
vC2, stage 2 conf vol							660	1074		510	901	
vCu, unblocked vol	635			776			1335	1802	388	1372	1813	127
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)							6.5	5.5		6.5	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			90			89	91	95	86	76	94
cM capacity (veh/h)	838			836			177	155	610	173	151	798

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	62	467	309	86	563	339	61	106
Volume Left	62	0	0	86	0	0	19	24
Volume Right	0	0	75	0	0	57	28	47
cSH	838	1700	1700	836	1700	1700	250	247
Volume to Capacity	0.07	0.27	0.18	0.10	0.33	0.20	0.25	0.43
Queue Length 95th (ft)	6	0	0	9	0	0	23	51
Control Delay (s)	9.6	0.0	0.0	9.8	0.0	0.0	24.1	30.2
Lane LOS	A			A			C	D
Approach Delay (s)	0.7			0.9			24.1	30.2
Approach LOS							C	D

Intersection Summary				
Average Delay	3.1			
Intersection Capacity Utilization	43.5%	ICU Level of Service		A
Analysis Period (min)	15			

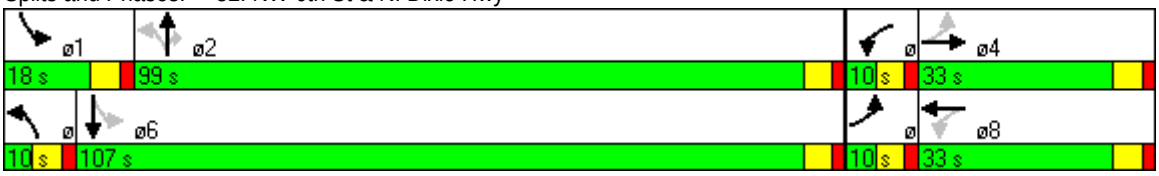


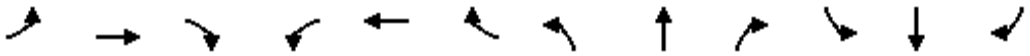
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	31	27	33	35	79	22	1269	40	99	1093	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	225		0	300		250	200		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	50		25	70		25	50		50	70		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.931			0.896				0.850		0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1734	0	1770	1669	0	1770	3539	1583	1770	3525	0
Flt Permitted	0.363			0.702			0.192			0.131		
Satd. Flow (perm)	676	1734	0	1308	1669	0	358	3539	1583	244	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			62				35		4	
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		2254			1917			1043			545	
Travel Time (s)		61.5			52.3			20.3			10.6	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	35	30	37	39	89	25	1426	45	111	1228	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	65	0	37	128	0	25	1426	45	111	1265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			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	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	7	4		3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	12.0	12.0	4.0	12.0	
Minimum Split (s)	10.0	30.0		10.0	30.0		10.0	24.0	24.0	10.0	24.0	
Total Split (s)	10.0	33.0	0.0	10.0	33.0	0.0	10.0	99.0	99.0	18.0	107.0	0.0
Total Split (%)	6.3%	20.6%	0.0%	6.3%	20.6%	0.0%	6.3%	61.9%	61.9%	11.3%	66.9%	0.0%
Maximum Green (s)	4.0	27.0		4.0	27.0		4.0	93.0	93.0	12.0	101.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Recall Mode	None	None		None	None		None	C-Min	C-Min	None	C-Min	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		17.0			17.0			7.0	7.0		7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	16.8	11.2		17.1	11.3		116.4	111.8	111.8	125.7	119.7	
Actuated g/C Ratio	0.10	0.07		0.11	0.07		0.73	0.70	0.70	0.79	0.75	
v/c Ratio	0.27	0.45		0.23	0.73		0.08	0.58	0.04	0.41	0.48	
Control Delay	61.8	56.3		59.9	59.9		4.3	9.5	1.2	9.4	10.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	61.8	56.3		59.9	59.9		4.3	9.5	1.2	9.4	10.4	
LOS	E	E		E	E		A	A	A	A	B	
Approach Delay		58.1			59.9			9.2			10.4	
Approach LOS		E			E			A			B	
Queue Length 50th (ft)	29	43		34	68		4	192	1	24	287	
Queue Length 95th (ft)	58	91		66	136		m5	320	m11	51	411	
Internal Link Dist (ft)		2174			1837			963			465	
Turn Bay Length (ft)	105			225			300		250	200		
Base Capacity (vph)	115	312		159	333		301	2473	1116	307	2638	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.27	0.21		0.23	0.38		0.08	0.58	0.04	0.36	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 13.9		Intersection LOS: B	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

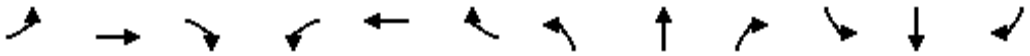
Splits and Phases: 32: NW 6th St & N. Dixie Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	28	31	27	33	35	79	22	1269	40	99	1093	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	0.93		1.00	0.90		1.00	1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1734		1770	1668		1770	3539	1583	1770	3524	
Flt Permitted	0.36	1.00		0.70	1.00		0.19	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	676	1734		1308	1668		357	3539	1583	244	3524	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	31	35	30	37	39	89	25	1426	45	111	1228	37
RTOR Reduction (vph)	0	21	0	0	58	0	0	0	11	0	1	0
Lane Group Flow (vph)	31	44	0	37	70	0	25	1426	34	111	1264	0
Turn Type	pm+pt			pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2		2	6		
Actuated Green, G (s)	16.8	11.2		17.2	11.4		113.5	110.6	110.6	124.5	116.1	
Effective Green, g (s)	16.8	11.2		17.2	11.4		113.5	110.6	110.6	124.5	116.1	
Actuated g/C Ratio	0.11	0.07		0.11	0.07		0.71	0.69	0.69	0.78	0.73	
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0		1.5	2.0		1.5	3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	109	121		157	119		279	2446	1094	270	2557	
v/s Ratio Prot	c0.01	0.03		0.01	c0.04		0.00	c0.40		c0.02	c0.36	
v/s Ratio Perm	0.02			0.02			0.06		0.02	0.30		
v/c Ratio	0.28	0.36		0.24	0.59		0.09	0.58	0.03	0.41	0.49	
Uniform Delay, d1	65.3	71.0		65.1	72.0		7.5	12.8	7.8	9.8	9.4	
Progression Factor	1.00	1.00		1.00	1.00		0.68	0.62	0.26	1.00	1.00	
Incremental Delay, d2	0.5	0.7		0.3	5.2		0.0	0.9	0.0	0.4	0.7	
Delay (s)	65.8	71.7		65.4	77.2		5.2	8.8	2.1	10.1	10.1	
Level of Service	E	E		E	E		A	A	A	B	B	
Approach Delay (s)		69.8			74.6			8.5			10.1	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



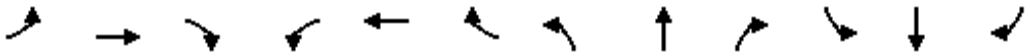
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	61	20	65	62	17	16	23	70	12	34	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.968			0.984			0.913			0.988	
Flt Protected		0.997			0.978			0.993			0.988	
Satd. Flow (prot)	0	1798	0	0	1793	0	0	1689	0	0	1818	0
Flt Permitted		0.997			0.978			0.993			0.988	
Satd. Flow (perm)	0	1798	0	0	1793	0	0	1689	0	0	1818	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		660			2254			948			356	
Travel Time (s)		18.0			61.5			25.9			9.7	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	6	69	23	74	70	19	18	26	80	14	39	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	98	0	0	163	0	0	124	0	0	58	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	61	20	65	62	17	16	23	70	12	34	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	6	69	23	74	70	19	18	26	80	14	39	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	90			92			344	330	81	412	331	80
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	90			92			344	330	81	412	331	80
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			95			97	95	92	97	93	100
cM capacity (veh/h)	1505			1503			552	558	979	468	557	980

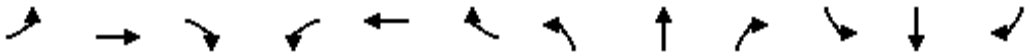
Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	98	164	124	57
Volume Left	6	74	18	14
Volume Right	23	19	80	5
cSH	1505	1503	770	551
Volume to Capacity	0.00	0.05	0.16	0.10
Queue Length 95th (ft)	0	4	14	9
Control Delay (s)	0.5	3.6	10.6	12.3
Lane LOS	A	A	B	B
Approach Delay (s)	0.5	3.6	10.6	12.3
Approach LOS			B	B

Intersection Summary			
Average Delay	6.0		
Intersection Capacity Utilization	28.7%	ICU Level of Service	A
Analysis Period (min)	15		



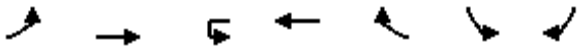
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	32	13	0	13	9	4	123	5	5	92	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.972			0.945			0.995			0.985	
Flt Protected		0.986						0.998			0.998	
Satd. Flow (prot)	0	1785	0	0	1760	0	0	1850	0	0	1831	0
Flt Permitted		0.986						0.998			0.998	
Satd. Flow (perm)	0	1785	0	0	1760	0	0	1850	0	0	1831	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1917			661			1283			469	
Travel Time (s)		52.3			18.0			35.0			12.8	
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Adj. Flow (vph)	22	40	16	0	16	11	5	152	6	6	114	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	27	0	0	163	0	0	135	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Yield			Yield			Yield			Yield	

Intersection Summary			
Area Type:	Other		
Control Type: Roundabout			
Intersection Capacity Utilization 25.0%		ICU Level of Service A	
Analysis Period (min) 15			



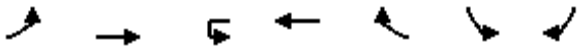
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Right Turn Channelized												
Volume (veh/h)	18	32	13	0	13	9	4	123	5	5	92	12
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Hourly flow rate (vph)	22	40	16	0	16	11	5	152	6	6	114	15
Approach Volume (veh/h)		78			27			163			135	
Crossing Volume (veh/h)		120			179			68			21	
High Capacity (veh/h)		1261			1204			1313			1362	
High v/c (veh/h)		0.06			0.02			0.12			0.10	
Low Capacity (veh/h)		1049			997			1096			1141	
Low v/c (veh/h)		0.07			0.03			0.15			0.12	

Intersection Summary					
Maximum v/c High	0.12				
Maximum v/c Low	0.15				
Intersection Capacity Utilization	25.0%	ICU Level of Service		A	



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	61	2621	18	2254	31	13	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		100		0	0	0
Storage Lanes	1		1		0	1	0
Taper Length (ft)	200		115		25	25	25
Lane Util. Factor	1.00	0.91	1.00	0.91	0.91	1.00	1.00
Frt				0.998		0.910	
Flt Protected	0.950		0.950			0.984	
Satd. Flow (prot)	1770	5085	1770	5075	0	1668	0
Flt Permitted	0.950		0.950			0.984	
Satd. Flow (perm)	1770	5085	1770	5075	0	1668	0
Link Speed (mph)		25		35		25	
Link Distance (ft)		678		622		394	
Travel Time (s)		18.5		12.1		10.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	64	2730	19	2348	32	14	28
Shared Lane Traffic (%)							
Lane Group Flow (vph)	64	2730	19	2380	0	42	0
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		25		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	1.00
Turning Speed (mph)	15		9		9	15	9
Sign Control		Free		Free		Stop	

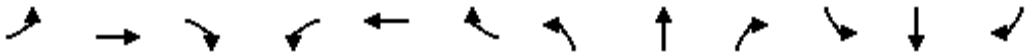
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (veh/h)	61	2621	18	2254	31	13	27
Sign Control		Free		Free		Stop	
Grade		0%		0%		0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	64	2730	0	2348	32	14	28
Pedestrians							
Lane Width (ft)							
Walking Speed (ft/s)							
Percent Blockage							
Right turn flare (veh)							
Median type		None		Raised			
Median storage veh)				1			
Upstream signal (ft)		678					
pX, platoon unblocked			0.00			0.63	
vC, conflicting volume	2380		0			3401	799
vC1, stage 1 conf vol						2364	
vC2, stage 2 conf vol						1037	
vCu, unblocked vol	2380		0			2761	799
tC, single (s)	4.1		0.0			6.8	6.9
tC, 2 stage (s)						5.8	
tF (s)	2.2		0.0			3.5	3.3
p0 queue free %	68		0			71	91
cM capacity (veh/h)	200		0			47	329

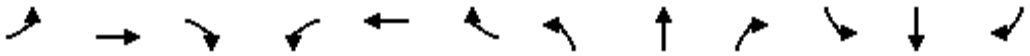
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	SB 1
Volume Total	64	910	910	910	939	939	502	0	42
Volume Left	64	0	0	0	0	0	0	0	14
Volume Right	0	0	0	0	0	0	32	0	28
cSH	200	1700	1700	1700	1700	1700	1700	1700	112
Volume to Capacity	0.32	0.54	0.54	0.54	0.55	0.55	0.30	0.00	0.37
Queue Length 95th (ft)	32	0	0	0	0	0	0	0	38
Control Delay (s)	31.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.3
Lane LOS	D								F
Approach Delay (s)	0.7				0.0				55.3
Approach LOS									F

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	112	9	0	51	1	10	9	3	0	1	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.998			0.982				
Flt Protected		0.999						0.977				
Satd. Flow (prot)	0	1842	0	0	1859	0	0	1787	0	0	1863	0
Flt Permitted		0.999						0.977				
Satd. Flow (perm)	0	1842	0	0	1859	0	0	1787	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		311			311			265			315	
Travel Time (s)		8.5			8.5			7.2			8.6	
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Adj. Flow (vph)	4	151	12	0	69	1	14	12	4	0	1	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	70	0	0	30	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			

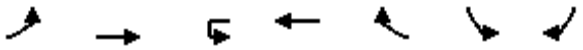


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	3	112	9	0	51	1	10	9	3	0	1	0
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Hourly flow rate (vph)	4	151	12	0	69	1	14	12	4	0	1	0

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total (vph)	168	70	30	1
Volume Left (vph)	4	0	14	0
Volume Right (vph)	12	1	4	0
Hadj (s)	0.00	0.02	0.04	0.03
Departure Headway (s)	4.0	4.2	4.5	4.5
Degree Utilization, x	0.19	0.08	0.04	0.00
Capacity (veh/h)	878	850	760	748
Control Delay (s)	8.0	7.5	7.6	7.5
Approach Delay (s)	8.0	7.5	7.6	7.5
Approach LOS	A	A	A	A

Intersection Summary				
Delay	7.8			
HCM Level of Service	A			
Intersection Capacity Utilization	23.4%	ICU Level of Service	A	
Analysis Period (min)	15			

2030 Build Conditions with Improvements – AM Peak Hour

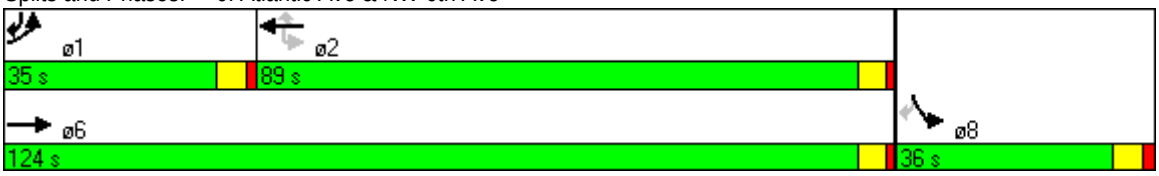


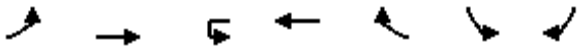
Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	564	2429	12	2450	120	76	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	2		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.950		0.050			0.950	
Satd. Flow (perm)	3433	5085	93	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					38		1
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	600	2584	13	2606	128	81	409
Shared Lane Traffic (%)							
Lane Group Flow (vph)	600	2584	13	2606	128	81	409
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	Prot		Perm		Perm		pm+ov
Protected Phases	1	6		2		8	1
Permitted Phases			2		2		8
Detector Phase	1	6	2	2	2	8	1
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	4.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	9.5
Total Split (s)	35.0	124.0	89.0	89.0	89.0	36.0	35.0
Total Split (%)	21.9%	77.5%	55.6%	55.6%	55.6%	22.5%	21.9%
Maximum Green (s)	29.5	118.5	83.5	83.5	83.5	30.0	29.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Lead/Lag	Lead		Lag	Lag	Lag		Lead
Lead-Lag Optimize?	Yes		Yes	Yes	Yes		Yes
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	1.5
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	
Act Effct Green (s)	33.6	136.8	97.7	97.7	97.7	11.7	51.3
Actuated g/C Ratio	0.21	0.86	0.61	0.61	0.61	0.07	0.32
v/c Ratio	0.83	0.59	0.23	0.84	0.13	0.62	0.81
Control Delay	71.1	4.3	5.4	7.5	0.4	91.8	61.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.1	4.3	5.4	7.5	0.4	91.8	61.7
LOS	E	A	A	A	A	F	E
Approach Delay		16.9		7.2		66.7	
Approach LOS		B		A		E	
Queue Length 50th (ft)	312	230	1	54	1	84	392
Queue Length 95th (ft)	367	321	m1	m438	m3	141	477
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	730	4347	57	3105	981	332	512
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	0.82	0.59	0.23	0.84	0.13	0.24	0.80

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 57 (36%), Referenced to phase 2:WBTU and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

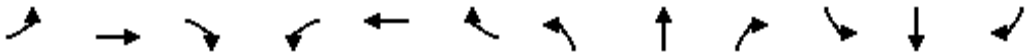
Splits and Phases: 6: Atlantic Ave & NW 6th Ave





Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	564	2429	12	2450	120	76	384
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.95	1.00	0.05	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	93	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	600	2584	13	2606	128	81	409
RTOR Reduction (vph)	0	0	0	0	15	0	1
Lane Group Flow (vph)	600	2584	13	2606	113	81	408
Turn Type	Prot		Perm		Perm		pm+ov
Protected Phases	1	6		2		8	1
Permitted Phases			2		2		8
Actuated Green, G (s)	33.6	136.8	97.7	97.7	97.7	11.7	45.3
Effective Green, g (s)	33.6	136.8	97.7	97.7	97.7	11.7	45.3
Actuated g/C Ratio	0.21	0.86	0.61	0.61	0.61	0.07	0.28
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	1.5
Lane Grp Cap (vph)	721	4348	57	3105	967	129	448
v/s Ratio Prot	0.17	0.51		c0.51		0.05	c0.19
v/s Ratio Perm			0.14		0.07		0.07
v/c Ratio	0.83	0.59	0.23	0.84	0.12	0.63	0.91
Uniform Delay, d1	60.5	3.4	14.1	24.9	13.1	72.0	55.4
Progression Factor	1.00	1.00	0.21	0.25	0.04	1.00	1.00
Incremental Delay, d2	7.8	0.6	0.8	0.3	0.0	6.7	22.2
Delay (s)	68.3	4.0	3.9	6.6	0.5	78.7	77.6
Level of Service	E	A	A	A	A	E	E
Approach Delay (s)		16.1		6.3		77.8	
Approach LOS		B		A		E	

Intersection Summary			
HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



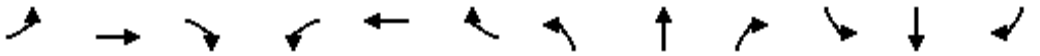
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1734	380	306	1652	46	469	149	412	40	189	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	2		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.996			0.926	0.850		0.964	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	3433	1639	1504	1770	3412	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	3433	1639	1504	1770	3412	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			51		4			26	225		20	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	35	1788	392	315	1703	47	484	154	425	41	195	61
Shared Lane Traffic (%)									35%			
Lane Group Flow (vph)	35	1788	392	315	1750	0	484	303	276	41	256	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Detector Phase	1	6	7	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	5.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	43.0	11.0	34.0		43.0	43.0	43.0	49.0	49.0	
Total Split (s)	11.0	84.0	30.0	25.0	98.0	0.0	30.0	30.0	30.0	21.0	21.0	0.0
Total Split (%)	6.9%	52.5%	18.8%	15.6%	61.3%	0.0%	18.8%	18.8%	18.8%	13.1%	13.1%	0.0%
Maximum Green (s)	5.0	79.0	24.0	19.0	93.0		24.0	24.0	24.0	15.0	15.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	30.0		22.0		30.0	30.0	30.0	36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	5.3	77.1	107.8	17.4	91.5		25.7	36.5	36.5	8.4	16.8	
Actuated g/C Ratio	0.03	0.48	0.67	0.11	0.57		0.16	0.23	0.23	0.05	0.10	
v/c Ratio	0.60	0.73	0.36	0.84	0.61		0.88	0.77	0.53	0.44	0.68	
Control Delay	134.8	12.6	3.2	89.8	23.9		82.9	66.9	16.6	87.6	73.5	
Queue Delay	0.0	0.3	0.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	134.8	12.9	3.9	89.8	23.9		82.9	66.9	16.6	87.6	73.5	
LOS	F	B	A	F	C		F	E	B	F	E	
Approach Delay		13.2			34.0			61.1			75.4	
Approach LOS		B			C			E			E	
Queue Length 50th (ft)	39	387	66	168	465		253	286	45	43	126	
Queue Length 95th (ft)	m#84	435	125	#224	458		#371	#533	157	85	#187	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	58	2543	1085	408	3005		556	394	517	166	376	
Starvation Cap Reductn	0	227	377	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.77	0.55	0.77	0.58		0.87	0.77	0.53	0.25	0.68	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 63 (39%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 33.1 Intersection LOS: C
Intersection Capacity Utilization 82.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

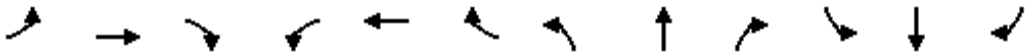
Splits and Phases: 15: Atlantic Ave & NE 2nd Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	1734	380	306	1652	46	469	149	412	40	189	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5051		3433	1639	1504	1770	3413	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5051		3433	1639	1504	1770	3413	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	35	1788	392	315	1703	47	484	154	425	41	195	61
RTOR Reduction (vph)	0	0	19	0	2	0	0	20	174	0	18	0
Lane Group Flow (vph)	35	1788	373	315	1748	0	484	283	102	41	238	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	4.3	75.9	101.6	17.4	89.0		25.7	36.5	36.5	7.2	18.0	
Effective Green, g (s)	4.3	75.9	101.6	17.4	89.0		25.7	36.5	36.5	7.2	18.0	
Actuated g/C Ratio	0.03	0.47	0.64	0.11	0.56		0.16	0.23	0.23	0.04	0.11	
Clearance Time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	48	2412	1005	373	2810		551	374	343	80	384	
v/s Ratio Prot	0.02	c0.35	0.06	c0.09	0.35		c0.14	c0.17		0.02	0.07	
v/s Ratio Perm			0.18						0.07			
v/c Ratio	0.73	0.74	0.37	0.84	0.62		0.88	0.76	0.30	0.51	0.62	
Uniform Delay, d1	77.3	34.1	13.9	70.0	24.1		65.6	57.6	51.1	74.7	67.7	
Progression Factor	1.36	0.33	0.24	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	33.1	1.8	0.1	15.3	1.0		14.3	7.6	0.2	2.3	2.2	
Delay (s)	138.5	12.9	3.4	85.3	25.1		79.9	65.2	51.3	77.0	70.0	
Level of Service	F	B	A	F	C		E	E	D	E	E	
Approach Delay (s)		13.2			34.3			68.3			70.9	
Approach LOS		B			C			E			E	

Intersection Summary			
HCM Average Control Delay	34.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



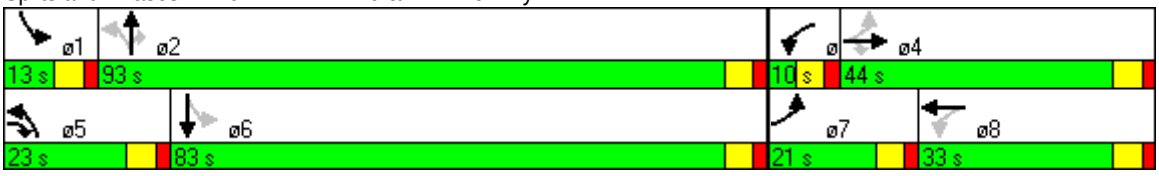
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	219	382	35	160	27	284	603	38	63	883	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.978				0.850		0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1822	0	1770	3539	1583	1770	3458	0
Flt Permitted	0.245			0.560			0.140			0.406		
Satd. Flow (perm)	456	1863	1583	1043	1822	0	261	3539	1583	756	3458	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			112		5				41		18	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	168	235	411	38	172	29	305	648	41	68	949	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	168	235	411	38	201	0	305	648	41	68	1120	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	10.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	21.0	44.0	23.0	10.0	33.0	0.0	23.0	93.0	93.0	13.0	83.0	0.0
Total Split (%)	13.1%	27.5%	14.4%	6.3%	20.6%	0.0%	14.4%	58.1%	58.1%	8.1%	51.9%	0.0%
Maximum Green (s)	15.0	38.0	17.0	4.0	27.0		17.0	87.0	87.0	7.0	77.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0			15.0			17.0	17.0		17.0	

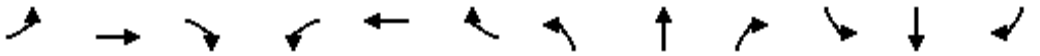
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	41.4	33.4	58.6	25.2	21.2		106.6	94.6	94.6	87.4	81.4	
Actuated g/C Ratio	0.26	0.21	0.37	0.16	0.13		0.67	0.59	0.59	0.55	0.51	
v/c Ratio	0.71	0.60	0.63	0.21	0.82		0.86	0.31	0.04	0.15	0.63	
Control Delay	64.9	64.0	34.2	47.1	90.7		66.5	6.1	0.3	10.3	25.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	64.9	64.0	34.2	47.1	90.7		66.5	6.1	0.3	10.3	25.4	
LOS	E	E	C	D	F		E	A	A	B	C	
Approach Delay		49.1			83.8			24.4			24.6	
Approach LOS		D			F			C			C	
Queue Length 50th (ft)	144	227	255	30	202		206	48	0	17	470	
Queue Length 95th (ft)	207	312	375	59	288		m#235	m60	m0	37	551	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	241	442	652	182	312		355	2093	953	462	1768	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.70	0.53	0.63	0.21	0.64		0.86	0.31	0.04	0.15	0.63	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 136 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 35.1 Intersection LOS: D
Intersection Capacity Utilization 83.9% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy

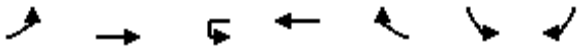




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	219	382	35	160	27	284	603	38	63	883	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1822		1770	3539	1583	1770	3458	
Flt Permitted	0.25	1.00	1.00	0.56	1.00		0.14	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	457	1863	1583	1043	1822		260	3539	1583	756	3458	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	168	235	411	38	172	29	305	648	41	68	949	171
RTOR Reduction (vph)	0	0	75	0	4	0	0	0	17	0	9	0
Lane Group Flow (vph)	168	235	336	38	197	0	305	648	24	68	1111	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	42.6	33.4	52.6	25.5	22.3		105.4	93.4	93.4	86.2	80.2	
Effective Green, g (s)	42.6	33.4	52.6	25.5	22.3		105.4	93.4	93.4	86.2	80.2	
Actuated g/C Ratio	0.27	0.21	0.33	0.16	0.14		0.66	0.58	0.58	0.54	0.50	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	239	389	580	181	254		352	2066	924	445	1733	
v/s Ratio Prot	c0.06	0.13	0.07	0.00	0.11		c0.10	0.18		0.01	0.32	
v/s Ratio Perm	c0.12		0.14	0.03			c0.47		0.02	0.08		
v/c Ratio	0.70	0.60	0.58	0.21	0.77		0.87	0.31	0.03	0.15	0.64	
Uniform Delay, d1	48.7	57.3	44.5	57.8	66.4		28.9	17.0	14.1	17.7	29.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		2.88	0.34	0.05	0.83	0.82	
Incremental Delay, d2	7.4	1.8	0.9	0.2	12.6		8.7	0.2	0.0	0.1	1.7	
Delay (s)	56.1	59.1	45.4	58.0	79.0		92.1	6.0	0.8	14.7	25.7	
Level of Service	E	E	D	E	E		F	A	A	B	C	
Approach Delay (s)		51.6			75.6			32.2			25.1	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM Average Control Delay	37.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

2030 Build Conditions with Improvements – PM Peak Hour



Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	463	2267	36	2866	124	99	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		185		125	200	0
Storage Lanes	2		1		1	1	1
Taper Length (ft)	180		165		65	75	25
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt					0.850		0.850
Flt Protected	0.950		0.950			0.950	
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.950		0.060			0.950	
Satd. Flow (perm)	3433	5085	112	5085	1583	1770	1583
Right Turn on Red					Yes		Yes
Satd. Flow (RTOR)					33		
Link Speed (mph)		45		45		30	
Link Distance (ft)		325		1366		947	
Travel Time (s)		4.9		20.7		21.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	493	2412	38	3049	132	105	543
Shared Lane Traffic (%)							
Lane Group Flow (vph)	493	2412	38	3049	132	105	543
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Left	R NA	Left	Right	Left	Right
Median Width(ft)		24		24		12	
Link Offset(ft)		0		0		0	
Crosswalk Width(ft)		16		16		16	
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		9	15	9
Turn Type	Prot		Perm		Perm		pm+ov
Protected Phases	1	6		2		8	1
Permitted Phases			2		2		8
Detector Phase	1	6	2	2	2	8	1
Switch Phase							
Minimum Initial (s)	4.0	15.0	15.0	15.0	15.0	6.0	4.0
Minimum Split (s)	9.5	26.5	26.5	26.5	26.5	36.0	9.5
Total Split (s)	27.0	115.0	88.0	88.0	88.0	45.0	27.0
Total Split (%)	16.9%	71.9%	55.0%	55.0%	55.0%	28.1%	16.9%
Maximum Green (s)	21.5	109.5	82.5	82.5	82.5	39.0	21.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.5	1.5	1.5	1.5	1.5	2.0	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Lead/Lag	Lead		Lag	Lag	Lag		Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	1.5
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	5.0	
Flash Dont Walk (s)		14.0	14.0	14.0	14.0	25.0	

Lane Group	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Pedestrian Calls (#/hr)		0	0	0	0	0	
Act Effct Green (s)	41.0	134.6	88.0	88.0	88.0	13.9	61.0
Actuated g/C Ratio	0.26	0.84	0.55	0.55	0.55	0.09	0.38
v/c Ratio	0.56	0.56	0.61	1.09	0.15	0.68	0.90
Control Delay	54.3	4.7	20.8	58.0	2.0	92.1	64.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.3	4.7	20.8	58.0	2.0	92.1	64.1
LOS	D	A	C	E	A	F	E
Approach Delay		13.1		55.2		68.7	
Approach LOS		B		E		E	
Queue Length 50th (ft)	229	227	11	~1323	3	109	528
Queue Length 95th (ft)	293	318	m14	m#1160	m6	174	702
Internal Link Dist (ft)		245		1286		867	
Turn Bay Length (ft)	185		185		125	200	
Base Capacity (vph)	880	4277	62	2798	886	431	603
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	0.56	0.56	0.61	1.09	0.15	0.24	0.90

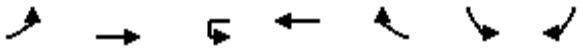
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 98 (61%), Referenced to phase 2:WBTU and 6:EBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.09			
Intersection Signal Delay: 38.4		Intersection LOS: D	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

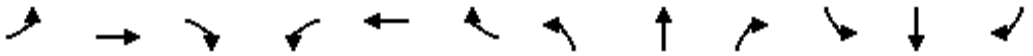
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Atlantic Ave & NW 6th Ave



Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations							
Volume (vph)	463	2267	36	2866	124	99	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Lane Util. Factor	0.97	0.91	1.00	0.91	1.00	1.00	1.00
Frt	1.00	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	5085	1770	5085	1583	1770	1583
Flt Permitted	0.95	1.00	0.06	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	5085	112	5085	1583	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	493	2412	38	3049	132	105	543
RTOR Reduction (vph)	0	0	0	0	15	0	0
Lane Group Flow (vph)	493	2412	38	3049	117	105	543
Turn Type	Prot		Perm		Perm		pm+ov
Protected Phases	1	6		2		8	1
Permitted Phases			2		2		8
Actuated Green, G (s)	41.0	134.6	88.1	88.1	88.1	13.9	54.9
Effective Green, g (s)	41.0	134.6	88.1	88.1	88.1	13.9	54.9
Actuated g/C Ratio	0.26	0.84	0.55	0.55	0.55	0.09	0.34
Clearance Time (s)	5.5	5.5	5.5	5.5	5.5	6.0	5.5
Vehicle Extension (s)	1.5	3.0	3.0	3.0	3.0	2.0	1.5
Lane Grp Cap (vph)	880	4278	62	2800	872	154	543
v/s Ratio Prot	0.14	0.47		c0.60		0.06	c0.26
v/s Ratio Perm			0.34		0.07		0.09
v/c Ratio	0.56	0.56	0.61	1.09	0.13	0.68	1.00
Uniform Delay, d1	51.7	3.8	24.4	36.0	17.4	70.9	52.6
Progression Factor	1.00	1.00	0.39	0.38	0.13	1.01	0.98
Incremental Delay, d2	0.5	0.5	4.0	40.7	0.0	9.4	38.5
Delay (s)	52.2	4.4	13.5	54.5	2.4	80.9	89.8
Level of Service	D	A	B	D	A	F	F
Approach Delay (s)		12.5		51.9		88.4	
Approach LOS		B		D		F	

Intersection Summary			
HCM Average Control Delay	38.5	HCM Level of Service	D
HCM Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1973	471	333	1958	48	546	229	570	47	265	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	125		175	170		0	590		0	70		0
Storage Lanes	1		1	2		0	2		1	1		0
Taper Length (ft)	95		160	130		25	50		25	40		25
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	0.97	0.95	0.95	1.00	0.95	0.95
Frt			0.850		0.996			0.932	0.850		0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	5051	0	3433	1649	1504	1770	3430	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	5085	1583	3433	5051	0	3433	1649	1504	1770	3430	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			36		3			25	222		16	
Link Speed (mph)		35			35			35			25	
Link Distance (ft)		570			678			833			317	
Travel Time (s)		11.1			13.2			16.2			8.6	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Adj. Flow (vph)	58	2122	506	358	2105	52	587	246	613	51	285	74
Shared Lane Traffic (%)									33%			
Lane Group Flow (vph)	58	2122	506	358	2157	0	587	448	411	51	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
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	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Detector Phase	1	6	7	5	2		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	5.0	12.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	11.0	34.0	43.0	11.0	34.0		43.0	43.0	43.0	49.0	49.0	
Total Split (s)	15.0	71.0	37.0	27.0	83.0	0.0	37.0	46.0	46.0	16.0	25.0	0.0
Total Split (%)	9.4%	44.4%	23.1%	16.9%	51.9%	0.0%	23.1%	28.8%	28.8%	10.0%	15.6%	0.0%
Maximum Green (s)	9.0	66.0	31.0	21.0	78.0		31.0	40.0	40.0	10.0	19.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	1.0	2.0	2.0	1.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	5.0	6.0	6.0	5.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Recall Mode	None	C-Min	None	None	C-Min		None	None	None	None	None	
Walk Time (s)		7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		22.0	30.0		22.0		30.0	30.0	30.0	36.0	36.0	
Pedestrian Calls (#/hr)		0	0		0		0	0	0	0	0	
Act Effct Green (s)	7.9	68.5	103.1	19.4	82.1		29.6	43.1	43.1	8.5	19.5	
Actuated g/C Ratio	0.05	0.43	0.64	0.12	0.51		0.18	0.27	0.27	0.05	0.12	
v/c Ratio	0.66	0.98	0.49	0.86	0.83		0.92	0.97	0.72	0.54	0.83	
Control Delay	111.5	37.8	5.1	89.0	37.6		84.8	88.6	32.6	94.4	82.0	
Queue Delay	0.0	26.6	1.3	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	111.5	64.4	6.4	89.0	37.6		84.8	88.6	32.6	94.4	82.0	
LOS	F	E	A	F	D		F	F	C	F	F	
Approach Delay		54.5			44.9			71.1			83.6	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	63	~744	58	190	727		311	~497	202	53	188	
Queue Length 95th (ft)	m95	#926	99	#252	794		#408	#749	351	102	#272	
Internal Link Dist (ft)		490			598			753			237	
Turn Bay Length (ft)	125		175	170			590			70		
Base Capacity (vph)	100	2176	1046	451	2594		665	462	568	111	433	
Starvation Cap Reductn	0	182	331	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.58	1.06	0.71	0.79	0.83		0.88	0.97	0.72	0.46	0.83	

Intersection Summary

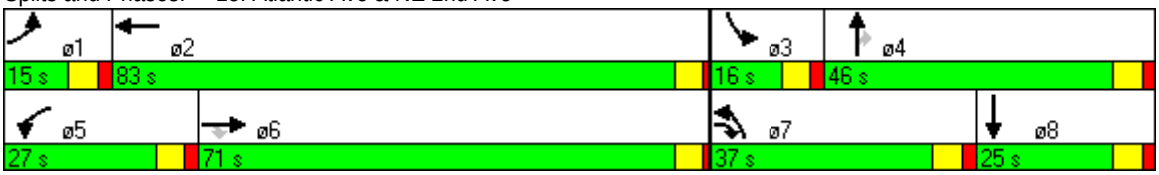
Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 93 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 56.2 Intersection LOS: E
Intersection Capacity Utilization 95.4% ICU Level of Service F
Analysis Period (min) 15

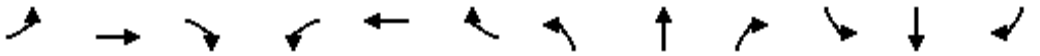
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Atlantic Ave & NE 2nd Ave

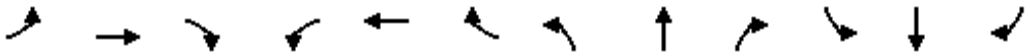




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	1973	471	333	1958	48	546	229	570	47	265	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		0.97	0.95	0.95	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.93	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	3433	5053		3433	1650	1504	1770	3430	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5085	1583	3433	5053		3433	1650	1504	1770	3430	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	58	2122	506	358	2105	52	587	246	613	51	285	74
RTOR Reduction (vph)	0	0	14	0	2	0	0	18	162	0	14	0
Lane Group Flow (vph)	58	2122	492	358	2155	0	587	430	249	51	345	0
Bus Blockages (#/hr)	0	0	0	0	2	0	0	0	0	0	0	0
Turn Type	Prot		pm+ov	Prot			Prot		Perm	Prot		
Protected Phases	1	6	7	5	2		7	4		3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	6.9	67.2	96.8	19.4	79.7		29.6	43.1	43.1	7.3	20.8	
Effective Green, g (s)	6.9	67.2	96.8	19.4	79.7		29.6	43.1	43.1	7.3	20.8	
Actuated g/C Ratio	0.04	0.42	0.60	0.12	0.50		0.18	0.27	0.27	0.05	0.13	
Clearance Time (s)	6.0	5.0	6.0	6.0	5.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	76	2136	958	416	2517		635	444	405	81	446	
v/s Ratio Prot	0.03	c0.42	0.09	c0.10	c0.43		c0.17	c0.26		0.03	0.10	
v/s Ratio Perm			0.22						0.17			
v/c Ratio	0.76	0.99	0.51	0.86	0.86		0.92	0.97	0.61	0.63	0.77	
Uniform Delay, d1	75.7	46.2	18.1	69.0	35.1		64.1	57.8	51.2	75.0	67.3	
Progression Factor	1.16	0.55	0.27	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	25.7	15.4	0.1	15.9	4.0		19.0	33.9	1.9	10.5	7.5	
Delay (s)	113.4	41.0	5.1	84.9	39.2		83.1	91.7	53.1	85.5	74.8	
Level of Service	F	D	A	F	D		F	F	D	F	E	
Approach Delay (s)		35.8			45.7			77.2			76.1	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM Average Control Delay	50.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	28.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



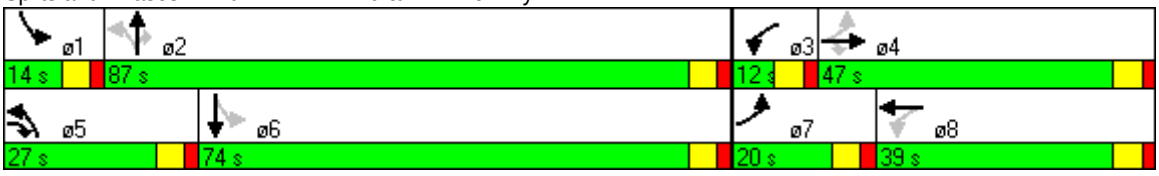
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	217	394	42	222	59	265	933	99	99	1112	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	200		225	210		0
Storage Lanes	1		1	1		0	1		1	1		0
Taper Length (ft)	130		25	50		25	50		50	50		25
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850		0.969				0.850		0.980	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	3539	1583	1770	3468	0
Flt Permitted	0.164			0.559			0.054			0.248		
Satd. Flow (perm)	305	1863	1583	1041	1805	0	101	3539	1583	462	3468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84		7				91		13	
Link Speed (mph)		35			25			35			35	
Link Distance (ft)		1635			187			973			1043	
Travel Time (s)		31.9			5.1			19.0			20.3	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	198	233	424	45	239	63	285	1003	106	106	1196	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	233	424	45	302	0	285	1003	106	106	1380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Detector Phase	7	4	5	3	8		5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	4.0	6.0	4.0	4.0	6.0		4.0	7.0	7.0	4.0	7.0	
Minimum Split (s)	10.0	34.0	10.0	10.0	26.0		10.0	30.0	30.0	10.0	30.0	
Total Split (s)	20.0	47.0	27.0	12.0	39.0	0.0	27.0	87.0	87.0	14.0	74.0	0.0
Total Split (%)	12.5%	29.4%	16.9%	7.5%	24.4%	0.0%	16.9%	54.4%	54.4%	8.8%	46.3%	0.0%
Maximum Green (s)	14.0	41.0	21.0	6.0	33.0		21.0	81.0	81.0	8.0	68.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	
Walk Time (s)		5.0			5.0			7.0	7.0		7.0	
Flash Dont Walk (s)		23.0			15.0			17.0	17.0		17.0	

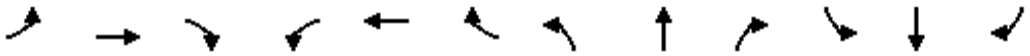
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	49.3	39.7	69.4	34.9	29.3		98.7	85.5	85.5	76.2	69.0	
Actuated g/C Ratio	0.31	0.25	0.43	0.22	0.18		0.62	0.53	0.53	0.48	0.43	
v/c Ratio	0.89	0.50	0.58	0.18	0.90		0.92	0.53	0.12	0.38	0.92	
Control Delay	90.7	54.5	28.0	40.1	90.9		72.8	20.6	5.7	18.9	47.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	90.7	54.5	28.0	40.1	90.9		72.8	20.6	5.7	18.9	47.8	
LOS	F	D	C	D	F		E	C	A	B	D	
Approach Delay		49.7			84.3			30.1			45.7	
Approach LOS		D			F			C			D	
Queue Length 50th (ft)	145	187	169	33	302		281	198	7	38	718	
Queue Length 95th (ft)	#279	253	253	64	#439		m250	m176	m7	87	#542	
Internal Link Dist (ft)		1555			107			893			963	
Turn Bay Length (ft)	185			50			200		225	210		
Base Capacity (vph)	222	479	734	257	378		310	1891	888	288	1503	
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio	0.89	0.49	0.58	0.18	0.80		0.92	0.53	0.12	0.37	0.92	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 152 (95%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 105
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 44.5 Intersection LOS: D
Intersection Capacity Utilization 96.3% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Dr. MLK Blvd & N. Dixie Hwy





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	184	217	394	42	222	59	265	933	99	99	1112	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583	1770	1804		1770	3539	1583	1770	3468	
Flt Permitted	0.16	1.00	1.00	0.56	1.00		0.05	1.00	1.00	0.25	1.00	
Satd. Flow (perm)	305	1863	1583	1042	1804		101	3539	1583	462	3468	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	198	233	424	45	239	63	285	1003	106	106	1196	184
RTOR Reduction (vph)	0	0	51	0	6	0	0	0	43	0	7	0
Lane Group Flow (vph)	198	233	373	45	296	0	285	1003	63	106	1373	0
Turn Type	pm+pt		pm+ov	pm+pt			pm+pt		Perm	pm+pt		
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	50.5	39.7	63.4	35.3	30.5		97.5	84.3	84.3	75.0	67.8	
Effective Green, g (s)	50.5	39.7	63.4	35.3	30.5		97.5	84.3	84.3	75.0	67.8	
Actuated g/C Ratio	0.32	0.25	0.40	0.22	0.19		0.61	0.53	0.53	0.47	0.42	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	2.0	1.5	1.5	2.0		1.5	0.2	0.2	1.5	0.2	
Lane Grp Cap (vph)	224	462	687	252	344		309	1865	834	275	1470	
v/s Ratio Prot	c0.08	0.13	0.08	0.01	0.16		c0.14	0.28		0.02	0.40	
v/s Ratio Perm	c0.20		0.16	0.03			c0.43		0.04	0.16		
v/c Ratio	0.88	0.50	0.54	0.18	0.86		0.92	0.54	0.08	0.39	0.93	
Uniform Delay, d1	44.8	51.7	37.2	49.9	62.7		54.2	25.0	18.6	24.3	44.0	
Progression Factor	1.25	0.97	0.90	1.00	1.00		1.48	0.82	1.10	1.00	0.88	
Incremental Delay, d2	29.5	0.3	0.5	0.1	18.7		4.7	0.1	0.0	0.3	11.6	
Delay (s)	85.4	50.5	33.9	50.0	81.4		85.0	20.5	20.6	24.6	50.4	
Level of Service	F	D	C	D	F		F	C	C	C	D	
Approach Delay (s)		50.4			77.3			33.7			48.6	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM Average Control Delay	46.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

APPENDIX J

Dr. Martin Luther King Jr. Boulevard

Off Peak Hour Reduction Analysis

Dr. Martin Luther King Jr. Boulevard Hourly Traffic Volumes

2/25/2009

Time	East	West	Total	% of AM Peak Hour	% of PM Peak Hour
0000	66	50	116	12%	
0100	42	26	68	7%	
0200	40	25	65	7%	
0300	25	14	39	4%	
0400	47	37	84	9%	
0500	83	92	175	18%	
0600	269	202	471	49%	
0700	501	452	953	100%	
0800	535	389	924	97%	
0900	446	341	787	83%	
1000	380	341	721	76%	
1100	418	357	775	81%	
1200	486	380	866		80%
1300	469	387	856		79%
1400	475	404	879		81%
1500	499	469	968		89%
1600	501	458	959		88%
1700	539	550	1089		100%
1800	441	423	864		79%
1900	356	283	639		59%
2000	247	223	470		43%
2100	226	171	397		36%
2200	153	138	291		27%
2300	112	75	187		17%

8/18/2009

Time	East	West	Total	% of AM Peak Hour	% of PM Peak Hour
0000	66	58	124	14%	
0100	56	47	103	12%	
0200	60	35	95	11%	
0300	28	30	58	7%	
0400	47	30	77	9%	
0500	75	84	159	18%	
0600	202	214	416	48%	
0700	417	312	729	84%	
0800	510	355	865	100%	
0900	396	290	686	79%	
1000	414	310	724	84%	
1100	401	288	689	80%	
1200	411	306	717		71%
1300	394	321	715		71%
1400	420	325	745		74%
1500	476	405	881		88%
1600	534	442	976		97%
1700	521	485	1006		100%
1800	373	335	708		70%
1900	309	246	555		55%
2000	278	196	474		47%
2100	195	173	368		37%
2200	165	117	282		28%
2300	136	100	236		23%

Notes:
Volumes taken from 2009 FDOT FTI DVD from Site # 86-7171, MLK Blvd, W. of Dixie Hwy
Highlighted times reflect peak hours

Synopsis Report: 867171-20090225.syn

County: 86
Station: 7171
Description: HAMMONDVILLE RD, W OF DIXIE HWY
Start Date: 02/25/2009
Start Time: 0930

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	17	17	14	66	13	14	13	10	50	116
0100	15	7	15	5	42	9	4	6	7	26	68
0200	15	11	7	7	40	11	2	6	6	25	65
0300	7	8	6	4	25	2	5	5	2	14	39
0400	7	7	14	19	47	4	9	12	12	37	84
0500	14	20	16	33	83	11	21	27	33	92	175
0600	37	41	91	100	269	27	44	51	80	202	471
0700	103	130	125	143	501	88	132	117	115	452	953
0800	128	164	114	129	535	102	85	99	103	389	924
0900	136	95	111	104	446	70	98	87	86	341	787
1000	87	100	96	97	380	83	89	82	87	341	721
1100	109	116	96	97	418	86	65	103	103	357	775
1200	122	123	126	115	486	103	95	93	89	380	866
1300	103	103	118	145	469	83	104	105	95	387	856
1400	134	119	112	110	475	95	113	108	88	404	879
1500	121	135	127	116	499	115	124	118	112	469	968
1600	100	135	127	139	501	114	116	104	124	458	959
1700	140	148	132	119	539	139	105	155	151	550	1089
1800	122	105	112	102	441	122	121	99	81	423	864
1900	98	84	101	73	356	78	81	62	62	283	639
2000	62	65	64	56	247	63	57	56	47	223	470
2100	57	52	53	64	226	50	50	42	29	171	397
2200	37	49	33	34	153	52	30	27	29	138	291
2300	34	32	23	23	112	26	18	18	13	75	187
24-Hour Totals:					7356					6287	13643

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0730	560	0715	466	0715	992
P.M.	1645	559	1700	550	1700	1089
Daily	0730	560	1700	550	1700	1089

County: 86
Station: 7171
Description: HAMMONDVILLE RD, W OF DIXIE HWY
Start Date: 08/18/2009
Start Time: 0945

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	15	13	19	19	66	19	20	7	12	58	124
0100	17	16	11	12	56	12	10	11	14	47	103
0200	23	17	3	17	60	15	12	5	3	35	95
0300	7	7	8	6	28	9	1	6	14	30	58
0400	12	15	9	11	47	10	6	8	6	30	77
0500	12	16	16	31	75	14	16	19	35	84	159
0600	31	37	57	77	202	32	50	52	80	214	416
0700	65	95	98	159	417	49	89	86	88	312	729
0800	105	135	131	139	510	102	68	85	100	355	865
0900	110	109	92	85	396	72	76	69	73	290	686
1000	120	101	90	103	414	91	64	77	78	310	724
1100	93	100	102	106	401	67	68	81	72	288	689
1200	116	96	105	94	411	84	74	78	70	306	717
1300	100	85	105	104	394	69	89	73	90	321	715
1400	107	90	120	103	420	64	83	103	75	325	745
1500	116	107	130	123	476	96	98	108	103	405	881
1600	134	145	144	111	534	116	98	97	131	442	976
1700	123	140	142	116	521	144	137	115	89	485	1006
1800	98	93	101	81	373	102	93	74	66	335	708
1900	77	70	96	66	309	71	65	53	57	246	555
2000	76	74	65	63	278	55	52	45	44	196	474
2100	57	51	57	30	195	51	46	46	30	173	368
2200	52	53	22	38	165	26	36	32	23	117	282
2300	37	36	29	34	136	37	18	31	14	100	236
24-Hour Totals:					6884					5504	12388

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	0745	530	0715	365	0745	873
P.M.	1545	546	1645	527	1645	1043
Daily	1545	546	1645	527	1645	1043

APPENDIX K

I-95 Northbound Off Ramp onto Atlantic Boulevard Intersection Modifications – Synchro Printouts & FDOT Data

Atlantic Blvd at I-95 On and Off Ramps Traffic Volume Development

Growth Rate 1.40% NBL Split 42.86% NBR Split 57.14%

PM Peak Hour

	NB Approach	NBL	NBR	NBT	WBR
2010	1563	670	893	0	648
2030	2001	772	1029	200	829

AM Peak Hour

	NB Approach	NBL	NBR	NBT	WBR
2010	1033	443	590	0	672
2030	1322	481	641	200	860

County: 86
Station: 4062
Description: I-95 NB OFF RAMP TO SR 814/ ATLANTIC BLVD
Start Date: 06/18/2009
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	91	83	76	95	345
0100	62	58	53	52	225
0200	33	37	47	40	157
0300	40	48	32	47	167
0400	52	43	39	36	170
0500	52	47	62	106	267
0600	115	177	236	258	786
0700	203	241	257	332	1033
0800	282	245	236	257	1020
0900	243	242	303	272	1060
1000	278	286	282	290	1136
1100	270	340	275	308	1193
1200	270	350	333	296	1249
1300	303	310	298	282	1193
1400	285	275	334	303	1197
1500	342	341	354	384	1421
1600	327	337	351	364	1379
1700	391	423	404	345	1563
1800	320	288	329	278	1215
1900	277	257	240	237	1011
2000	243	260	193	208	904
2100	197	200	189	183	769
2200	189	198	186	164	737
2300	152	137	129	127	545
24-Hour Totals:					20742

Peak Volume Information

	Hour	Volume
A.M.	0730	1116
P.M.	1645	1582
Daily	1645	1582

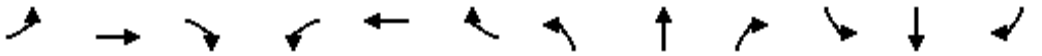
County: 86
Station: 4563
Description: I-95 NB 0N RAMP FROM WB SR 814/ATLANTIC BLVD.
Start Date: 06/18/2009
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	18	44	22	17	101
0100	17	9	11	12	49
0200	19	16	11	11	57
0300	9	8	6	12	35
0400	13	15	8	13	49
0500	17	17	29	49	112
0600	46	68	113	103	330
0700	146	114	147	165	572
0800	170	188	138	176	672
0900	161	126	119	146	552
1000	140	135	141	132	548
1100	122	125	102	129	478
1200	130	121	127	153	531
1300	148	133	159	132	572
1400	97	124	148	135	504
1500	139	144	174	150	607
1600	153	160	159	176	648
1700	169	140	130	115	554
1800	161	136	96	128	521
1900	123	97	113	109	442
2000	88	99	104	102	393
2100	99	82	77	83	341
2200	60	78	57	48	243
2300	50	25	33	18	126
24-Hour Totals:					9037

Peak Volume Information

	Hour	Volume
A.M.	0800	672
P.M.	1615	664
Daily	0800	672

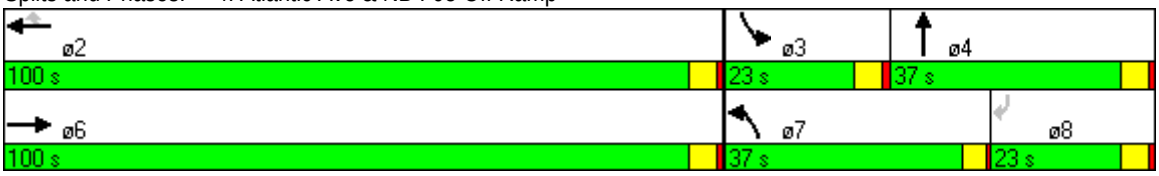


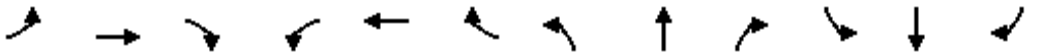
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2252	0	0	2734	100	481	200	641	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	0		0	0		2	2		1	1		1
Taper Length (ft)	25		25	25		100	25		25	25		25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	0	0	6408	1583	3433	1863	1583	1770	0	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	0	0	6408	1583	3433	1863	1583	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						91			259			9
Link Speed (mph)		25			25			35			25	
Link Distance (ft)		474			642			506			678	
Travel Time (s)		12.9			17.5			9.9			18.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2448	0	0	2972	109	523	217	697	109	0	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2448	0	0	2972	109	523	217	697	109	0	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
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	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Detector Phase		6			2	2	7	4		3		8
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)		21.0			21.0	21.0	8.0	21.0		21.0		21.0
Total Split (s)	0.0	100.0	0.0	0.0	100.0	100.0	37.0	37.0	0.0	23.0	0.0	23.0
Total Split (%)	0.0%	62.5%	0.0%	0.0%	62.5%	62.5%	23.1%	23.1%	0.0%	14.4%	0.0%	14.4%
Maximum Green (s)		95.0			95.0	95.0	33.0	32.0		18.0		18.0
Yellow Time (s)		4.0			4.0	4.0	3.5	4.0		4.0		4.0
All-Red Time (s)		1.0			1.0	1.0	0.5	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	4.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag							Lead	Lag		Lead		Lag
Lead-Lag Optimize?							Yes	Yes		Yes		Yes
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode		C-Min			C-Min	C-Min	None	None		None		None
Walk Time (s)		5.0			5.0	5.0		5.0		5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0		11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0	0		0		0		0
Act Effct Green (s)		102.4			102.4	102.4	28.9	28.0	160.0	14.6		14.7
Actuated g/C Ratio		0.64			0.64	0.64	0.18	0.18	1.00	0.09		0.09
v/c Ratio		0.75			0.72	0.10	0.84	0.67	0.44	0.68		0.71
Control Delay		22.9			7.7	0.1	76.2	71.5	0.9	90.5		88.6
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		22.9			7.7	0.1	76.2	71.5	0.9	90.5		88.6
LOS		C			A	A	E	E	A	F		F
Approach Delay		22.9			7.5			39.0				
Approach LOS		C			A			D				
Queue Length 50th (ft)		635			300	0	274	213	0	112		103
Queue Length 95th (ft)		768			140	m0	335	302	0	179		171
Internal Link Dist (ft)		394			562			426			598	
Turn Bay Length (ft)						300						
Base Capacity (vph)		3255			4102	1046	708	373	1583	199		186
Starvation Cap Reductn		0			0	0	0	0	0	0		0
Spillback Cap Reductn		0			0	0	0	0	0	0		0
Storage Cap Reductn		0			0	0	0	0	0	0		0
Reduced v/c Ratio		0.75			0.72	0.10	0.74	0.58	0.44	0.55		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 92 (58%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Atlantic Ave & NB I-95 Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	2252	0	0	2734	100	481	200	641	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	4.0	5.0	4.0	5.0		5.0
Lane Util. Factor		0.91			0.86	1.00	0.97	1.00	1.00	1.00		1.00
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00		0.85
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)		5085			6408	1583	3433	1863	1583	1770		1583
Flt Permitted		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)		5085			6408	1583	3433	1863	1583	1770		1583
Peak-hour factor, PHF	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	2448	0	0	2972	109	523	217	697	109	0	109
RTOR Reduction (vph)	0	0	0	0	0	33	0	0	0	0	0	8
Lane Group Flow (vph)	0	2448	0	0	2972	76	523	217	697	109	0	101
Turn Type						Perm	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Actuated Green, G (s)		102.4			102.4	102.4	28.9	28.0	160.0	14.6		14.7
Effective Green, g (s)		102.4			102.4	102.4	28.9	28.0	160.0	14.6		14.7
Actuated g/C Ratio		0.64			0.64	0.64	0.18	0.18	1.00	0.09		0.09
Clearance Time (s)		5.0			5.0	5.0	4.0	5.0		5.0		5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		3254			4101	1013	620	326	1583	162		145
v/s Ratio Prot		c0.48			0.46		c0.15	c0.12		0.06		
v/s Ratio Perm						0.05			0.44			0.06
v/c Ratio		0.75			0.72	0.08	0.84	0.67	0.44	0.67		0.70
Uniform Delay, d1		20.0			19.3	10.9	63.4	61.6	0.0	70.4		70.5
Progression Factor		1.00			0.35	0.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.7			0.6	0.1	10.2	5.1	0.9	10.5		13.5
Delay (s)		21.7			7.4	0.1	73.5	66.7	0.9	80.9		84.0
Level of Service		C			A	A	E	E	A	F		F
Approach Delay (s)		21.7			7.1			37.3			82.4	
Approach LOS		C			A			D			F	

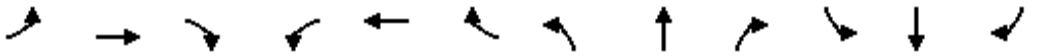
Intersection Summary			
HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	3276	100	772	200	1029	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	0		0	0		2	2		1	1		1
Taper Length (ft)	25		25	25		100	25		25	25		25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	0	0	6408	1583	3433	1863	1583	1770	0	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	0	0	6408	1583	3433	1863	1583	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						69			307			3
Link Speed (mph)		45			45			35			25	
Link Distance (ft)		455			667			554			437	
Travel Time (s)		6.9			10.1			10.8			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1740	0	0	3561	109	839	217	1118	109	0	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1740	0	0	3561	109	839	217	1118	109	0	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			0			24			24	
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	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Detector Phase		6			2	2	7	4		3		8
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)		21.0			21.0	21.0	9.0	21.0		21.0		21.0
Total Split (s)	0.0	94.0	0.0	0.0	94.0	94.0	45.0	43.0	0.0	23.0	0.0	21.0
Total Split (%)	0.0%	58.8%	0.0%	0.0%	58.8%	58.8%	28.1%	26.9%	0.0%	14.4%	0.0%	13.1%
Maximum Green (s)		89.0			89.0	89.0	40.0	38.0		18.0		16.0
Yellow Time (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)		1.0			1.0	1.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag							Lead	Lag		Lead		Lag
Lead-Lag Optimize?							Yes	Yes		Yes		Yes
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode		C-Min			C-Min	C-Min	None	None		None		None
Walk Time (s)		5.0			5.0	5.0		5.0		5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0		11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0	0		0		0		0
Act Effct Green (s)		90.7			90.7	90.7	40.0	39.8	160.0	14.6		14.3
Actuated g/C Ratio		0.57			0.57	0.57	0.25	0.25	1.00	0.09		0.09
v/c Ratio		0.60			0.98	0.12	0.98	0.47	0.71	0.68		0.75
Control Delay		24.2			16.6	0.0	84.7	55.4	2.7	90.5		98.8
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		24.2			16.6	0.0	84.7	55.4	2.7	90.5		98.8
LOS		C			B	A	F	E	A	F		F
Approach Delay		24.2			16.1			39.6				
Approach LOS		C			B			D				
Queue Length 50th (ft)		437			869	0	453	193	0	112		109
Queue Length 95th (ft)		484			m421	m0	#591	287	0	179		#193
Internal Link Dist (ft)		375			587			474			357	
Turn Bay Length (ft)						300						
Base Capacity (vph)		2882			3631	927	858	463	1583	199		161
Starvation Cap Reductn		0			0	0	0	0	0	0		0
Spillback Cap Reductn		0			0	0	0	0	0	0		0
Storage Cap Reductn		0			0	0	0	0	0	0		0
Reduced v/c Ratio		0.60			0.98	0.12	0.98	0.47	0.71	0.55		0.68

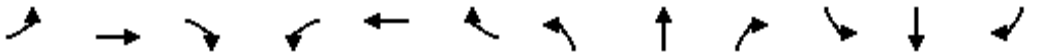
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 157 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 26.6		Intersection LOS: C	
Intersection Capacity Utilization 88.2%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Atlantic Ave & NB I-95 Off Ramp



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	3276	100	772	200	1029	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor		0.91			0.86	1.00	0.97	1.00	1.00	1.00		1.00
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00		0.85
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)		5085			6408	1583	3433	1863	1583	1770		1583
Flt Permitted		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)		5085			6408	1583	3433	1863	1583	1770		1583
Peak-hour factor, PHF	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	1740	0	0	3561	109	839	217	1118	109	0	109
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	0	0	0	3
Lane Group Flow (vph)	0	1740	0	0	3561	79	839	217	1118	109	0	106
Turn Type						Perm	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Actuated Green, G (s)		90.6			90.6	90.6	40.0	39.8	160.0	14.6		14.4
Effective Green, g (s)		90.6			90.6	90.6	40.0	39.8	160.0	14.6		14.4
Actuated g/C Ratio		0.57			0.57	0.57	0.25	0.25	1.00	0.09		0.09
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0		5.0		5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		2879			3629	896	858	463	1583	162		142
v/s Ratio Prot		0.34			c0.56		c0.24	0.12		0.06		
v/s Ratio Perm						0.05			c0.71			0.07
v/c Ratio		0.60			0.98	0.09	0.98	0.47	0.71	0.67		0.75
Uniform Delay, d1		22.9			33.9	15.8	59.6	51.1	0.0	70.4		71.0
Progression Factor		1.00			0.41	0.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.0			1.9	0.0	25.1	0.8	2.7	10.5		19.2
Delay (s)		23.8			15.6	0.0	84.6	51.9	2.7	80.9		90.2
Level of Service		C			B	A	F	D	A	F		F
Approach Delay (s)		23.8			15.2			39.2			85.6	
Approach LOS		C			B			D			F	

Intersection Summary			
HCM Average Control Delay	25.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

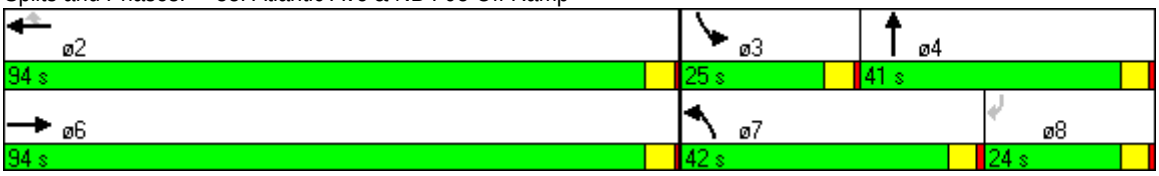


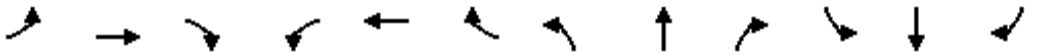
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	1874	100	481	200	641	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	0		0	0		1	2		1	1		1
Taper Length (ft)	25		25	25		100	25		25	25		25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	0	0	5085	1583	3433	1863	1583	1770	0	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	0	0	5085	1583	3433	1863	1583	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						96			302			19
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		455			475			554			437	
Travel Time (s)		6.9			7.2			15.1			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1740	0	0	2037	109	523	217	697	109	0	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1740	0	0	2037	109	523	217	697	109	0	109
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			24			24	
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	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Detector Phase		6			2	2	7	4		3		8
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)		21.0			21.0	21.0	9.0	21.0		21.0		21.0
Total Split (s)	0.0	94.0	0.0	0.0	94.0	94.0	42.0	41.0	0.0	25.0	0.0	24.0
Total Split (%)	0.0%	58.8%	0.0%	0.0%	58.8%	58.8%	26.3%	25.6%	0.0%	15.6%	0.0%	15.0%
Maximum Green (s)		89.0			89.0	89.0	37.0	36.0		20.0		19.0
Yellow Time (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)		1.0			1.0	1.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag							Lead	Lag		Lead		Lag
Lead-Lag Optimize?							Yes	Yes		Yes		Yes
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode		C-Min			C-Min	C-Min	None	None		None		None
Walk Time (s)		5.0			5.0	5.0		5.0		5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0		11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0	0		0		0		0
Act Effct Green (s)		101.1			101.1	101.1	29.6	29.0	160.0	15.0		14.4
Actuated g/C Ratio		0.63			0.63	0.63	0.18	0.18	1.00	0.09		0.09
v/c Ratio		0.54			0.63	0.11	0.82	0.64	0.44	0.66		0.69
Control Delay		18.3			12.3	0.6	74.0	69.2	0.9	88.1		78.5
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		18.3			12.3	0.6	74.0	69.2	0.9	88.1		78.5
LOS		B			B	A	E	E	A	F		E
Approach Delay		18.3			11.7			37.8				
Approach LOS		B			B			D				
Queue Length 50th (ft)		357			269	7	274	213	0	112		93
Queue Length 95th (ft)		484			m139	m0	327	292	0	176		158
Internal Link Dist (ft)		375			395			474			357	
Turn Bay Length (ft)						300						
Base Capacity (vph)		3212			3212	1035	794	419	1583	221		207
Starvation Cap Reductn		0			0	0	0	0	0	0		0
Spillback Cap Reductn		0			0	0	0	0	0	0		0
Storage Cap Reductn		0			0	0	0	0	0	0		0
Reduced v/c Ratio		0.54			0.63	0.11	0.66	0.52	0.44	0.49		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 1 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

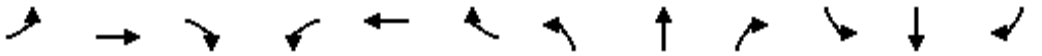
Splits and Phases: 38: Atlantic Ave & NB I-95 Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	1874	100	481	200	641	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor		0.91			0.91	1.00	0.97	1.00	1.00	1.00		1.00
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00		0.85
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)		5085			5085	1583	3433	1863	1583	1770		1583
Flt Permitted		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)		5085			5085	1583	3433	1863	1583	1770		1583
Peak-hour factor, PHF	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	1740	0	0	2037	109	523	217	697	109	0	109
RTOR Reduction (vph)	0	0	0	0	0	35	0	0	0	0	0	17
Lane Group Flow (vph)	0	1740	0	0	2037	74	523	217	697	109	0	92
Turn Type						Perm	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Actuated Green, G (s)		101.0			101.0	101.0	29.6	29.0	160.0	15.0		14.4
Effective Green, g (s)		101.0			101.0	101.0	29.6	29.0	160.0	15.0		14.4
Actuated g/C Ratio		0.63			0.63	0.63	0.18	0.18	1.00	0.09		0.09
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0		5.0		5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		3210			3210	999	635	338	1583	166		142
v/s Ratio Prot		0.34			c0.40		c0.15	c0.12		0.06		
v/s Ratio Perm						0.05			0.44			0.06
v/c Ratio		0.54			0.63	0.07	0.82	0.64	0.44	0.66		0.65
Uniform Delay, d1		16.5			18.1	11.4	62.7	60.7	0.0	70.0		70.3
Progression Factor		1.00			0.63	0.17	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		0.7			0.1	0.0	8.5	4.1	0.9	9.0		9.7
Delay (s)		17.2			11.5	2.0	71.2	64.8	0.9	79.0		80.0
Level of Service		B			B	A	E	E	A	E		F
Approach Delay (s)		17.2			11.0			36.1			79.5	
Approach LOS		B			B			D			E	

Intersection Summary			
HCM Average Control Delay	22.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

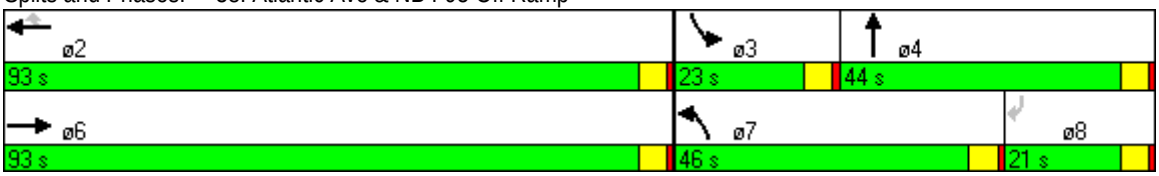


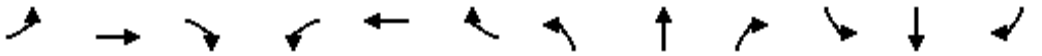
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	2447	100	772	200	1029	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		300	0		0	0		0
Storage Lanes	0		0	0		1	2		1	1		1
Taper Length (ft)	25		25	25		100	25		25	25		25
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			0.850
Flt Protected							0.950			0.950		
Satd. Flow (prot)	0	5085	0	0	5085	1583	3433	1863	1583	1770	0	1583
Flt Permitted							0.950			0.950		
Satd. Flow (perm)	0	5085	0	0	5085	1583	3433	1863	1583	1770	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						73			314			4
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		455			475			554			437	
Travel Time (s)		6.9			7.2			15.1			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1740	0	0	2660	109	839	217	1118	109	0	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1740	0	0	2660	109	839	217	1118	109	0	109
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			24			24	
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	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Detector Phase		6			2	2	7	4		3		8
Switch Phase												
Minimum Initial (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
Minimum Split (s)		21.0			21.0	21.0	9.0	21.0		21.0		21.0
Total Split (s)	0.0	93.0	0.0	0.0	93.0	93.0	46.0	44.0	0.0	23.0	0.0	21.0
Total Split (%)	0.0%	58.1%	0.0%	0.0%	58.1%	58.1%	28.8%	27.5%	0.0%	14.4%	0.0%	13.1%
Maximum Green (s)		88.0			88.0	88.0	41.0	39.0		18.0		16.0
Yellow Time (s)		4.0			4.0	4.0	4.0	4.0		4.0		4.0
All-Red Time (s)		1.0			1.0	1.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	4.0	4.0	5.0	5.0	5.0	5.0	4.0	5.0	4.0	5.0
Lead/Lag							Lead	Lag		Lead		Lag
Lead-Lag Optimize?							Yes	Yes		Yes		Yes
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Recall Mode		C-Min			C-Min	C-Min	None	None		None		None
Walk Time (s)		5.0			5.0	5.0		5.0		5.0		5.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0		11.0		11.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		0			0	0		0		0		0
Act Effct Green (s)		90.1			90.1	90.1	40.6	40.3	160.0	14.6		14.3
Actuated g/C Ratio		0.56			0.56	0.56	0.25	0.25	1.00	0.09		0.09
v/c Ratio		0.61			0.93	0.12	0.96	0.46	0.71	0.68		0.75
Control Delay		24.6			11.8	0.0	81.3	54.6	2.7	90.5		97.7
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay		24.6			11.8	0.0	81.3	54.6	2.7	90.5		97.7
LOS		C			B	A	F	D	A	F		F
Approach Delay		24.6			11.3			38.2				
Approach LOS		C			B			D				
Queue Length 50th (ft)		444			518	0	448	191	0	112		108
Queue Length 95th (ft)		491			m230	m0	#579	285	0	179		#191
Internal Link Dist (ft)		375			395			474			357	
Turn Bay Length (ft)						300						
Base Capacity (vph)		2865			2865	924	880	469	1583	199		162
Starvation Cap Reductn		0			0	0	0	0	0	0		0
Spillback Cap Reductn		0			0	0	0	0	0	0		0
Storage Cap Reductn		0			0	0	0	0	0	0		0
Reduced v/c Ratio		0.61			0.93	0.12	0.95	0.46	0.71	0.55		0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 156 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 88.0%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 38: Atlantic Ave & NB I-95 Off Ramp





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1601	0	0	2447	100	772	200	1029	100	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0	5.0	5.0	5.0	4.0	5.0		5.0
Lane Util. Factor		0.91			0.91	1.00	0.97	1.00	1.00	1.00		1.00
Frt		1.00			1.00	0.85	1.00	1.00	0.85	1.00		0.85
Flt Protected		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)		5085			5085	1583	3433	1863	1583	1770		1583
Flt Permitted		1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)		5085			5085	1583	3433	1863	1583	1770		1583
Peak-hour factor, PHF	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	1740	0	0	2660	109	839	217	1118	109	0	109
RTOR Reduction (vph)	0	0	0	0	0	32	0	0	0	0	0	4
Lane Group Flow (vph)	0	1740	0	0	2660	77	839	217	1118	109	0	105
Turn Type						Perm	Prot		Free	Prot		custom
Protected Phases		6			2		7	4		3		
Permitted Phases						2			Free			8
Actuated Green, G (s)		90.1			90.1	90.1	40.6	40.3	160.0	14.6		14.3
Effective Green, g (s)		90.1			90.1	90.1	40.6	40.3	160.0	14.6		14.3
Actuated g/C Ratio		0.56			0.56	0.56	0.25	0.25	1.00	0.09		0.09
Clearance Time (s)		5.0			5.0	5.0	5.0	5.0		5.0		5.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0		3.0		3.0
Lane Grp Cap (vph)		2863			2863	891	871	469	1583	162		141
v/s Ratio Prot		0.34			c0.52		c0.24	0.12		0.06		
v/s Ratio Perm						0.05			c0.71			0.07
v/c Ratio		0.61			0.93	0.09	0.96	0.46	0.71	0.67		0.75
Uniform Delay, d1		23.2			32.0	16.1	59.0	50.7	0.0	70.4		71.1
Progression Factor		1.00			0.32	0.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2		1.0			0.7	0.0	21.8	0.7	2.7	10.5		19.2
Delay (s)		24.2			11.1	0.0	80.8	51.4	2.7	80.9		90.3
Level of Service		C			B	A	F	D	A	F		F
Approach Delay (s)		24.2			10.7			37.7			85.6	
Approach LOS		C			B			D			F	

Intersection Summary			
HCM Average Control Delay	25.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			