TRAFFIC IMPACT ANALYSIS

WINDING OAKS PD

OCALA, FLORIDA

Prepared for:

Cradle Holdings, Inc.

Prepared by:

Kimley-Horn and Associates, Inc.

142733006
November 2020
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101 E Silver Springs Blvd, Suite 400
Ocala, Florida 34470
352 438 3000

Kimley»Horn

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EXECUTIVE SUMMARY

Kimley-Horn has performed a Traffic Impact Analysis (TIA) for the proposed Winding Oaks Planned Development (PD). The project site is generally located south of SW 66th Street, east of SW 60th Avenue, west of I-75, north of SW 80th Street, and southeast of SR 200 in the City of Ocala, Florida. The property was annexed into the City in 2017, and a Future Land Use (FLU) of Low Intensity was approved in December 2019.

The revised PD area is expanded +/- 558.53 acres to the east of the existing PD to encompass the overall +/- 1,010-acre parcel. The TIA has been prepared to support the PD rezoning application and Concurrency Development Agreement (CDA) for the expanded PD boundary. A CDA was approved in December 2019 for the existing PD boundary on the west part of the property. The approved CDA reserved 1,767 net new PM peak hour trips for the development which has been assumed in the background traffic volumes.

The project's development program includes the following uses and intensities:

- Commercial retail – 590,000 square feet
- Automobile sales – 60,000 square feet
- General Office – 416,000 square feet
- Single-family – 2,068 dwelling units
- Multi-family – 1,080 dwelling units
- Super Convenience Market/Gas Station– 20 vehicle fueling position

Access to the property is proposed via an existing directional access connection SR 200, a new full access connection with a traffic signal on SW 60th Avenue at SW 54th Court Road, a full access connection with traffic signal on SW 66th Street at SW 54th Court Road, two full access on SW 49th Avenue, new full access on SW 80th Street, two full access on SW 66th Street and a new right-in/right-out access on SW 49th Avenue.

The traffic analysis was performed considering a buildout timeframe of 20 years (2040) for the proposed development program. The operating conditions within the study area were evaluated for future background (before addition of project traffic) conditions and buildout traffic conditions. Transportation improvements were identified within the study area to be needed under future background traffic conditions. These improvements are needed prior to the addition to project traffic, and therefore no proportionate share contribution is required by the development per Florida State Statutes.

The following transportation improvements were identified to be needed at project buildout, in addition to those identified under future background traffic conditions:

- Construction of an additional eastbound through lane on SR 200 at the intersection with SW 42nd Street
- Construction of an additional westbound through lane on SR 200 at the intersection with SW 38th Court
- Construction of second northbound left-turn lane on SW 49th Avenue at SW 66th Street
- Install an overlap phase for the northbound right-turn on SW 49th Avenue at SW 42nd Street

Consistent with Florida Statute, the project's proportionate share percentage was calculated for each transportation improvement identified to be needed due to the addition of project traffic.

The analysis has been performed in accordance with the City of Ocala Traffic Impact Analysis guidelines and the methodology, which was approved by the City of Ocala, Marion County, Ocala/Marion County TPO, and FDOT. The traffic analysis and results provided herein support the transportation concurrency reservation request for the Winding Oaks project.

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INTRODUCTION

Kimley-Horn has performed a TIA for the proposed Winding Oaks PD. The project site is generally located south of SW 66th Street, east of SW 60th Avenue, west of I-75, north of SW 80th Street, and southeast of SR 200 in the City of Ocala, Florida. The site is being annexed into the City of Ocala. The PD area is +/- 558.53 acres of the overall +/- 1,010-acre parcel. The site is proposed to contain commercial retail, automobile sales, general office, single-family, multi-family and super convenience market/gas station uses.

The TIA identifies transportation needs within the study area under future background (before the addition of project traffic) and project buildout conditions. The TIA has been prepared to support the PD rezoning application and CDA following annexation of the property into the City of Ocala. The analysis has been performed in accordance with the City of Ocala Traffic Impact Analysis guidelines and the methodology, which was approved by the City of Ocala, Marion County, Ocala/Marion County TPO, and FDOT. The approved methodology and methodology correspondence are included in the **Appendix**.

The project's development program includes the following uses and intensities:

- Commercial retail – 590,000 square feet
- Automobile sales – 60,000 square feet
- General Office – 416,000 square feet
- Single-family – 2,068 dwelling units
- Multi-family – 1,080 dwelling units
- Super Convenience Market/Gas Station– 20 vehicle fueling position

Access to the property is proposed via an existing directional access connection SR 200, a new full access connection with a traffic signal on SW 60th Avenue at SW 54th Court Road, a full access connection with traffic signal on SW 66th Street at SW 54th Court Road, two full access on SW 49th Avenue, new full access on SW 80th Street, two full access on SW 66th Street and a new right-in/right-out access on SW 49th Avenue. The buildout timeframe evaluated for the project is 20 years (by end of 2040). A copy of the current Conceptual Site Development Plan illustrating the site location and proposed project access is included in the **Appendix**.

This TIA is based on data collected by Kimley-Horn and supplemented by information obtained from City of Ocala, Marion County, and the Florida Department of Transportation (FDOT) sources. The study observed the established procedures found in Institute of Transportation Engineers (ITE) sources, FDOT sources, and the *2016 Highway Capacity Manual* (HCM 2016).

PROJECT TRAFFIC

TRIP GENERATION

The trip generation potential of the proposed development program was calculated based upon rates and equations contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 10th Edition. ITE land use codes 210 (Single-Family Detached Housing), 221 (Multifamily Housing (Mid-Rise)), 710 (General Office Building), 820 (Shopping Center), 960 (Super Convenience Market/Gas Station), and 840 (Automobile sales) were applied to determine the development's trip generation potential. Methods established in the ITE Trip Generation Handbook, 3rd Edition were utilized to calculate internal capture and pass-by calculations (34% pass-by capture for ITE LUC 820 and 56% pass-by capture for ITE LUC 960) for proposed development. Internal Capture is assumed between the uses within the site. Pass-by capture was limited to 10% of the projected adjacent side-street traffic volumes.

Based on the development program provided, the project is anticipated to generate 17,462 net new daily trips and 2,362 net new PM peak hour trips.

Table 1 illustrates the trip generation calculations for the site, which were approved during the methodology process.

TRIP EQUIVALENCY MATRIX

A trip equivalency matrix has been developed for the project, which allows for minor changes to land use types and intensities without increasing the PM peak hour external project trips generated by the development. The gross trip rate for each land use was obtained by using the rates provided in the ITE *Trip Generation, 10th Edition* and based on the trip generation calculations approved during the methodology review process. The percent new trips are based on the agreed upon rates for pass-by capture for the retail uses. The trip equivalency matrix provides a methodology for conversion of land uses and intensities to result in an equal or lesser number of net new PM peak hour project trips. The trip equivalency matrix is provided in the **Appendix**.

Table 1 - Trip Generation

Land Use	Intensity			Daily Trips	PM Peak Hour of Adjacent Street		
					Total	In	Out
Proposed Development							
Single-Family Detached Housing	2,068	DU		16,875	1,861	1,172	689
Multifamily Housing (Mid-Rise)	1,080	DU		5,884	435	265	170
Automobile Sales	60,000	SF		1,643	130	52	78
Super Convenience Market/ Gas Station	20	VFP		4,610	459	230	229
Commercial Retail - West	390,000	SF		15,169	1,488	714	774
Commercial Retail - East	200,000	SF		9,632	908	436	472
General Office Building	416,000	SF		4,229	441	71	370
		Subtotal		*58,042*	*5,722*	*2,940*	*2,782*
Internal Capture	Daily	AM	PM				
Residential	23%	2%	26%	5,200	588	411	177
Office	30%	10%	31%	1,250	137	56	81
Retail	18%	4%	22%	5,704	643	217	426
		Subtotal		12,154	1,368	684	684
Pass-By Traffic	Daily	AM	PM				
Shopping Center - West	34%	34%	34%	4,210	397	190	207
Shopping Center - East	34%	34%	34%	2,673	242	116	126
Super Convenience Market/Gas Station	56%	62%	56%	2,582	257	129	128
10% of Adjacent Side-Street Traffic [3]		10%		9,170	786	382	404
		Subtotal		9,170	786	382	404
Driveway Volumes				45,888	4,354	2,256	2,098
NET NEW TRIPS (FULL WINDING OAKS DEVELOPMENT)				36,718	3,568	1,874	1,694
RESERVED NET NEW TRIPS (PER CONCURRENCY AGREEMENT)				19,256	1,767	819	948
TOTAL NET NEW TRIPS FOR NEW PD CONCURRENCY STUDY				17,462	1,801	1,055	746

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 10th Edition.
Note 2: The internal capture between the different uses is calculated using ITE's Trip Generation Manual 3rd Edition.
Note 3: Adjacent side-street traffic volumes are those on SR 200, SW 60th Avenue, SW 66th Street from the FDOT Florida Traffic Online website and design traffic projections for SW 49th Avenue.

TRIP DISTRIBUTION, ASSIGNMENT, AND STUDY AREA

A projected trip distribution was developed based on Version 6.01 of the Central Florida Regional Planning (CFRPM), which is based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The model output was refined on roadways adjacent to the development to better reflect the anticipated travel patterns based on the PD layout. The model output was also refined along SR 200 to reflect a portion of the traffic destined northeast to utilize SR 200 in addition to SW 49th Avenue.

Project traffic was assigned within the study area by applying the external trip distribution to the trip generation potential and considering the proposed access scenario. The study area for the project included all roadway segments where project traffic consumes three percent (3%) or more of the subject segment's peak hour directional service capacity, consistent with the approved methodology. The service volumes for evaluated roadways were obtained utilizing functional classification and level of service information published by the TPO and FDOT.

The project significance calculations are provided within the methodology document located in the **Appendix**.

The following roadway segments are included within the study area, as approved during the methodology process:

- SR 200 – SW 80th Avenue to MLK JR Avenue
- SW 66th Street – SR 200 to CR 475
- SW 60th Avenue – SW 20th Street to SW 95th Street Road
- SW 49th Avenue – SW 42nd Street to CR 484
- SW 42nd Street – from SR 200 to CR 475
- SW 32nd Street – CR 475 to US 27/441
- SW 95th Street – SW 80th Avenue to SW 49th Avenue
- SW 27th Avenue – SR 200 to SW 42nd Street
- CR 475A – SW 42nd Street to CR 484

In addition to roadway segment analysis, the following intersections were evaluated for PM peak hour traffic conditions (4-6 PM), as approved during the methodology process:

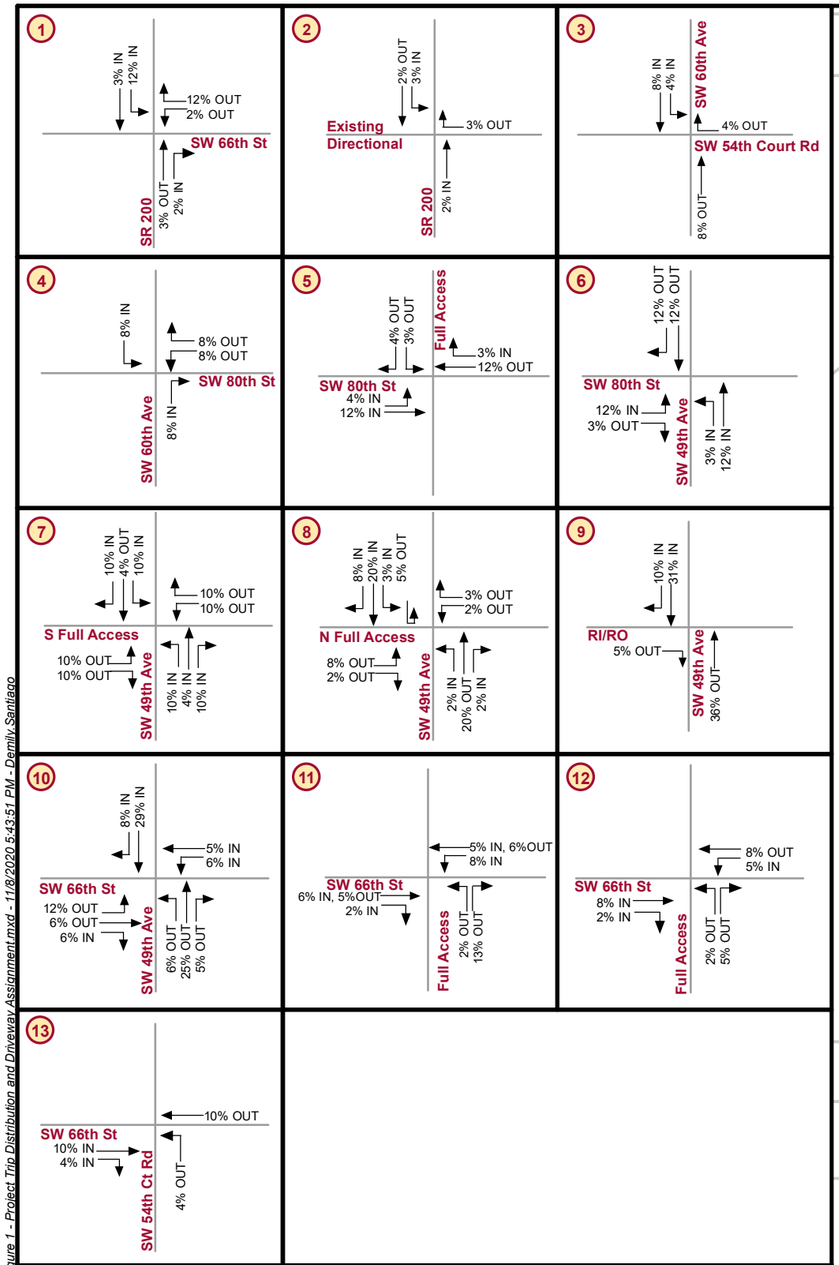
- SR 200 & SW 90th St/SW 95th Street Road
- SR 200 & SW 60th Avenue
- SR 200 & SW 66th Street
- SR 200 & SW 42nd Street
- SR 200 & SW 38th Court
- SR 200 & I-75 NB Ramps
- SR 200 & I-75 SB Ramps
- SR 200 & SW 27th Avenue

- SW 60th Avenue & SW 20th Street
- SW 60th Avenue & SW 38th Street
- SW 60th Avenue & SW 73rd Street/SW 54th Court Road
- SW 60th Avenue & SW 80th Street
- SW 60th Avenue & SW 95th Street
- SW 7th Avenue & SW 42nd Street
- CR 475 & SW 42nd Street
- SW 49th Avenue & SW 42nd Street
- SW 49th Avenue & SW 66th Street
- SW 49th Avenue & SW 80th Street
- SW 49th Avenue & SW 95th Street
- SW 49th Avenue & CR 484
- CR 475A/SW 27th Avenue & SW 42nd Street
- CR 475A/SW 27th Avenue & SW 66th Street

In addition, based on request by the review agencies during the methodology process, the following intersections were also evaluated during the weekday mid-day peak period (11AM – 1PM):

- SR 200 & SW 60th Avenue
- SR 200 & SW 66th Street

Figure 1 illustrates the site location, trip distribution, and project driveways and **Figure 2** illustrates the study area road network for the traffic analysis.



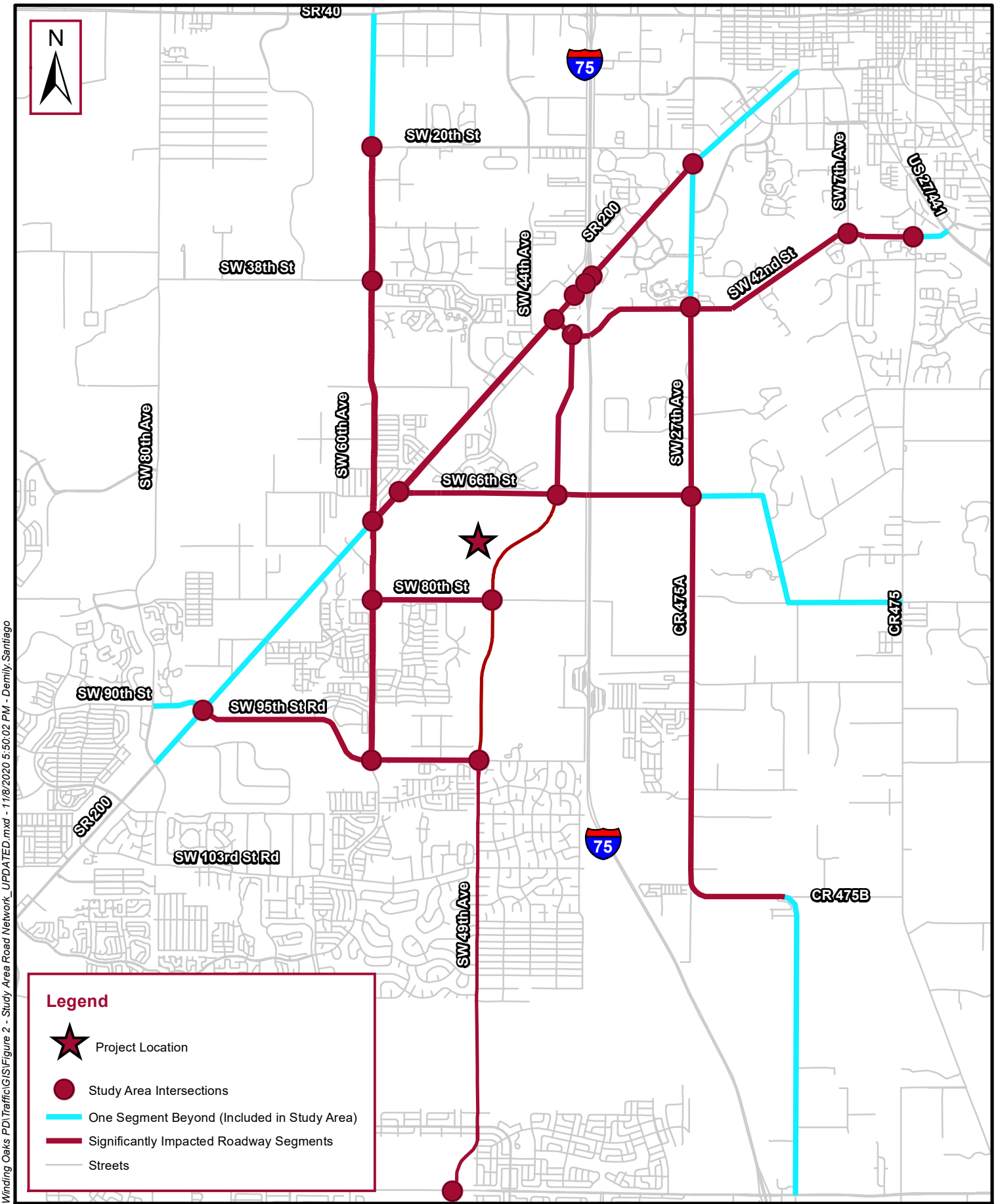
K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 1 - Project Trip Distribution and Driveway Assignment.mxd - 11/8/2020 5:43:51 PM - Demilly.Santiago

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FIGURE 1 - PROJECT TRIP DISTRIBUTION AND DRIVEWAY ASSIGNMENT

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No.: 1427433006
November 2020
Not To Scale



K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 2 - Study Area Road Network_UPDATED.mxd - 11/8/2020 5:50:02 PM - Demily.Santiago

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FIGURE 2 - STUDY AREA ROAD NETWORK

WINDING OAKS PD
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142733006	November 2020

EXISTING CONDITIONS ANALYSIS

EXISTING TRAFFIC VOLUME DEVELOPMENT

Turning movement counts were collected at the study area intersections during the PM peak hour of adjacent street traffic (4:00 PM – 6:00 PM) in October 2013, July 2016, January 2017, August 2019, and December 2019. In addition, turning movement counts were collected in January 2017 during the mid-day peak period (11:00 AM to 1:00 PM) at the intersections of SW 60th Avenue & SR 200 and SW 66th Street & SR 200.

Current traffic conditions are not consistent with what would be expected during normal operating conditions due to the COVID-19 pandemic. Based upon input from City of Ocala Traffic staff, historic traffic counts could be utilized for the analysis by applying historic growth rates to adjust the historic counts to 2020 traffic conditions.

Subsequent to the original traffic study submittal, Marion County provided a turning movement count for the intersection of SR 200 and SW 66th Street that was collected in March 2020. This turning movement count was utilized in this updated traffic study report.

A historic growth rate was calculated for each street connection at the study area intersections. The weighted average of the intersecting street's individual growth rates was utilized for the overall intersection. The individual intersection growth rates were applied to the historic turning movement counts (from 2013 to 2019) to estimate year 2020 existing traffic volumes. For the SR 200 corridor, a consistent 1% growth rate was applied to adjust historic traffic counts to existing year 2020.

The turning movement counts, and growth rates utilized for forecasting to existing year 2020 traffic conditions are provided in the **Appendix**.

The appropriate peak season factors from FDOT were utilized to adjust the observed traffic volumes to peak season. The intersection volume development sheets located in the **Appendix** show how the observed traffic volumes were factored to develop the existing year 2020 peak season traffic volumes.

EXISTING CONDITIONS ROADWAY SEGMENT ANALYSIS

Study roadway segments were evaluated to determine the existing PM peak hour levels of service. The maximum service volumes were obtained from the latest Marion County Roadway Segment Tables and the 2013 FDOT Quality/Level of Service Handbook. The service volumes were approved during the methodology review process.

The existing PM peak hour directional traffic volumes on the roadway segments were calculated using the PM peak hour turning movement count (approach/departure) data for the study area intersections. The reported 2020 existing traffic volume is an average of the approach and departure volumes, adjusted to year 2020 using growth rates as previously discussed and adjusted to peak season using the applicable FDOT peak season factor.

Table 2 illustrates the existing peak hour traffic volume and level of service for roadway segments in the study area during the PM peak hour. All the study area roadway segments are shown to operate within the adopted level of service standard under existing PM peak hour traffic conditions.

Table 2 - Existing Conditions PM Peak Hour Roadway Segment Analysis

Roadway		Roadway Attributes [1]				Peak Hour Directional Service Capacity [2]	Existing Peak Season Traffic Conditions (2020)					
							Volumes [3]		V/C Ratios		LOS [2]	
From	To	Functional Classification	Area Type	Adopted LOS	Number of Lanes		NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
SR 200												
SW 80th Avenue	SW 60th Avenue	ST - SA - C1	U	D	6D	3,020	1,171	1,618	0.39	0.54	C	C
SW 60th Avenue	SW 48th Avenue	ST - SA - C1	U	D	6D	3,020	1,575	2,006	0.52	0.66	C	C
SW 48th Avenue	I-75 East Ramps	ST - SA - C1	U	D	6D	3,170	1,686	2,120	0.53	0.67	C	C
I-75 East Ramps	SW 27th Avenue	ST - SA - C1	U	D	6D	3,020	1,511	2,083	0.50	0.69	C	C
SW 27th Avenue	MLK Jr Avenue	ST - SA - C1	U	D	6D	3,170	1,264	1,592	0.40	0.50	C	C
SW 66th St / SW 80th St												
SR 200	SW 49th Avenue	NS-SA-C1	U	E	2U	792	408	253	0.52	0.32	C	C
SW 49th Avenue	CR 475A	NS-SA-C1	U	E	2U	792	399	432	0.50	0.55	C	C
CR 475A	CR 475	NS-SA-C2	U	E	2U	792	295	202	0.37	0.26	C	C
NW / SW 60th Ave												
SW 20th St	SW 38th St	NS-SA-C1	U	E	4D	1,800	734	1,084	0.41	0.60	C	C
SW 38th St	SR 200	NS-SA-C1	U	E	4D	1,800	608	878	0.34	0.49	C	C
SR 200	SW 80th St	NS-SA-C1	U	E	4D	1,800	584	1,122	0.32	0.62	C	C
SW 80th St	SW 95th St	NS-SA-C1	U	E	4D	1,800	546	1,015	0.30	0.56	C	C
SW 49th Ave												
SW 42nd St	SW 66th St	NS-SA-C1	U	E	2U	792	164	120	0.21	0.15	C	C
SW 66th St	SW 80th St	NS-SA-C1	U	E	4D	792	N/A	N/A	N/A	N/A	N/A	N/A
SW 80th St	SW 95th St	NS-SA-C1	U	E	4D	792	N/A	N/A	N/A	N/A	N/A	N/A
SW 95th St	CR 484	NS-SA-C1	U	E	2U	792	351	450	0.44	0.57	C	C
SW 42nd St												
SR 200	SW 27th Ave	NS-SA-C1	U	E	4D	1,800	860	841	0.48	0.47	C	C
SW 27th Ave	SW 7th Ave	NS-SA-C1	U	E	4D	1,800	1,273	1,133	0.71	0.63	C	C
SW 7th Ave	CR 475	NS-SA-C1	U	E	4D	1,800	1,298	1,105	0.72	0.61	C	C
SW 32nd St												
CR 475	US 27/441	NS-SA-C1	U	E	4D	1,800	1,368	1,013	0.76	0.56	C	C
SW 95th St												
SW 80th Avenue	SR 200	NS-SA-C1	U	E	4D	1,800	247	400	0.14	0.22	C	C
SR 200	SW 60th Ave	NS-SA-C1	U	E	4D	1,800	168	213	0.09	0.12	C	C
SW 60th Ave	SW 49th Ave	NS-SA-C1	U	E	4D	1,800	571	387	0.32	0.22	C	C
SW 27th Ave												
SR 200	SW 42nd St	NS-SA-C1	U	E	4D	1,800	889	1,162	0.49	0.65	C	C
CR 475A												
SW42nd St	SW 66th St	NS-SA-C1	U	E	2U	792	491	568	0.62	0.72	C	C
SW 66th St	CR 475B	UFH	R	D	2U	740	367	548	0.50	0.74	C	C
CR 475B	CR 484	UFH	R	D	2U	740	367	548	0.50	0.74	C	C

Notes:
1. The roadway attributes were obtained from the latest Ocala/Marion County TPO Traffic Counts & Trends Manual (2013-2017) and supplemented with the 2019 FDOT Florida Traffic Online website.
2. Peak Hour Directional Service Capacities and Level of Service were based on Marion County LOS standards and determined using the 2013 FDOT Quality/LOS Handbook.
3. Existing peak season volumes are based on turning movement counts performed more than 1 year prior to this study. Therefore City of Ocala Traffic staff agreed upon growth rates were applied to the turning movement counts to calculate 2020 traffic volumes and supplemented by sources listed in Note 1.

EXISTING CONDITIONS INTERSECTION ANALYSIS

The existing (2020) intersection operating conditions were evaluated based on the data collection efforts and volume development summarized above. The operating conditions at the study intersections were analyzed using the Synchro 10 software package, which implements the procedures of the latest Highway Capacity Manual (HCM 6). Existing lane geometry, peak hour factors, truck percentages, and right-turn-on-red percentages observed in the field were input into the capacity analyses.

Table 3 provide a summary of the average delay and level of service during the PM peak hour under existing (2020) traffic conditions. The following intersections operate with an overall intersection LOS of F and/or a volume to capacity (V/C) ratio greater than 1.0 for an individual movement:

- SW 60th Avenue & SW 80th Street (unsignalized)
- SW 42nd Street & SW 7th Avenue (unsignalized)
- SW 60th Avenue & 38th Street
- SW 60th Avenue & SW 95th Street
- SW 42nd Street & CR 475
- SW 27th Avenue & SW 42nd Street

All other study area intersections operate with acceptable overall intersection level of service under existing PM peak hour conditions. The Synchro 10 analysis output is provided in the **Appendix**.

Table 3 - Existing Conditions (2020) PM Peak Hour Intersection Analysis Summary

Intersection	Existing Conditions		
	Inter-section LOS	Inter-section Delay (S)	Max Movement V/C
Unsignalized [1]			
SW 60th Avenue & SW 73rd Street/SW 54th Court R	D	27.6	0.46
SW 60th Avenue & SW 80th Street	F/E	70.4/35.0	0.32/0.44
SW 42nd Street & SW 7th Avenue	F	539.8	1.98
SW 49th Avenue & SW 42nd Street	D	25.2	0.44
Signalized			
SR 200 & SW 90th Street/SW 95th Street Road	C	31.3	0.83
SR 200 & SW 60th Avenue	D	53.1	0.97
SR 200 & SW 66th Street	C	31.8	0.91
SR 200 & SW 42nd Street	E	55.4	0.94
SR 200 & SW 38th Court	D	52.5	0.97
SR 200 & I-75 SB Ramps	D	46.5	0.98
SR 200 & I-75 NB Ramps	C	29.5	0.96
SR 200 & SW 27th Avenue	E	63.6	0.97
SW 60th Ave & SW 20th Street	C	20.5	0.70
SW 60th Ave & SW 38th Street	C	31.5	1.01
SW 60th Ave & SW 95th Street	D	46.2	1.12
CR 475 & SW 42nd Street	E	76.9	1.18
SW 49th Avenue & SW 95th Street Road	B	18.9	0.82
SW 27th Avenue & SW 42nd Street	E	71.7	1.04
SW 27th Avenue/CR 475A & SW 66th Street	C	25.9	0.82

Note:
1. Intersection LOS and delay at unsignalized intersections are reported for the stop-controlled approaches only.

CRASH DATA SUMMARY

Five years of historic crash data (2015 – 2019) was obtained from Marion County staff, as provided in the Signal Four Analytics program for the following roadway segments where project access locations are proposed:

SW 66th Street, from SR 200 to I-75
SW 80th Street, from SW 60th Avenue to SW 38th Avenue

There were 661 crashes reported along SW 66th Street between SR 200 and I-75 between the years of 2015 and 2019. Nearly 90% of those reported crashes were rear-end crashes occurring at the signalized

intersection of SW 66th Street with SR 200. No crash trends indicating a correctible roadway deficiency that would affect the driveway connections on SW 66th Street were identified.

There were 47 crashes reported along SW 80th Street between SW 60th Avenue and SW 38th Avenue between the years of 2015 and 2019. Most of the crashes occurred at the intersection of SW 80th Street at SW 60th Avenue, which is under evaluation by Marion County for signalization. No crash trends indicating a correctible roadway deficiency that would affect the driveway connections on SW 80th Street were identified.

A summary of the crash type by year is provided in **Table 4**.

Table 4 - Crash Data Summary

Harmful Event	SW 66th Street, from SR 200 to I-75						SW 80th Street, from SW 60th Ave to SW 38th Ave					
	2015	2016	2017	2018	2019	Total	2015	2016	2017	2018	2019	Total
Left-Turn	0	0	4	0	4	8	4	4	2	2	6	18
Sideswipe	4	4	2	2	7	19	0	2	2	0	0	4
Angle	0	4	2	2	0	8	0	0	0	0	0	0
Rear-End	24	132	94	178	163	591	0	0	2	2	8	12
Off Road	2	3	1	0	1	7	1	1	0	2	0	4
Right-Turn	0	0	2	2	0	4	0	0	0	2	0	2
Other	0	0	2	2	6	10	2	2	0	0	0	4
Rollover	0	1	1	0	0	2	0	1	2	0	0	3
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	4	0	0	8	0	12	0	0	0	0	0	0
Total	34	144	108	194	181	661	7	10	8	8	14	47

BICYCLE/PEDESTRIAN FACILITY REVIEW

The site is fronted by SW 60th Avenue to the west, SR 200 to the northwest, SW 66th Street to the north, and SW 49th Avenue to the east.

There are sidewalks on the west side of SW 60th Avenue and both sides of SR 200 fronting the PD. There are no sidewalks along SW 66th Street. SW 49th Avenue has a sidewalk on the west side of the roadway and a shared-use path along the east side of the roadway. The major internal roadways within the Winding Oaks PD will have sidewalks as shown within the PD plan.

SR 200 has recently been resurfaced to have buffered bicycle lanes in both directions fronting the Winding Oaks PD. SW 49th Avenue has 4-foot paved shoulders in both directions that could be used for bicyclists, in addition to a shared-use path along the east side of the roadway. SW 60th Avenue and SW 66th Street do not have dedicated bicycle facilities.

FUTURE TRAFFIC CONDITIONS

COMMITTED TRANSPORTATION IMPROVEMENTS

SW 49th Avenue, from SW 42nd Street to CR 484 is a future four-lane divided collector roadway that has sections completed, some under construction, and some in design. The future roadway along with the proposed major intersections along the corridor were assumed in the future year scenarios.

FDOT has planned turn lane improvements on SR 200 at the I-75 interchange that are currently under construction (FPID 435659-2-52-01). The improvements have been included in the future year scenarios.

The extension of SW 44th Avenue northward from SR 200 has been identified as a need by the City of Ocala and Marion County, but construction funding is not allocated in the current TIP. This road extension has not been assumed in the analysis scenarios.

VESTED PROJECT TRAFFIC

Committed traffic from unbuilt developments within the area were included in the background traffic volume development. The committed projects include the following, as approved during the methodology review process:

- Winding Oaks Vested PD
- Heathbrook
- Trinity Lane (Red Oak PUD)
- Grand Oaks Town Center
- On Top of the World

TRAFFIC DIVERSION FROM SW 49TH AVENUE

A reduction of the existing traffic volumes on SR 200 and SW 60th Avenue was applied to account for the traffic diversion that will occur from these roadways to the planned SW 49th Avenue corridor. A 15% reduction of the existing traffic volumes was applied on SR 200, from SW 60th Avenue to SW 48th Avenue and SW 60th Avenue. A 15% reduction of the existing traffic volumes was applied on NW/SW 60th Avenue, from SR 200 to SW 80th Avenue. A 15% reduction of the existing traffic volumes was applied on NW/SW 60th Avenue, from SW 80th Avenue to SW 95th Street. The diversion percentage was based on FSUTMS modeling performed with and without SW 49th Avenue. The output from the FSUTMS models show a 20% reduction on SR 200 and SW 60th Avenue with the construction of SW 49th Avenue; a 15% diversion was applied to be conservative. The FSUTMS output is provided in the **Appendix**. This is the same methodology that was utilized and approved with the original Winding Oaks PD Traffic Study approved in 2018.

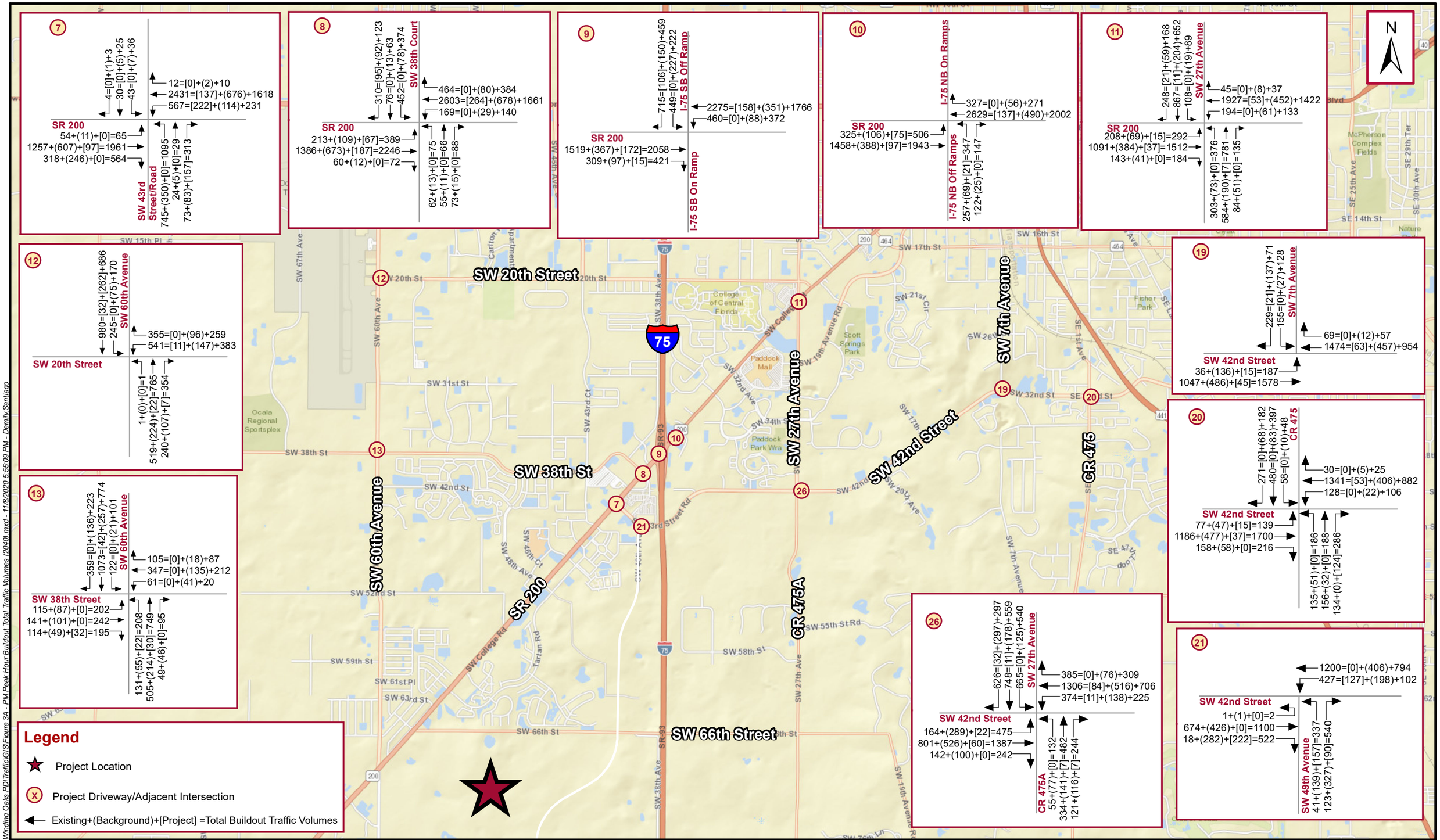
FUTURE TRAFFIC VOLUME DEVELOPMENT

The future traffic volumes within the study area were calculated based on the approved methodology. Future background traffic volumes were calculated using existing peak season traffic volumes, an annual background growth rate applied over the 20-year buildout timeframe and committed traffic volumes.

A 1.04% background annual growth rate was applied to the adjusted existing peak season volumes over the 20-year buildout timeframe, as approved during the methodology process. In addition, traffic from committed projects were included in the background traffic volume development, consistent with the approved methodology.

The total buildout traffic volumes were calculated as the sum of the background traffic volumes and project traffic. The PM peak hour project traffic volumes were calculated as an average across the segment length for the roadway segment evaluation.

Worksheets detailing the future conditions intersection volume development are contained in the Appendix. The buildout total traffic volumes during the weekday PM peak hour are illustrated in **Figure 3A** through **Figure 3C**. The buildout total traffic volumes for weekday Mid-day peak hour are illustrated in **Figure 6**.



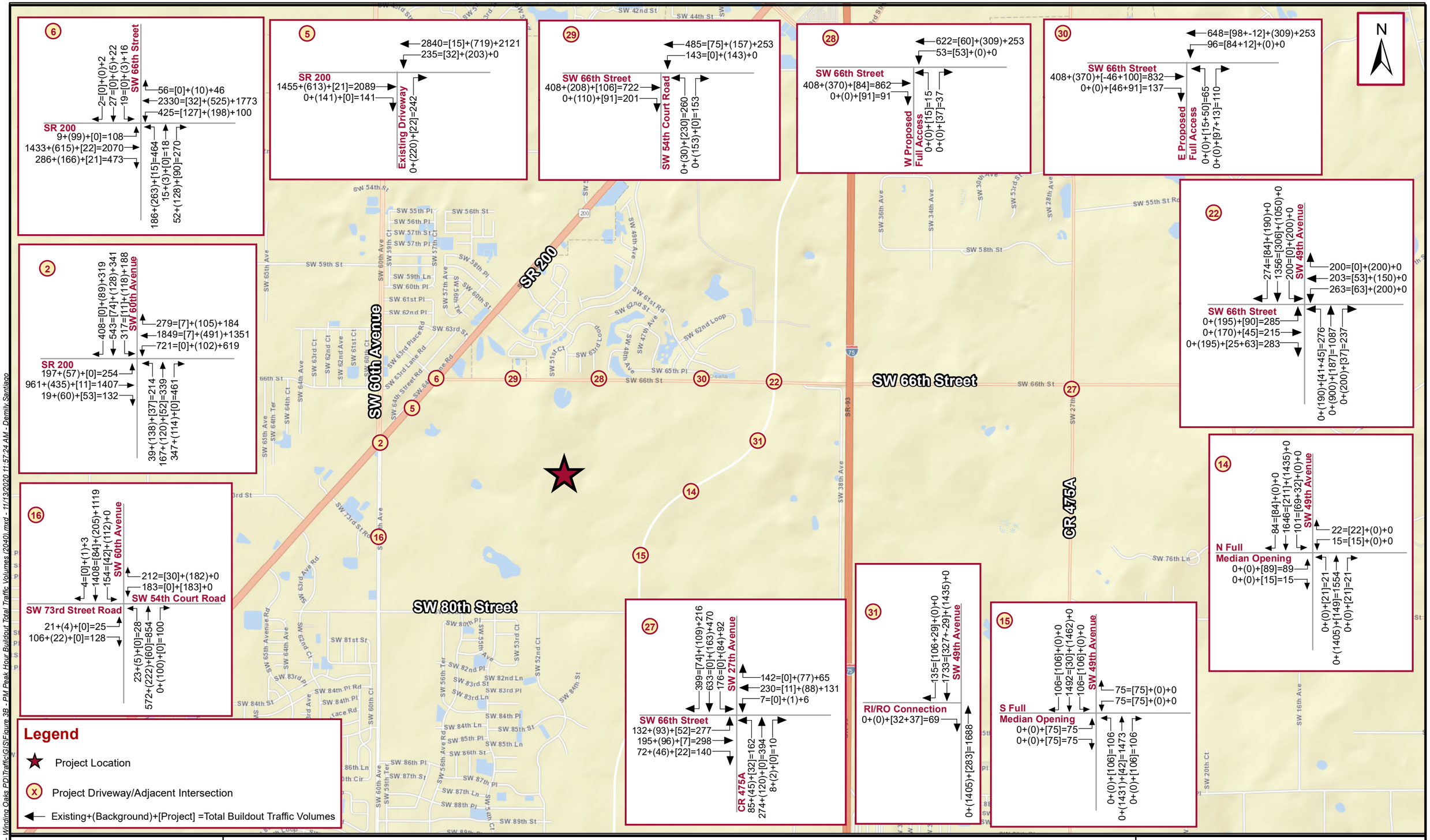
K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 3A - PM Peak Hour Buildout Total Traffic Volumes (2040).mxd - 11/8/2020 5:55:09 PM - Demily.Santiago

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FIGURE 3A - PM PEAK HOUR BUILDOUT TOTAL TRAFFIC (2040)

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
Not To Scale



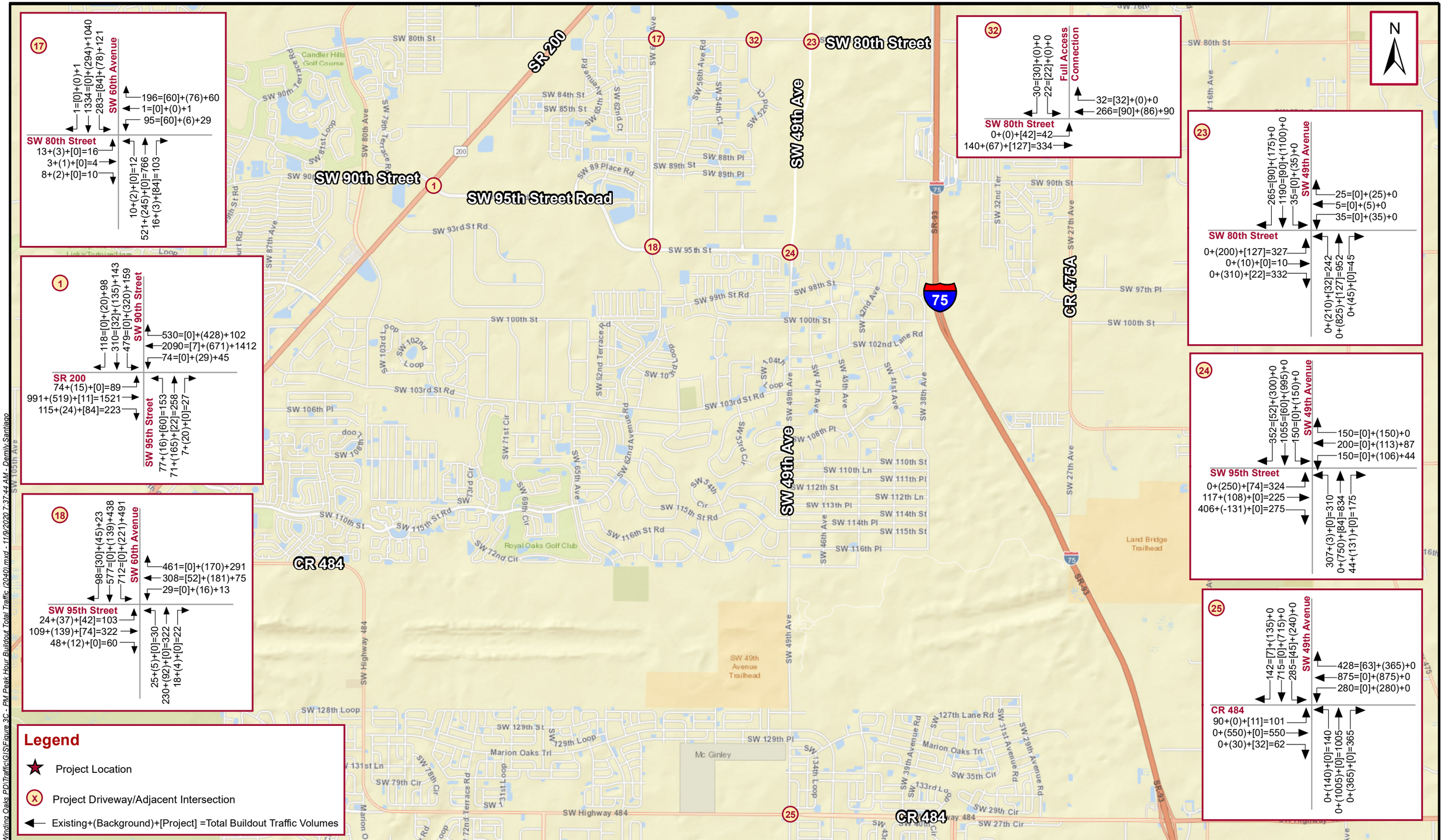
K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 3B - PM Peak Hour Buildout Total Traffic Volumes (2040).mxd - 11/13/2020 11:57:24 AM - Demily.Santiago

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FIGURE 3B - PM PEAK HOUR BUILDOUT TOTAL TRAFFIC (2040)

WINDING OAKS PD
CITY OF OCALA, FLORIDA

Project No. 142733006
November 2020
Not To Scale



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FIGURE 3C - PM PEAK HOUR BUILDOUT TOTAL TRAFFIC (2040)

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
Not To Scale

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 3C - PM Peak Hour Buildout Total Traffic (2040).mxd - 11/9/2020 7:37:44 AM - Demily.Santiago

FUTURE BACKGROUND ROADWAY SEGMENT ANALYSIS

The roadway segments within the study area were evaluated for level of service under future background traffic conditions (before the addition of project traffic) during the PM peak hour.

The service volumes for roadways within the study area were obtained utilizing functional classification and level of service information published by the Ocala/Marion County TPO and FDOT.

The following roadway segments are shown to exceed the adopted service capacity under future background (non-project) traffic conditions during the PM peak hour:

- SW 42nd Street from SW 27th Avenue to CR 475
- SW 32nd Street from CR 475 to US 27/441
- CR 475A, from SW 42nd Street to CR 475B

The widening of SW 42nd Street east of SW 27th Avenue was identified as a need in the approved Winding Oaks PD traffic study. Proportionate share mitigation for impacts to SW 42nd Street from SW 27th Avenue to SW 7th Avenue was previously addressed for the vested portions of the Winding Oaks PD through the executed Concurrency Development Agreement.

The roadway segment of CR 475A from SW 42nd Street to SW 66th Street was identified as needing future capacity improvements in previous traffic analysis (Red Oak PD, Winding Oaks PD).

The future background conditions roadway segment analyses are detailed in **Table 5**.

Table 5 - Future Background Conditions PM Peak Hour Roadway Segment Analysis (2040)

Roadway		Peak Hour Directional Service Capacity [1]	Existing Peak Season Traffic Conditions Volumes [2]		SW 49th Avenue Diversion [3]	Adjusted Existing Peak Season Volumes		Applied Growth Rate [4]	Future Peak Season Traffic Conditions Volumes		Committed Traffic Volumes [5]		Future Non-Project PM Peak Hour Traffic Conditions					
													Volumes [6]		V/C Ratios		LOS	
From	To		NB / EB	SB / WB		NB / EB	SB / WB		NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
SR 200																		
SW 80th Avenue	SW 60th Avenue	3,020	1,171	1,618		1,171	1,618	1.04%	1,415	1,955	439	552	1,854	2,507	0.61	0.83	C	C
SW 60th Avenue	SW 48th Avenue	3,020	1,575	2,006	15.0%	1,339	1,705	1.04%	1,618	2,060	676	647	2,294	2,707	0.76	0.90	C	C
SW 48th Avenue	I-75 East Ramps	3,170	1,686	2,120		1,686	2,120	1.04%	2,037	2,561	395	348	2,432	2,909	0.77	0.92	C	C
I-75 East Ramps	SW 27th Avenue	3,020	1,511	2,083		1,511	2,083	1.04%	1,825	2,516	140	132	1,965	2,648	0.65	0.88	C	C
SW 27th Avenue	MLK Avenue	3,170	1,264	1,592		1,264	1,592	1.04%	1,527	1,923	191	189	1,718	2,112	0.54	0.67	C	C
SW 66th St / SW 80th St [7]																		
SR 200	SW 49th Avenue	1,060	408	253		408	253	1.04%	493	306	341	284	834	590	0.79	0.56	C	C
SW 49th Avenue	CR 475A	1,060	399	432		399	432	1.04%	482	522	152	152	634	674	0.60	0.64	C	C
CR 475A	CR 475	792	295	202		295	202	1.04%	356	244	120	124	476	368	0.60	0.46	C	C
NW / SW 60th Ave																		
SW 20th St	SW 38th St	1,800	734	1,084		734	1,084	1.04%	887	1,309	173	186	1,060	1,495	0.59	0.83	C	C
SW 38th St	SR 200	1,800	608	878		608	878	1.04%	734	1,061	172	159	906	1,220	0.50	0.68	C	C
SR 200	SW 80th St	1,800	584	1,122	15.0%	496	954	1.04%	599	1,152	362	339	961	1,491	0.53	0.83	C	C
SW 80th St	SW 95th St	1,800	546	1,015	15.0%	464	863	1.04%	561	1,043	214	238	775	1,281	0.43	0.71	C	C
SW 49th Ave																		
SW 42nd St	SW 66th St	792	164	120		400	421	1.04%	963	1,020	--	--	963	1,020	1.22	1.29	C	C
SW 66th St	SW 80th St	792	N/A	N/A		N/A	N/A	N/A	1,170	1,377	--	--	1,170	1,377	1.48	1.74	C	C
SW 80th St	SW 95th St	792	N/A	N/A		N/A	N/A	N/A	1,115	1,445	--	--	1,115	1,445	1.41	1.82	C	C
SW 95th St	CR 484	792	351	450		351	450	1.04%	1,348	1,255	--	--	1,348	1,255	1.70	1.58	C	C
SW 42nd St																		
SR 200	SW 27th Ave	1,800	860	841		860	841	1.04%	1,039	1,016	560	597	1,599	1,613	0.89	0.90	C	C
SW 27th Ave	SW 7th Ave	1,800	1,273	1,133		1,273	1,133	1.04%	1,538	1,369	429	426	1,967	1,795	1.09	1.00	F	D
SW 7th Ave	CR 475	1,800	1,298	1,105		1,298	1,105	1.04%	1,568	1,335	276	267	1,844	1,602	1.02	0.89	F	C
SW 32nd St																		
CR 475	US 27/441	1,800	1,368	1,013		1,368	1,013	1.04%	1,653	1,224	228	221	1,881	1,445	1.05	0.80	F	C
SW 95th St																		
SW 80th Avenue	SR 200	1,800	247	400		247	400	1.04%	298	483	557	392	855	875	0.48	0.49	C	C
SR 200	SW 60th Ave	1,800	168	213		168	213	1.04%	203	257	160	165	363	422	0.20	0.23	C	C
SW 60th Ave	SW 49th Ave	1,800	571	387		571	387	1.04%	690	467	235	287	925	754	0.51	0.42	C	C
SW 27th Ave																		
SR 200	SW 42nd St	1,800	889	1,162		889	1,162	1.04%	1,074	1,404	226	210	1,300	1,614	0.72	0.90	C	C
CR 475A																		
SW42nd St	SW 66th St	792	491	568		491	568	1.04%	593	686	211	208	804	894	1.02	1.13	F	F
SW 66th St	CR 475B	740	367	548		367	548	1.04%	443	662	90	96	533	758	0.72	1.02	C	F
CR 475B	CR 484	740	367	548		367	548	1.04%	443	662	90	96	533	758	0.72	1.02	C	F

Notes:

1. Peak Hour Directional Service Capacities and Level of Service were based on Marion County LOS standards and calculated using the 2013 FDOT Quality/LOS Handbook.
2. Existing peak season volumes are based on turning movement counts performed more than 1 year prior to this study. Therefore City of Ocala Traffic staff agreed upon growth rates were applied to the turning movement counts to calculate 2020 traffic volumes and supplemented by sources listed in Note 1.
3. Diversion volumes removed from SW 60th Avenue between SR 200 and SW 80th St were added to this segment.
4. A historical background growth rate of 1.04% was applied to existing traffic volumes, per the approved methodology document.
5. Committed projects include Winding Oaks Vested PD, Heathbrook, Trinity Lane/Red Oak PUD,Grand Oaks Town Center and On Top of the World.
6. Future non-project traffic volumes are the summation of the existing peak season volumes, background growth, and committed traffic.
7. The existing service capacity reported for this roadway segment is from an ARTPLAN analysis performed for SW 66th Street. A copy of the ARTPLAN is provided in the Appendix.

FUTURE BUILDOUT ROADWAY SEGMENT ANALYSIS

The roadway segments within the study area were evaluated for level of service under future buildout conditions during the PM peak hour. The service volumes utilized for the analysis are the same as those utilized for the future background conditions analysis.

The roadway segment of SW 66th Street from SW 49th Avenue to CR 475A was identified to exceed the adopted generalized service capacity under buildout traffic conditions, in addition to the roadway segments identified under future background traffic volumes. A more detailed arterial analysis shows this roadway segment to operate with acceptable level of service C with the projected 2040 buildout traffic volumes.

All other roadway segments within the study area are shown to operate within the generalized service capacity with 2040 buildout traffic volumes, considering the improvements needed under background (non-project) traffic conditions. The project does not have a significant and adverse impact on any of the remaining roadway segments within the study area.

The buildout roadway segment analyses are detailed in **Table 6.**

ARTPLAN ANALYSIS

An ARTPLAN analysis was performed for SW 66th Street from SR 200 to CR 475A. The traffic volumes, signal timings, and g/c ratios from the Buildout Conditions with Improvements Synchro Analysis were input into the ARTPLAN. The potential future signal at SW 54th Court Road and future signal at SW 49th Avenue were included in the analysis. The ARTPLAN shows that SW 66th Street will operate with LOS C during the PM peak hour at project buildout in 2040. An arterial analysis using Synchro showed similar results. The ARTPLAN and Arterial Report from Synchro are provided in the **Appendix**.

Table 6 - Buildout Conditions PM Peak Hour Roadway Segment Analysis (2040)

Roadway		Adopted LOS Standard	Peak Hour Directional Service Capacity[1]	Future Non-Project PM Peak Hour Traffic Conditions				PM Peak Hour Project Traffic			Future Buildout PM Peak Hour Traffic Conditions					
				Volumes[2]		V/C Ratios					Volumes[4]		V/C Ratios		LOS[1]	
From	To			NB / EB	SB / WB	NB / EB	SB / WB	% Assign[3]	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
SR 200																
SW 80th Avenue	SW 60th Avenue	D	3,020	1,854	2,507	0.61	0.83	5.3%	56	40	1,910	2,547	0.63	0.84	C	C
SW 60th Avenue	SW 48th Avenue	D	3,020	2,294	2,707	0.76	0.90	12.6%	133	94	2,427	2,801	0.80	0.93	C	C
SW 48th Avenue	I-75 East Ramps	D	3,170	2,432	2,909	0.77	0.92	19.0%	142	200	2,574	3,109	0.81	0.98	C	D
I-75 East Ramps	SW 27th Avenue	D	3,020	1,965	2,648	0.65	0.88	10.0%	75	106	2,040	2,754	0.68	0.91	C	C
SW 27th Avenue	MLK Avenue	D	3,170	1,718	2,112	0.54	0.67	4.6%	34	49	1,752	2,161	0.55	0.68	C	C
SW 66th St / SW 80th St[5]																
SR 200	SW 49th Avenue	E	1,060	834	590	0.79	0.56	14.0%	148	104	982	694	0.93	0.65	C	C
SW 49th Avenue	CR 475A	E	1,060	634	674	0.60	0.64	16.0%	119	169	753	843	0.71	0.80	C	C
CR 475A	CR 475	E	792	476	368	0.60	0.46	1.0%	7	11	483	379	0.61	0.48	C	C
NW / SW 60th Ave																
SW 20th St	SW 38th St	E	1,800	1,060	1,495	0.59	0.83	4.0%	42	30	1,102	1,525	0.61	0.85	C	C
SW 38th St	SR 200	E	1,800	906	1,220	0.50	0.68	7.3%	77	54	983	1,274	0.55	0.71	C	C
SR 200	SW 80th St	E	1,800	961	1,491	0.53	0.83	9.0%	67	95	1,028	1,586	0.57	0.88	C	C
SW 80th St	SW 95th St	E	1,800	775	1,281	0.43	0.71	8.0%	60	84	835	1,365	0.46	0.76	C	C
SW 49th Ave																
SW 42nd St	SW 66th St	E	792	963	1,020	1.22	1.29	37.0%	390	276	1,353	1,296	1.71	1.64	C	C
SW 66th St	SW 80th St	E	792	1,170	1,377	1.48	1.74	33.0%	246	348	1,416	1,725	1.79	2.18	C	D
SW 80th St	SW 95th St	E	792	1,115	1,445	1.41	1.82	15.0%	112	158	1,227	1,603	1.55	2.02	C	C
SW 95th St	CR 484	E	792	1,348	1,255	1.70	1.58	6.0%	45	63	1,393	1,318	1.76	1.66	C	C
SW 42nd St																
SR 200	SW 27th Ave	E	1,800	1,599	1,613	0.89	0.90	13.8%	103	146	1,702	1,759	0.95	0.98	D	D
SW 27th Ave	SW 7th Ave	E	1,800	1,967	1,795	1.09	1.00	8.7%	65	92	2,032	1,887	1.13	1.05	F	F
SW 7th Ave	CR 475	E	1,800	1,844	1,602	1.02	0.89	7.0%	52	74	1,896	1,676	1.05	0.93	F	C
SW 32nd St																
CR 475	US 27/441	E	1,800	1,881	1,445	1.05	0.80	5.0%	37	53	1,918	1,498	1.07	0.83	F	C
SW 95th St																
SW 80th Avenue	SR 200	E	1,800	855	875	0.48	0.49	3.0%	32	22	887	897	0.49	0.50	C	C
SR 200	SW 60th Ave	E	1,800	363	422	0.20	0.23	11.0%	116	82	479	504	0.27	0.28	C	C
SW 60th Ave	SW 49th Ave	E	1,800	925	754	0.51	0.42	7.0%	52	74	977	828	0.54	0.46	C	C
SW 27th Ave																
SR 200	SW 42nd St	E	1,800	1,300	1,614	0.72	0.90	3.0%	32	22	1,332	1,636	0.74	0.91	C	C
CR 475A																
SW42nd St	SW 66th St	E	792	804	894	1.02	1.13	4.0%	42	30	846	924	1.07	1.17	F	F
SW 66th St	CR 475B	D	740	533	758	0.72	1.02	3.0%	22	32	555	790	0.75	1.07	C	F
CR 475B	CR 484	D	740	533	758	0.72	1.02	1.0%	7	11	540	769	0.73	1.04	C	F

Notes:
1. Peak Hour Directional Service Capacities and Level of Service were based on Marion County LOS standards and calculated using the 2013 FDOT Quality/LOS Handbook.
2. Future non-project traffic volumes are the summation of the existing peak season volumes, background growth, and committed traffic.
3. The percent project traffic is the average across the roadway segment, per the approved methodology document
4. Buildout project traffic volumes are the summation of future non-project traffic and project traffic.
5. The service capacity reported between SR 200 and CR 475A from an ARTPLAN analysis performed for SW 66th Street. A copy of the ARTPLAN is provided in the Appendix.

FUTURE BACKGROUND CONDITIONS INTERSECTION ANALYSIS

The intersections within the study area were evaluated to determine improvement needs to provide an acceptable level of service and intersection operations with future background traffic conditions prior to addition of project traffic. The future background traffic volumes included existing peak season traffic, background traffic growth, and committed project traffic. Existing intersection geometry, signal timings (as obtained from the City of Ocala and Marion County), and peak hour factor and percent heavy vehicles (as obtained from the traffic counts) were input into Synchro 10 for analysis.

There are planned improvements at the SR 200/I-75 interchange ramps (FPID 435659-2-52-01) that were included in the 2040 future background traffic conditions analysis. Information about the planned improvements is provided in the **Appendix**.

SW 49th Avenue, from SW 66th Street to SW 95th Street is currently under construction by Marion County. The construction includes a new traffic signal at the intersection of SW 49th Avenue at SW 80th Street. SW 49th Avenue Phase 1, from SW 42nd Street to SW 66th Street, is currently under design with construction letting anticipated in 2021. The SW 49th Avenue Phase 1 will include signalization of the intersections of SW 49th Avenue with SW 42nd Street and SW 66th Street. The 2025 background conditions analysis assumes the signalization of both of these intersections.

Table 7 summarizes the resultant intersection levels of service (LOS) for the future background conditions with existing intersection geometry and signal timings during the PM peak hour. Several transportation deficiencies are anticipated under future background (non-project) traffic conditions. The identified intersection improvements that are shown to be needed under future background traffic conditions to provide acceptable intersection operations and level of service are also summarized in **Table 7**.

The intersection of SW 60th Avenue at SW 80th Street is planned for signalization by Marion County and is listed for construction in the current five-year TIP (TIP077780). The signalization has been included as a background traffic improvement.

The intersections within the study area are shown to operate with acceptable level of service, delay, and V/C ratios with the identified improvements under future background traffic conditions. The resultant intersection LOS and V/C ratio under PM peak hour future background traffic conditions with the identified transportation improvements are summarized in **Table 7**.

The Synchro 10 output reports are provided in the **Appendix**.

The improvements are illustrated in **Figure 5A** through **Figure 5C**.

Table 7 - Future Background Conditions PM Peak Hour Intersection Analysis (2040)

Intersection	Future Background Conditions			Future Background w/ Improvements Conditions			
	LOS	Delay (S)	Max Mvmt V/C	Identified Improvements	LOS	Delay (S)	Max Mvmt V/C
Unsignalized [1]							
SW 60th Avenue & SW 80th Street	F/F	318.1/64.4	0.94/0.80	Signalization	A	7.3	0.68
SW 42nd Street & SW 7th Avenue	F	9824.2	21.92	Signalization and additional eastbound and westbound through lane (roadway imp)	B	13.6	0.87
Signalized							
SR 200 & SW 90th Street/SW 95th Street Road	F	85.0	1.87	Exclusive westbound right-turn lane	D	48.0	0.94
SR 200 & SW 60th Avenue	F	89.7	1.59	Second northbound through lane, second northound left-turn lane, additional eastbound through lane, and second southbound left-turn lane	E	58.2	0.97
SR 200 & SW 66th Street	F	130.6	2.69	Northbound dual left-turn lanes, additional eastbound through/right-turn lane, and second westbound left-turn lane	C	34.1	0.92
SR 200 & SW 42nd Street	F	143.2	1.33	Additonal westbound through/right-turn lane, second westbound left-turn lane, and additonal northbound left-turn on SW 42nd Street.	E	64.1	0.995
SR 200 & SW 38th Court	F	112.8	1.47	Exclusive westbound right-turn lane, second eastbound left-turn lane, and exclusive northbound right-turn lane	D	53.9	0.96
SR 200 & I-75 SB Ramps	E	63.2	1.30	Signal Timing Adjustments	D	48.9	0.91
SR 200 & I-75 NB Ramps	C	23.6	0.88	--	--	--	--
SR 200 & SW 27th Avenue	F	104.5	1.29	Second eastbound left-turn, exclusive eastbound right-turn lane, and additonal westbound through/right-turn lane	E	68.9	0.96
SW 60th Ave & SW 20th Street	D	39.2	1.13	Signal Timing Adjustmants	D	35.4	0.89
SW 60th Ave & SW 38th Street	F	108.0	1.81	Exclusive southbound right-turn lane, second eastbound left-turn lane, exclusive westbound right-turn lane, and signal timing adjustments	D	36.3	0.92
SW 60th Ave & SW 73rd Street/SW 54th Court Road	C	20.6	0.78	--	--	--	--
SW 60th Avenue & SW 95th Street	F	168.7	2.03	Second southbound left-turn lane	D	38.1	0.94
CR 475 & SW 42nd Street	F	188.6	1.50	Additional eastbound and westbound through lane, exclusive eastbound right-turn lane, and exclusive southbound right-turn lane	E	66.0	0.98
SW 49th Avenue & SW 42nd Street	C	25.3	0.93	--	--	--	--
SW 49th Avenue & SW 66th Street	C	32.9	0.85	--	--	--	--
SW 49th Avenue & SW 80th Street	C	32.4	0.89	--	--	--	--
SW 49th Avenue & SW 95th Street Road	D	46.5	0.93	--	--	--	--
SW 49th Avenue & CR 484	D	52.7	0.92	--	--	--	--
SW 27th Avenue & SW 42nd Street	F	233.3	1.90	Second eastbound and westbound left-turn lanes, additonal eastbound and westbound through lane, additional southbound through lane, an exclusive westbound right-turn lane, and exclusive eastbound right-turn lane	E	69.5	0.99
SW 27th Avenue/CR 475A & SW 66th Street	F	79.9	1.22	Exclusive eastbound and westbound left-turn lanes and exclusive southbound right-turn lane	D	37.6	0.84

Note:
1. Intersection LOS and delay at unsignalized intersections are reported for the stop-controlled approaches only.

FUTURE BUILDOUT CONDITIONS INTERSECTION ANALYSIS

The intersection operations were evaluated under 2040 buildout traffic conditions. The 2040 future buildout traffic conditions analysis included future background non-project traffic and project traffic. The intersection geometry identified to be needed under future background traffic conditions was utilized in the buildout conditions analysis to identify any additional transportation improvements that are necessary to provide acceptable level of service and intersection operations due to the addition of project traffic. The approved Winding Oaks PD vested traffic was assumed as background traffic.

Table 8 details the resultant intersection LOS and delay for PM peak hour future buildout conditions with background improved geometry. The intersection capacity analysis shows the need for the following transportation improvements in addition to those identified in the future background traffic scenario to provide acceptable traffic operations at project buildout.

- Construction of an additional eastbound through lane on SR 200 at SW 42nd Street
- Construction of an additional westbound through lane on SR 200 at SW 38th Court/Avenue
- Construction of second northbound left-turn lane on SW 49th Avenue at SW 66th Street
- Implementation of overlap phasing for the northbound right-turn from SW 49th Avenue at SW 42nd Street

The intersections within the study area are shown to operate with acceptable LOS and V/C ratios under PM peak hour buildout traffic conditions considering the additional improvements identified above, as summarized in **Table 8**.

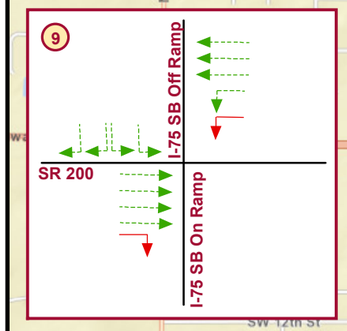
The need for the improvements on SR 200 at SW 42nd Street and SW 38th Court are largely due to the existing T-intersection configuration at SW 42nd Street and SR 200. There have been plans to extend SW 44th Avenue north of the intersection to SR 40. This roadway extension would drastically reduce the amount of turning movements on SR 200 at SW 42nd Street and SW 38th Court by having northbound/southbound through movements at SW 42nd Street.

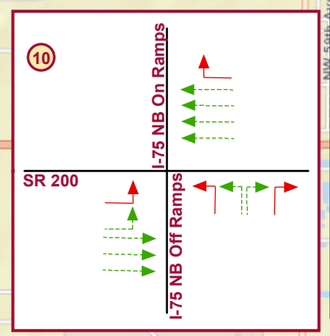
The Synchro 10 output reports are provided in the **Appendix**.

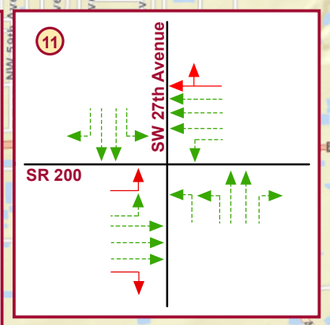
Figure 4A through **Figure 4C** illustrate the required intersection geometry needed to provide acceptable traffic operations at the study area intersections under future background traffic conditions and buildout traffic conditions.

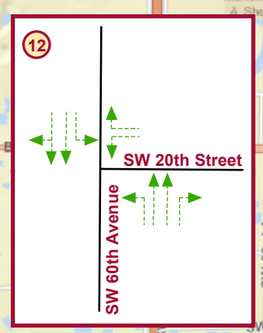
Table 8 - Buildout Conditions PM Peak Hour Intersection Analysis

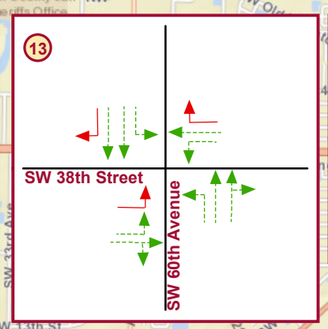
Intersection	Buildout Conditions w/Background Imp			Future Buildout w/Improvement Conditions			
	Intersection LOS	Intersection Delay (S)	Max Movement V/C	Identified Improvements	Intersection LOS	Intersection Delay (S)	Max Movement V/C
SR 200 & SW 90th St/SW 95th St Road	D	53.4	0.94	--	--	--	--
SR 200 & SW 60th Ave	D	45.2	0.91	--	--	--	--
SR 200 & SW 66th St	D	50.8	0.92	--	--	--	--
SR 200 & SW 42nd St	F	89.6	1.56	Additional eastbound through lane	E	67.4	0.999
SR 200 & SW 38th Ct	F	81.2	1.11	Additional westbound through lane	E	59.5	0.97
SR 200 & I-75 SB Ramps	D	53.9	0.98	--	--	--	--
SR 200 & I-75 NB Ramps	C	26.4	0.90	--	--	--	--
SR 200 & SW 27th Ave	E	71.3	0.98	--	--	--	--
SW 60th Ave & SW 20th St	D	37.3	0.90	--	--	--	--
SW 60th Ave & SW 38th St	D	40.6	0.95	--	--	--	--
SW 60th Ave & SW 80th St	B	12.4	0.80	--	--	--	--
SW 60th Ave & SW 95th St	D	39.1	0.95	--	--	--	--
SW 42nd St & SW 7th Ave	B	15.3	0.89	--	--	--	--
CR 475 & SW 42nd St	E	69.0	0.998	--	--	--	--
SW 49th Ave & SW 42nd St	D	50.9	1.25	Northbound right-turn overlap phase	D	39.6	0.98
SW 49th Ave & SW 66th St	E	64.0	1.32	Second northbound left-turn lane	E	55.3	0.99
SW 49th Ave & SW 80th St	D	42.5	0.93	Implementation of split phasing E-W	D	53.1	0.98
SW 49th Ave & SW 95th Street Road	D	48.3	0.99	--	--	--	--
SW 49th Ave & CR 484	E	56.5	0.94	--	--	--	--
SW 27th Ave & SW 42nd Street	E	72.4	0.99	--	--	--	--
SW 27th Ave/CR 475A & SW 66th Street	D	45.3	0.88	--	--	--	--

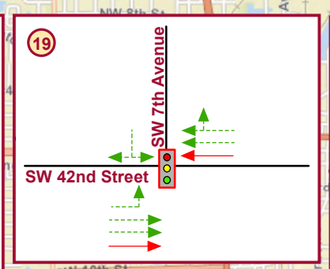


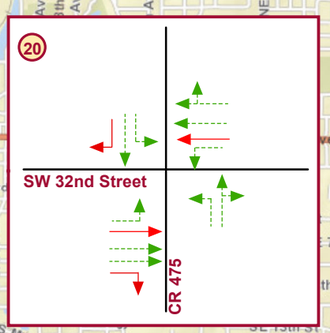


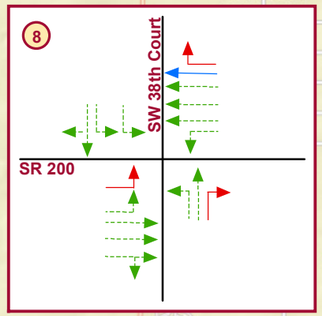


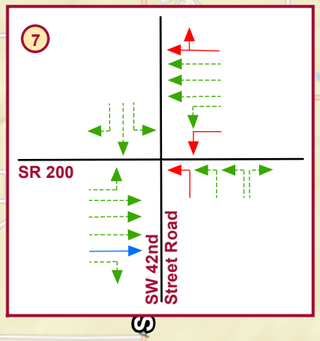


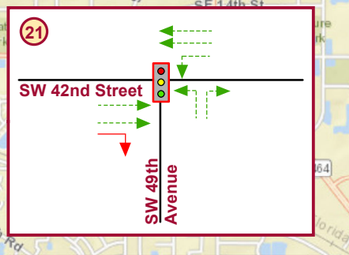


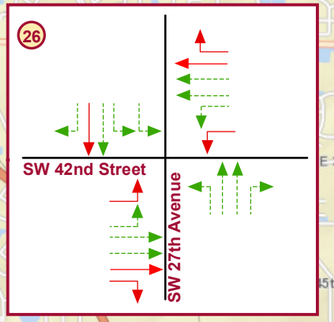


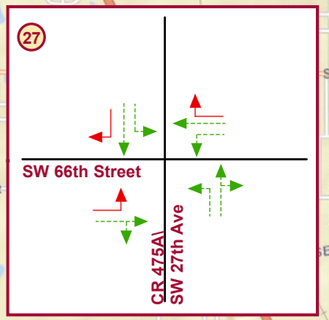


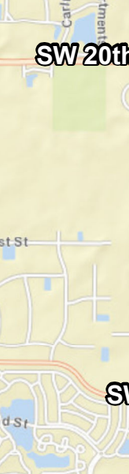












Legend

- Site Location
- Existing Lane Geometry
- Lane Geometry Needed to Support Future Background Traffic
- Lane Geometry Needed to Support Buildout Traffic
- Traffic Signal Needed to Support Future Background Traffic

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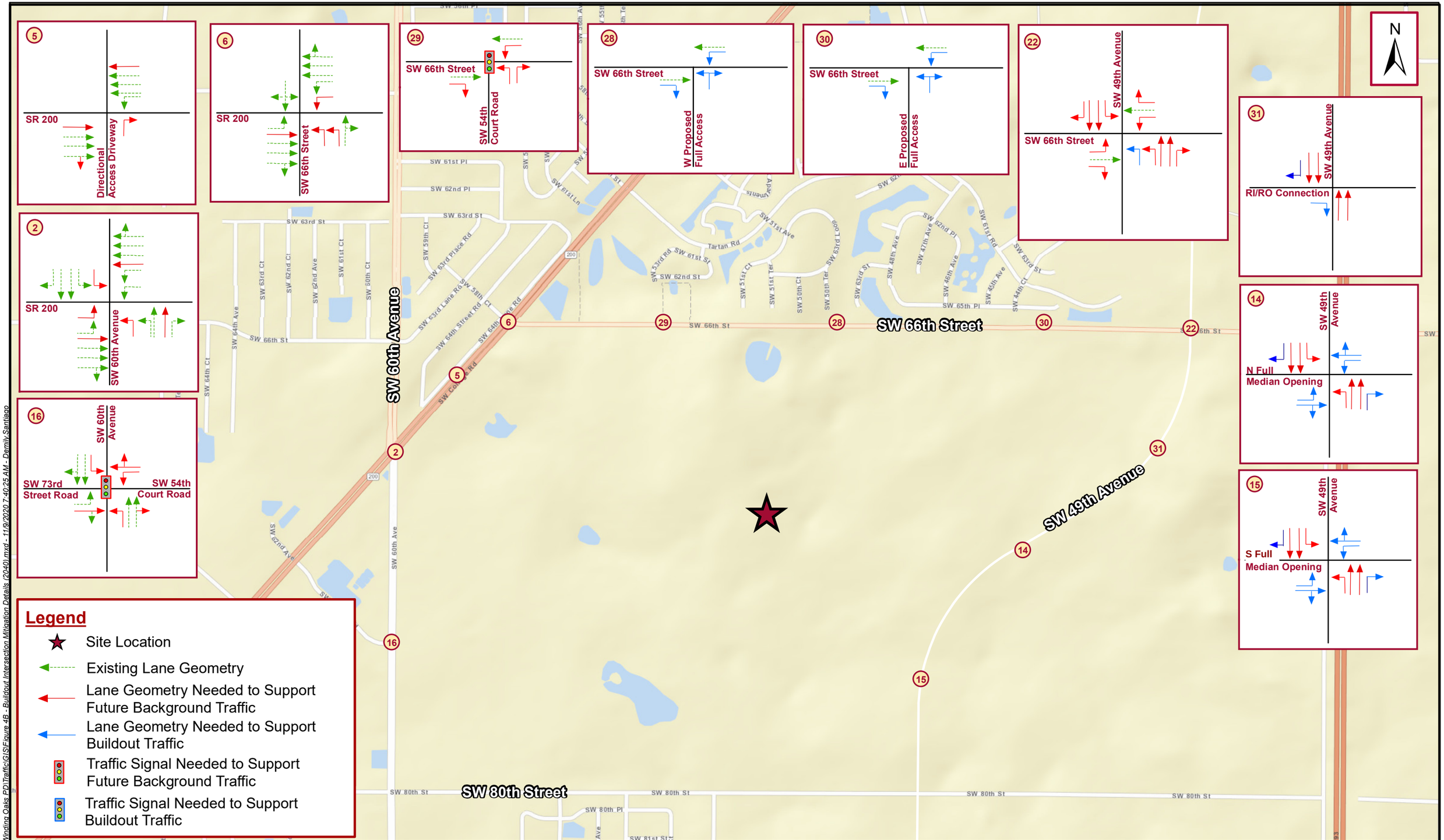
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FIGURE 4A - BUILDOUT INTERSECTION MITIGATION DETAILS (2040)

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
Not To Scale

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 4A - Buildout Intersection Mitigation Details (2040).mxd - 11/9/2020 7:39:04 AM - Demily.Santiago



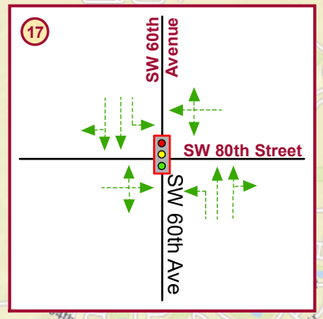
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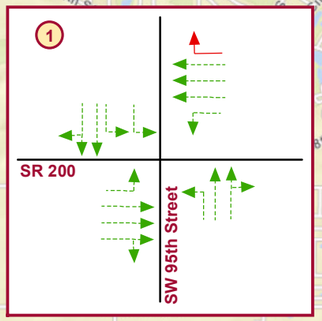
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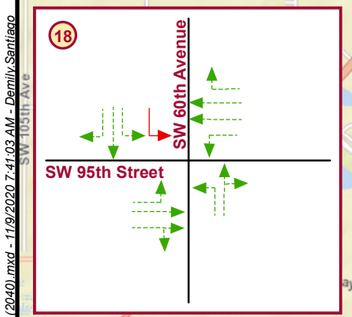
FIGURE 4B - BUILDOUT INTERSECTION MITIGATION DETAILS (2040)

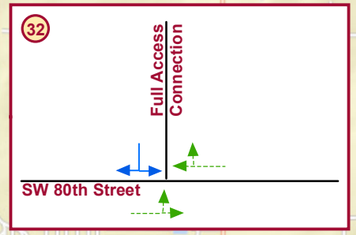
WINDING OAKS PD
MARION COUNTY, FLORIDA

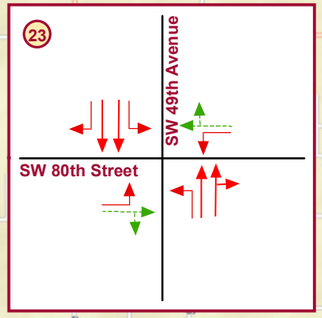
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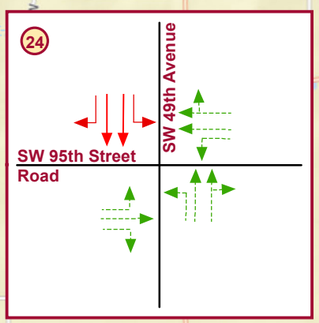


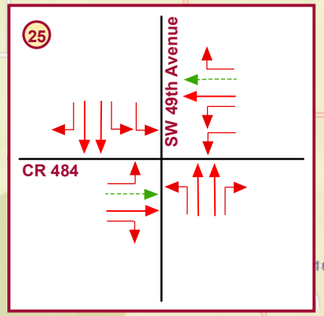














Legend

- Site Location
- Existing Lane Geometry
- Lane Geometry Needed to Support Future Background Traffic
- Lane Geometry Needed to Support Buildout Traffic
- Traffic Signal Needed to Support Future Background Traffic

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FIGURE 4C - BUILDOUT INTERSECTION MITIGATION DETAILS (2040)

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MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
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MID-DAY INTERSECTION ANALYSIS

A mid-day peak hour evaluation has been performed for the following intersections during the mid-day peak period (12PM – 1PM).

- SR 200 at SW 60th Avenue
- SR 200 at SW 66th Street

The mid-day project traffic for the development was calculated by applying the hourly trip generation breakdown for the shopping center, multi-family housing (mid-rise), automobile sales, super convenience market/gasoline station, commercial retail - west, commercial retail – east, general office building land uses provided in the ITE Trip Generation Manual, 10th Edition to the daily trip generation. The trip generation is based on a percent hourly distribution of daily traffic for each land use code as reported in ITE for the 12:00 PM to 1:00 PM hour utilized for the Mid-day analysis. The mid-day trip generation calculations are provided in the attached **Table 9**.

The mid-day analysis does not result in any additional intersection improvement needs over those identified for the 2040 buildout PM peak hour analysis. A summary of the buildout conditions intersection analysis during the Mid-day peak hour is provided in **Table 10**. The Synchro 10 output reports are provided in the **Appendix**.

Figure 5 illustrates the projected 2040 buildout traffic volumes during the weekday mid-day peak hour for the intersections of SR 200 at SW 60th Avenue and SR 200 at SW 66th Street.

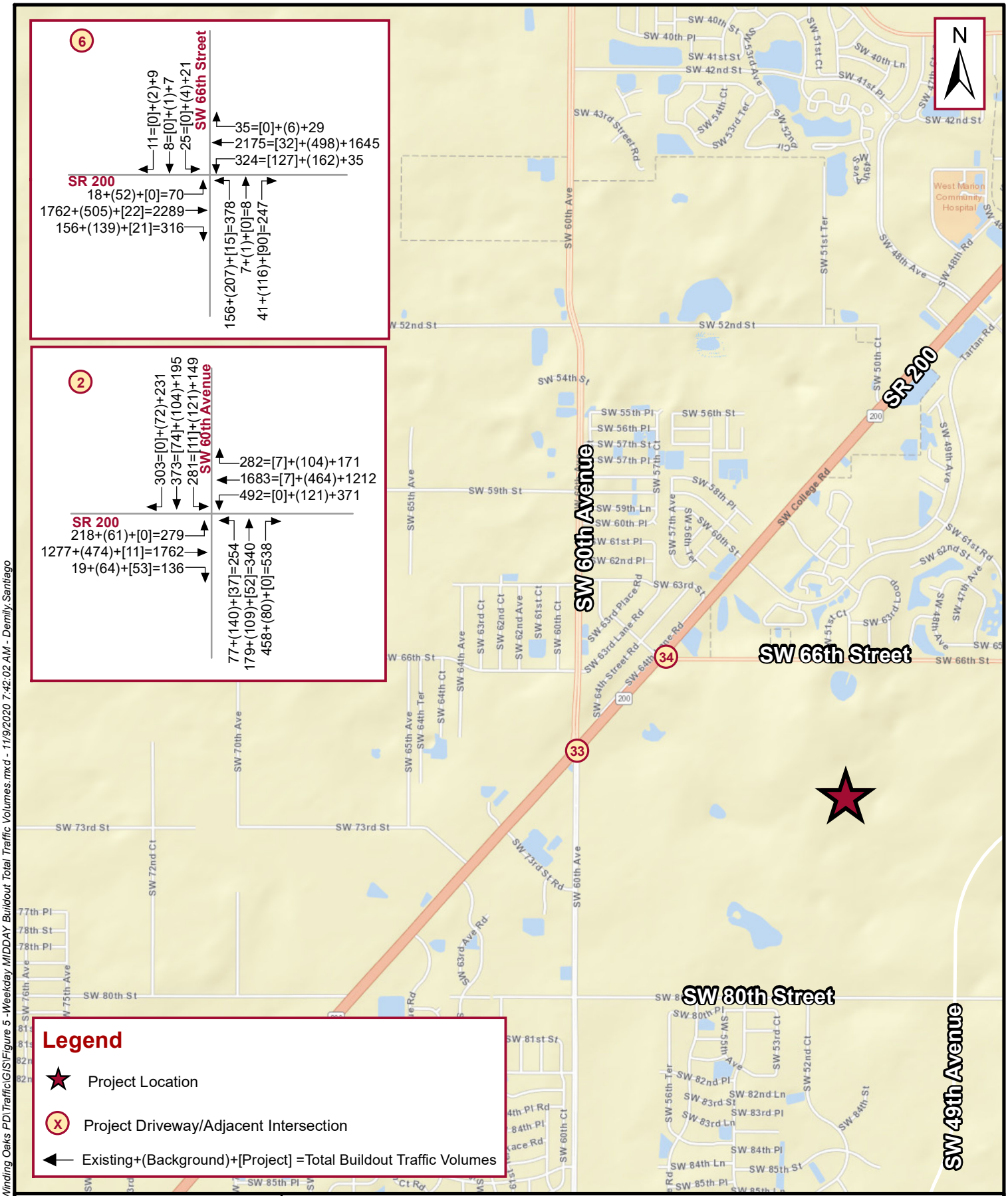
Table 9 - Mid-Day Trip Generation

Land Use	Intensity	Daily Trips	Mid-Day Peak Hour Trips		
			Total	In	Out
Proposed Development					
Single-Family Detached Housing	2,068 DU	16,875	928	464	464
Multifamily Housing (Mid-Rise)	1,080 DU	5,884	276	138	138
Automobile Sales	60,000 SF	1,643	154	77	77
Super Convenience Market/ Gasoline Station [5]	20 VFP	4,610	272	136	136
Commercial Retail - West	390,000 SF	15,169	1,516	758	758
Commercial Retail - East	200,000 SF	9,632	964	482	482
General Office Building	416,000 SF	4,229	440	220	220
	Subtotal	*58,042*	*4,550*	*2,275*	*2,275*
Internal Capture	Daily MID				
Residential	23% 24%	5,200	294	147	147
Office	30% 26%	1,250	113	57	56
Retail	18% 13%	5,704	365	182	183
	Subtotal	12,154	772	386	386
Pass-By Traffic	Daily MID				
Shopping Center - West	34% 34%	4,210	451	225	226
Shopping Center - East	34% 34%	2,673	287	143	144
Super Convenience Market/Gas Station	56% 56%	2,582	152	76	76
10% of Adjacent Side-Street Traffic [3]	10%	9,170	656	327	329
	Subtotal	9,170	656	327	329
Driveway Volumes		45,888	3,778	1,889	1,889
NET NEW TRIPS (FULL WINDING OAKS DEVELOPMENT)		36,718	3,122	1,562	1,560
RESERVED NET NEW TRIPS (PER APPROVED AUGUST 2017 STUDY)		19,256	1,704	905	799
TOTAL NET NEW TRIPS FOR NEW PD CONCURRENCY STUDY		17,462	1,418	657	761

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 10th Edition. The trip generation is based on a percent hourly distribution of daily traffic for each land use code as reported in ITE for the 12:00 - 1:00 PM hour.
Note 2: The internal capture between the different uses is calculated using ITE's Trip Generation Manual 3rd Edition.
Note 3: Adjacent side-street traffic volumes are those on SR 200, SW 60th Avenue, SW 66th Street from the FDOT Florida Traffic Online website and design traffic projections for SW 49th Avenue.

Table 10 – Mid-Day Intersection Analysis Summary

Intersection	2020 Existing Conditions			2040 Future Background Conditions			2040 Future Background Conditions w/Imp			2040 Future Buildout Conditions		
	LOS	Delay(s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C	LOS	Delay (s)	V/C
SW 60th Avenue & SR 200	D	52.1	0.90	F	115.7	1.83	E	60.3	0.99	E	63.3	0.99
SW 66th Street & SR 200	C	30.7	0.92	F	167.9	2.15	D	41.5	0.92	D	45.1	0.97



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FIGURE 5 - WEEKDAY MID-DAY BUILDOUT TRAFFIC VOLUMES

WINDING OAKS PD
CITY OF OCALA, FLORIDA

Project No: 142733006	Not To Scale	November 2020	Page 31

2025 INTERIM PHASE TRAFFIC ANALYSIS

The City of Ocala has requested an interim traffic analysis since the buildout timeframe is greater than 5 years. For the purpose of this traffic study, an interim 5-year buildout (2025) scenario was evaluated. The development program for this interim analysis included 568 dwelling units (development of 142-acre parcel adjacent to SW 49th Avenue). All other assumptions (background growth rate, vested traffic) will remain consistent between the interim year (2025) and full buildout (2040) analysis.

TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* was used to calculate trip generation potential for the interim development. ITE Land Use Codes (LUC) 210 (Single-Family Detached Housing) was applied in the trip generation calculations. The trip generation calculations are provided in **Table 11**.

Table 11 - Interim Trip Generation (2025)

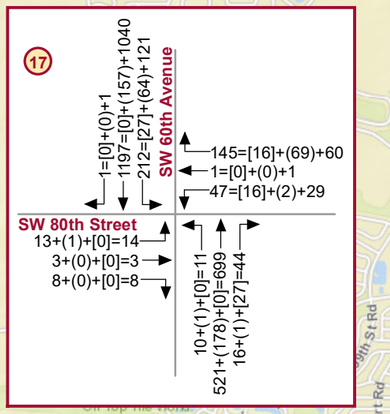
Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development for Interim Analysis								
Single-Family Detached Housing	568 DU	5,140	408	102	306	538	339	199
Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 10th Edition.								
Single-Family Detached Housing [ITE 210]								
Daily	Ln(T) = 0.92*Ln(X) + 2.71 (X is # of Dwelling Units)							
AM Peak Hour of Adjacent Street	T = 0.71*(X) + 4.80 (X is # of Dwelling Units; 25% in, 75% out)							
PM Peak Hour of Adjacent Street	Ln(T) = 0.96*Ln(X) + 0.20 (X is # of Dwelling Units; 63% in, 37% out)							

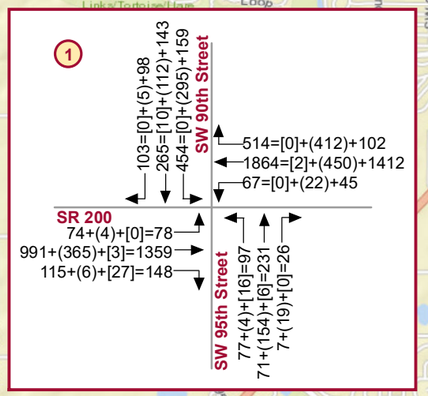
FUTURE TRAFFIC VOLUME DEVELOPMENT

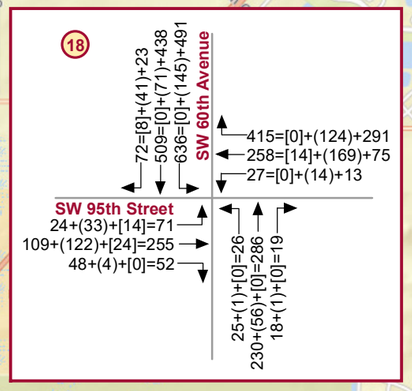
The 2025 future traffic volumes within the study area were calculated based on the approved methodology. Historical growth percentages, SW 49th Avenue diversion, and vested traffic remain consistent between the interim year (2025) and full buildout (2040) analysis.

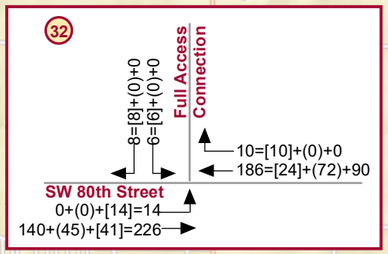
The total 2025 buildout traffic volumes were calculated as the sum of the 2025 background traffic volumes and project traffic anticipated within the 2025 interim buildout year. The PM peak hour project traffic volumes were calculated as an average across the segment length for the roadway segment evaluation.

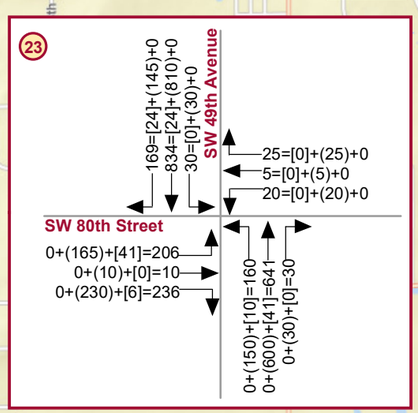
Worksheets detailing the future conditions intersection volume development are contained in the **Appendix**. The interim 2025 buildout traffic volumes during the weekday PM peak hour are illustrated in **Figure 6A** through **Figure 6C**.

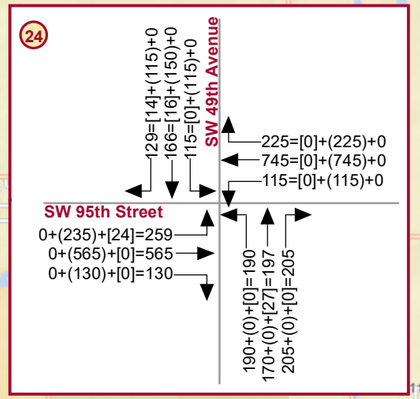


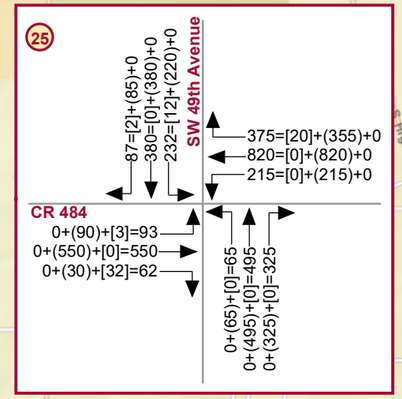












Legend

- Project Location
- Project Driveway/Adjacent Intersection
- Existing+(Background)+[Project] =Total Buildout Traffic Volumes

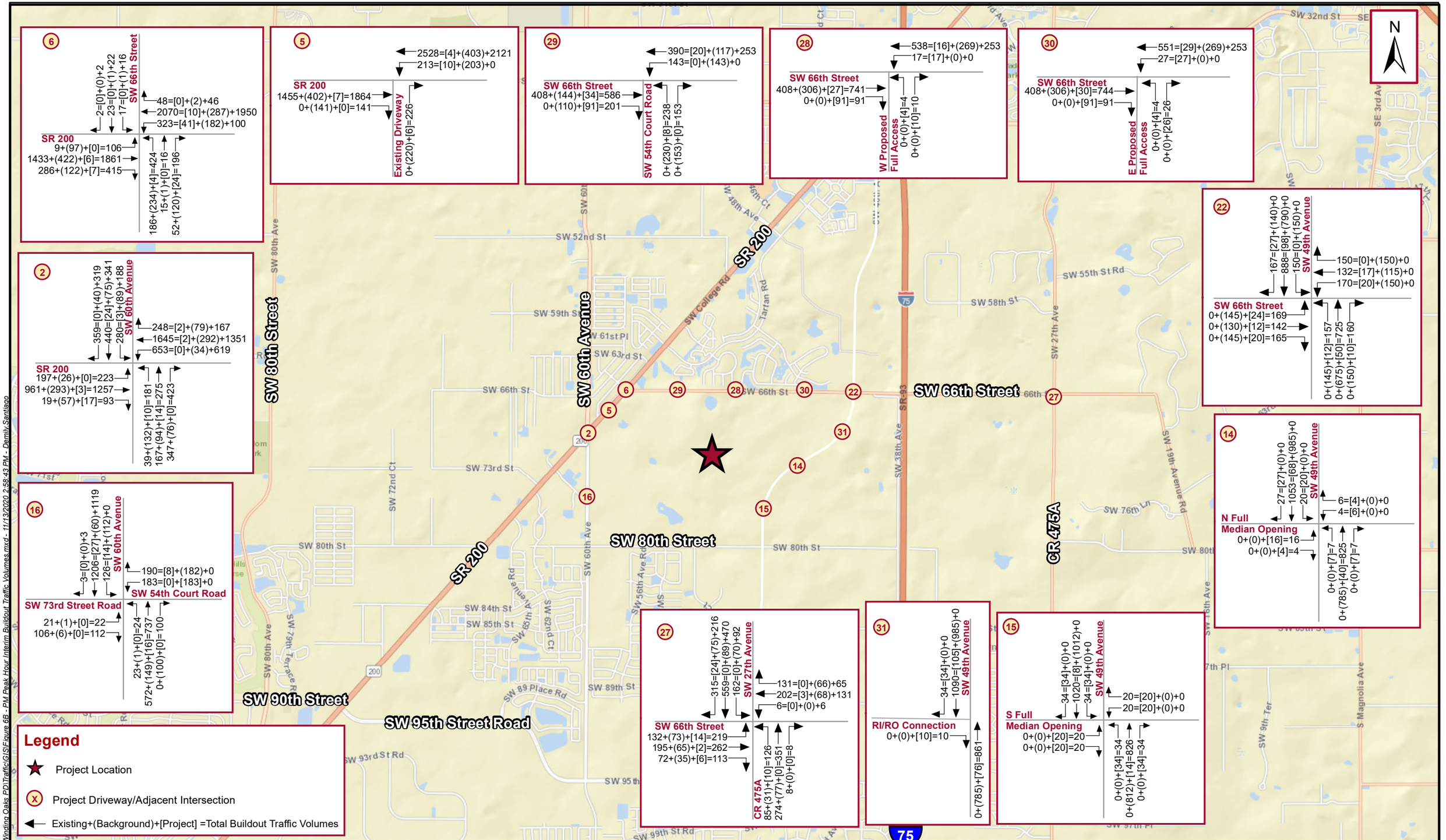
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FIGURE 6A - PM PEAK HOUR INTERIM BUILDOUT TRAFFIC VOLUMES (2025)

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
Not To Scale

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 6A - PM Peak Hour Interim Buildout Traffic Volumes.mxd - 11/9/2020 8:42:23 AM - Demily.Santiago



K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 6B - PM Peak Hour Interim Buildout Traffic Volumes.mxd - 11/13/2020 2:58:43 PM - Demilv.Santiago

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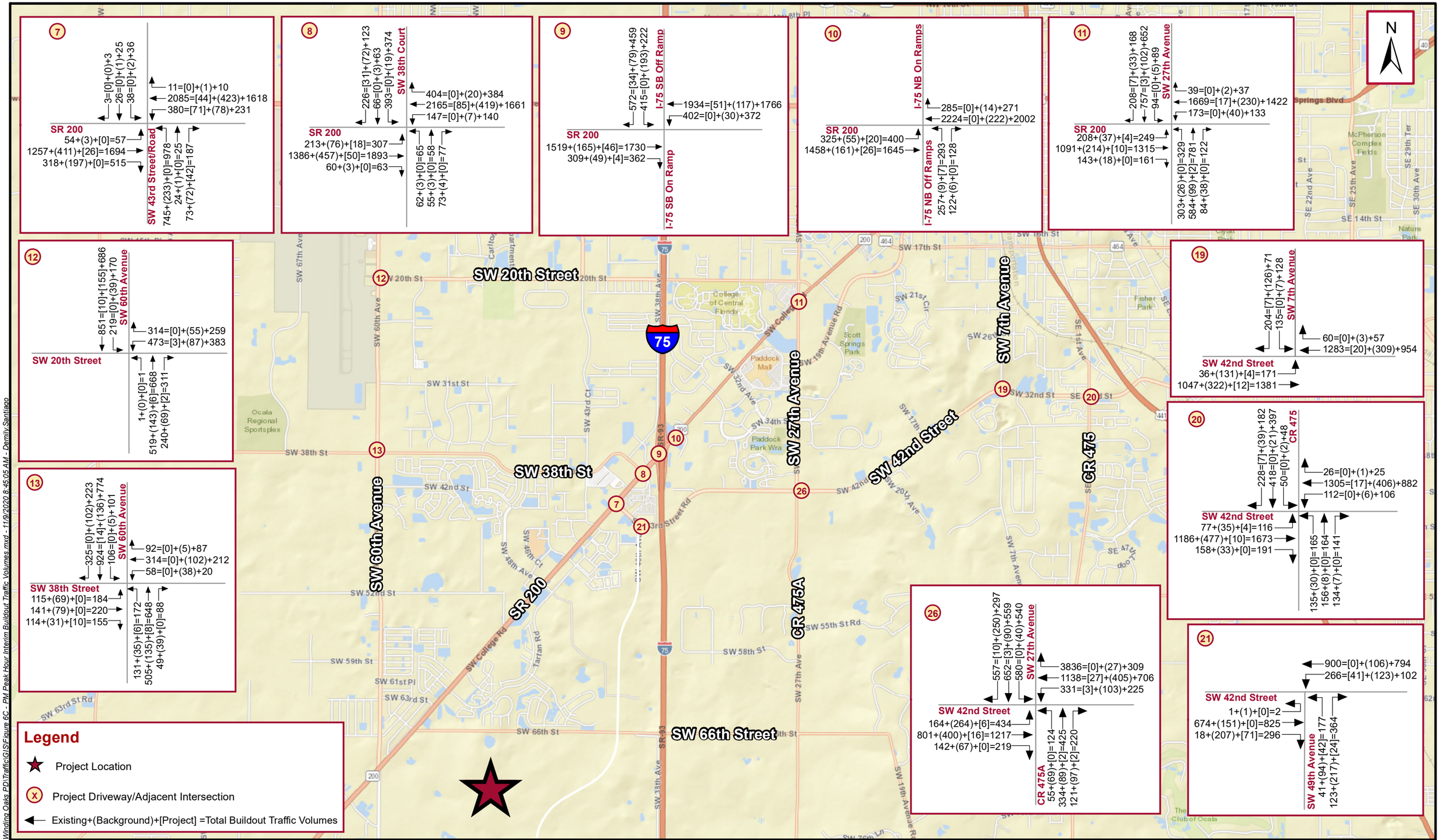
FIGURE 6B - PM PEAK HOUR INTERIM BUILDOUT TRAFFIC VOLUMES (2025)

WINDING OAKS PD
CITY OF OCALA, FLORIDA

Project No. 142733006

November 2020

Not To Scale



K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\Figure 6C - PM Peak Hour Interim Buildout Traffic Volumes.mxd - 11/9/2020 8:45:05 AM - Demily.Santiago

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FIGURE 6C - PM PEAK HOUR INTERIM BUILDOUT TRAFFIC VOLUMES (2025)

WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No. 142733006
November 2020
Not To Scale

2025 FUTURE BACKGROUND ROADWAY SEGMENT ANALYSIS

The roadway segments within the study area were evaluated for level of service under 2025 future background conditions (before the addition of project traffic) during the PM peak hour.

The service volumes for roadways within the study area were obtained utilizing functional classification and level of service information published by the Ocala/Marion County TPO and FDOT.

The following roadway segments are shown to exceed the adopted service capacity under future background (non-project) traffic conditions during the PM peak hour in year 2025:

- CR 475A, from SW 42nd Street to SW 66th Street

The future background conditions roadway segment analyses are detailed in **Table 12**.

2025 INTERIM BUILDOUT ROADWAY SEGMENT ANALYSIS

The roadway segments within the study area were evaluated for level of service under 2025 interim buildout conditions during the PM peak hour. The service volumes utilized for the analysis are the same as those utilized for the 2025 future background conditions analysis.

No additional roadway segments were identified to exceed the generalized service capacity with 2025 interim buildout traffic conditions from those identified for future background traffic volumes.

The interim 2025 buildout roadway segment analyses are detailed in **Table 13**.

Table 12 - Future Background Conditions PM Peak Hour Roadway Segment Analysis (2025)

Roadway		Peak Hour Directional Service Capacity [2]	Existing Peak Season Traffic Conditions Volumes [2]		SW 49th Avenue Diversion [3]	Adjusted Existing Peak Season Volumes		Applied Growth Rate [4]	Future Peak Season Traffic Conditions Volumes		Committed Traffic Volumes [5]		Future Non-Project PM Peak Hour Traffic Conditions					
													Volumes [6]		V/C Ratios		LOS	
From	To		NB / EB	SB / WB		NB / EB	SB / WB		NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
SR 200																		
SW 80th Avenue	SW 60th Avenue	3,020	1,171	1,618		1,171	1,618	1.04%	1,232	1,702	439	552	1,671	2,254	0.55	0.75	C	C
SW 60th Avenue	SW 48th Avenue	3,020	1,575	2,006	15.0%	1,339	1,705	1.04%	1,409	1,794	676	647	2,085	2,441	0.69	0.81	C	C
SW 48th Avenue	I-75 East Ramps	3,170	1,675	2,105		1,675	2,105	1.04%	1,762	2,214	430	378	2,192	2,592	0.69	0.82	C	C
I-75 East Ramps	SW 27th Avenue	3,020	1,496	2,062		1,496	2,062	1.04%	1,574	2,169	256	237	1,830	2,406	0.61	0.80	C	C
SW 27th Avenue	MLK Jr Avenue	3,170	1,252	1,577		1,252	1,577	1.04%	1,317	1,659	191	189	1,508	1,848	0.48	0.58	C	C
SW 66th St / SW 80th St [7]																		
SR 200	SW 49th Avenue	1,060	408	253		408	253	1.04%	429	266	341	284	770	550	0.73	0.52	C	C
SW 49th Avenue	CR 475A	1,060	399	432		399	432	1.04%	420	454	152	152	572	606	0.54	0.57	C	C
CR 475A	CR 475	792	295	202		295	202	1.04%	310	213	120	124	430	337	0.54	0.43	C	C
NW / SW 60th Ave																		
SW 20th St	SW 38th St	1,800	734	1,084		734	1,084	1.04%	772	1,140	173	186	945	1,326	0.53	0.74	C	C
SW 38th St	SR 200	1,800	608	878		608	878	1.04%	640	924	172	159	812	1,083	0.45	0.60	C	C
SR 200	SW 80th St	1,800	584	1,122	15.0%	496	954	1.04%	522	1,004	362	339	884	1,343	0.49	0.75	C	C
SW 80th St	SW 95th St	1,800	546	1,015	15.0%	464	863	1.04%	488	908	214	238	702	1,146	0.39	0.64	C	C
								1.04%										
SW 49th Ave																		
SW 42nd St	SW 66th St	792	164	120		400	421	1.04%	723	765	--	--	723	765	0.91	0.97	C	C
SW 66th St	SW 80th St	792	N/A	N/A		N/A	N/A	N/A	878	1,035	--	--	878	1,035	1.11	1.31	C	C
SW 80th St	SW 95th St	792	N/A	N/A		N/A	N/A	N/A	1,150	1,445	--	--	1,150	1,445	1.45	1.82	C	C
SW 95th St	CR 484	792	351	450		351	450	1.04%	753	540	--	--	753	540	0.95	0.68	C	C
SW 42nd St																		
SR 200	SW 27th Ave	1,800	858	840		858	840	1.04%	903	884	556	601	1,459	1,485	0.81	0.83	C	C
SW 27th Ave	SW 7th Ave	1,800	1,273	1,133		1,273	1,133	1.04%	1,339	1,192	429	426	1,768	1,618	0.98	0.90	D	C
SW 7th Ave	CR 475	1,800	1,298	1,105		1,298	1,105	1.04%	1,365	1,162	276	267	1,641	1,429	0.91	0.79	C	C
SW 32nd St																		
CR 475	US 27/441	1,800	1,368	1,013		1,368	1,013	1.04%	1,439	1,066	228	221	1,667	1,287	0.93	0.72	C	C
SW 95th St																		
SW 80th Avenue	SR 200	1,800	247	400		247	400	1.04%	260	421	557	392	817	813	0.45	0.45	C	C
SR 200	SW 60th Ave	1,800	168	213		168	213	1.04%	177	224	160	165	337	389	0.19	0.22	C	C
SW 60th Ave	SW 49th Ave	1,800	309	190		309	190	1.04%	325	200	235	287	560	487	0.31	0.27	C	C
SW 27th Ave																		
SR 200	SW 42nd St	1,800	884	1,158		884	1,158	1.04%	930	1,218	226	210	1,156	1,428	0.64	0.79	C	C
CR 475A																		
SW42nd St	SW 66th St	792	491	568		491	568	1.04%	517	598	211	208	728	806	0.92	1.02	C	F
SW 66th St	CR 475B	740	367	548		367	548	1.04%	386	576	90	96	476	672	0.64	0.91	C	C
CR 475B	CR 484	740	367	548		367	548	1.04%	386	576	90	96	476	672	0.64	0.91	C	C

Notes:

1. Peak Hour Directional Service Capacities and Level of Service were based on Marion County LOS standards and calculated using the 2013 FDOT Quality/LOS Handbook.
2. Existing peak season volumes are based on turning movement counts performed more than 1 year prior to this study. Therefore City of Ocala Traffic staff agreed upon growth rates were applied to the turning movement counts to calculate 2020 traffic volumes and supplemented by sources listed in Note 1.
3. Diversion volumes removed from SW 60th Avenue between SR 200 and SW 80th St were added to this segment.
4. A historical background growth rate of 1.04% was applied to existing traffic volumes, per the approved methodology document.
5. Committed projects include Winding Oaks Vested PD, Heathbrook, Trinity Lane/Red Oak PUD,Grand Oaks Town Center and On Top of the World.
6. Future non-project traffic volumes are the summation of the existing peak season volumes, background growth, and committed traffic.
7. The existing service capacity reported for this roadway segment is from an ARTPLAN analysis performed for SW 66th Street. A copy of the ARTPLAN is provided in the Appendix.

Table 13 - Interim Buildout Conditions PM Peak Hour Roadway Segment Analysis (2025)

Roadway		Peak Hour Directional Service Capacity [1]	Future Non-Project PM Peak Hour Traffic Volumes [2]		PM Peak Hour Project Traffic (Interim)			2025 Interim Buildout PM Peak Hour Traffic Conditions					
								Volumes [4]		V/C Ratios		LOS	
From	To		NB / EB	SB / WB	% Assign [3]	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB	NB / EB	SB / WB
SR 200													
SW 80th Avenue	SW 60th Avenue	3,020	1,671	2,254	5.3%	18	11	1,689	2,265	0.56	0.75	C	C
SW 60th Avenue	SW 48th Avenue	3,020	2,085	2,441	12.6%	43	25	2,128	2,466	0.70	0.82	C	C
SW 48th Avenue	I-75 East Ramps	3,170	2,192	2,592	19.0%	38	64	2,230	2,656	0.70	0.84	C	C
I-75 East Ramps	SW 27th Avenue	3,020	1,830	2,406	10.0%	20	34	1,850	2,440	0.61	0.81	C	C
SW 27th Avenue	MLK Avenue	3,170	1,508	1,848	4.6%	16	9	1,524	1,857	0.48	0.59	C	C
SW 66th St / SW 80th St [6]													
SR 200	SW 49th Avenue	1,060	770	550	14.0%	47	28	817	578	0.77	0.55	C	C
SW 49th Avenue	CR 475A	1,060	572	606	16.0%	32	54	604	660	0.57	0.62	C	C
CR 475A	CR 475	792	430	337	1.0%	2	3	432	340	0.55	0.43	C	C
NW / SW 60th Ave													
SW 20th St	SW 38th St	1,800	945	1,326	4.0%	14	8	959	1,334	0.53	0.74	C	C
SW 38th St	SR 200	1,800	812	1,083	7.3%	25	15	837	1,098	0.47	0.61	C	C
SR 200	SW 80th St	1,800	884	1,343	9.0%	18	31	902	1,374	0.50	0.76	C	C
SW 80th St	SW 95th St	1,800	702	1,146	8.0%	16	27	718	1,173	0.40	0.65	C	C
SW 49th Ave													
SW 42nd St	SW 66th St	792	723	765	37.0%	125	74	848	839	1.07	1.06	C	C
SW 66th St	SW 80th St	792	878	1,035	33.0%	66	112	944	1,147	1.19	1.45	C	C
SW 80th St	SW 95th St	792	1,150	1,445	15.0%	30	51	1,180	1,496	1.49	1.89	C	C
SW 95th St	CR 484	792	753	540	6.0%	12	20	765	560	0.97	0.71	C	C
SW 42nd St													
SR 200	SW 27th Ave	1,800	1,459	1,485	13.8%	27	47	1,486	1,532	0.83	0.85	C	C
SW 27th Ave	SW 7th Ave	1,800	1,768	1,618	8.7%	17	29	1,785	1,647	0.99	0.92	D	C
SW 7th Ave	CR 475	1,800	1,641	1,429	7.0%	14	24	1,655	1,453	0.92	0.81	C	C
SW 32nd St													
CR 475	US 27/441	1,800	1,667	1,287	5.0%	10	17	1,677	1,304	0.93	0.72	C	C
SW 95th St													
SW 80th Avenue	SR 200	1,800	817	813	3.0%	10	6	827	819	0.46	0.46	C	C
SR 200	SW 60th Ave	1,800	337	389	11.0%	37	22	374	411	0.21	0.23	C	C
SW 60th Ave	SW 49th Ave	1,800	560	487	7.0%	14	24	574	511	0.32	0.28	C	C
SW 27th Ave													
SR 200	SW 42nd St	1,800	1,156	1,428	3.0%	10	6	1,166	1,434	0.65	0.80	C	C
CR 475A													
SW 42nd St	SW 66th St	792	728	806	4.0%	14	8	742	814	0.94	1.03	C	F [5]
SW 66th St	CR 475B	740	476	672	3.0%	6	10	482	682	0.65	0.92	C	C
CR 475B	CR 484	740	476	672	1.0%	2	3	478	675	0.65	0.91	C	C

Notes:
1. Peak Hour Directional Service Capacities and Level of Service were based on Marion County LOS standards and calculated using the 2013 FDOT Quality/LOS Handbook.
2. Future non-project traffic volumes are the summation of the existing peak season volumes, background growth, and committed traffic.
3. The percent project traffic is the average across the roadway segment, per the approved methodology document.
4. Buildout project traffic volumes are the summation of future non-project traffic and project traffic.
5. This roadway segment is projected to exceed the adopted service volume under future non-project traffic conditions; therefore, no proportionate share contribution is required.
6. The existing service capacity reported for this roadway segment is from an ARTPLAN analysis performed for SW 66th Street. A copy of the ARTPLAN is provided in the Appendix.

2025 FUTURE BACKGROUND CONDITIONS INTERSECTION ANALYSIS

The intersections within the study area were evaluated to determine improvement needs to provide an acceptable level of service and intersection operations with 2025 future background traffic conditions prior to addition of project traffic. The 2025 future background traffic volumes included existing peak season traffic, background traffic growth, and committed project traffic. Existing intersection geometry, signal timings (as obtained from the City of Ocala and Marion County), and peak hour factor and percent heavy vehicles (as obtained from the traffic counts) were input into Synchro 10 for analysis.

The improvements currently under construction at the SR 200/I-75 interchange ramps (FPID 435659-2-52-01) were included in the 2025 future background traffic conditions analysis. Information about the planned improvements is provided in the **Appendix**.

Table 14 summarizes the resultant intersection levels of service (LOS) for the 2025 future background conditions with existing intersection geometry and signal timings during the PM peak hour. Several transportation deficiencies are anticipated under future background (non-project) traffic conditions considering traffic from the vested developments.

The identified intersection improvements that are shown to be needed under future background traffic conditions to provide acceptable intersection operations and level of service are summarized in **Table 14**. The identified improvements are consistent with the recommendations of the traffic studies performed for the vested developments. The improvements shown to be needed in the interim year 2025 are also identified within the 2040 background conditions analysis.

The Synchro 10 output reports are provided in the **Appendix.**

Table 14 - Background Conditions Intersection Analysis (2025)

Intersection	Future Background Conditions (2025)			Future Background w/imp Conditions (2025)			
	Inter-section LOS	Inter-section Delay (S)	Max Movement V/C	Identified Improvements	Inter-section LOS	Inter-section Delay (S)	Max Movement V/C
Unsignalized [1]							
SW 60th Avenue & SW 80th Street	D/C	27.6/17.2	0.14/0.36	--	--	--	--
SW 42nd St & SW 7th Avenue	F	700.3	2.41	Signalization	B	17.1	0.87
Signalized							
SR 200 & SW 90th St/SW 95th St Road	E	76.4	1.77	Exclusive westbound right-turn lane	D	44.3	0.93
SR 200 & SW 60th Avenue	F	80.7	1.54	Signal timing adjustments	E	66.7	0.98
SR 200 & SW 66th Street	F	131.9	2.54	Exclusive northbound dual left-turn lanes	D	42.8	0.92
SR 200 & SW 43rd Street Road/42nd Street	F	97.4	1.18	Second westbound left-turn lane (SR 200) and additonal northbound left-turn (SW 42nd Street)	E	55.8	0.92
SR 200 & SW 38th Court	E	76.0	1.32	Exclusive westbound right-turn lane and an additional eastbound left-turn lane	D	48.3	0.91
SR 200 & I-75 SB Ramps	E	57.5	1.14	Signal timing adjustments	D	48.4	0.88
SR 200 & I-75 NB Ramps	C	21.6	0.87	--	--	--	--
SR 200 & SW 27th Avenue	E	76.2	1.14	Additional eastbound left-turn lane	E	66.0	0.93
SW 60th Ave & SW 20th Street	C	28.5	0.89	--	--	--	--
SW 60th Ave & SW 38th Street	E	77.0	1.54	Exclusive westbound right-turn lane	D	42.9	0.96
SW 60th Avenue & SW 73rd Street/SW 54th Court Road	B	19.8	0.74	--	--	--	--
SW 60th Avenue & SW 95th Street	F	114.5	1.68	Additional southbound left-turn lane	C	31.5	0.87
CR 475 & SW 42nd Street	F	111.0	1.30	Additional eastbound through/right-turn lane, exclusive southbound right-turn lane	E	60.7	0.96
SW 49th Avenue & SW 42nd Street	B	17.0	0.88	--	--	--	--
SW 49th Avenue & SW 66th Street	C	33.1	0.85	--	--	--	--
SW 49th Avenue & SW 80th Street	C	24.5	0.83	--	--	--	--
SW 49th Avenue & SW 95th Street Road	C	29.4	0.79	--	--	--	--
SW 49th Avenue & CR 484	D	44.9	0.88	--	--	--	--
SW 27th Avenue & SW 42nd Street	F	158.5	1.52	Additional eastbound and westbound left-turn lane, additional southbound through lane, and an exclusive westbound right-turn lane	E	73.1	0.99
SW 27th Avenue/CR 475A & SW 66th Street	D	48.0	1.03	Signal timing adjustments	D	44.6	0.94

Note 1. Intersection LOS and delay at unsignalized intersections are reported for the stop-controlled approaches only.

2025 INTERIM BUILDOUT CONDITIONS INTERSECTION ANALYSIS

The intersection operating conditions were evaluated under 2025 interim buildout traffic conditions. The 2025 future buildout traffic conditions analysis included future background non-project traffic and project traffic. The intersection geometry identified to be needed under 2025 future background traffic conditions was utilized in the interim buildout conditions analysis to identify any additional transportation improvements that are necessary to provide acceptable level of service and intersection operations due to the addition of project traffic.

Table 15 details the resultant intersection LOS and delay for PM peak hour 2025 interim buildout conditions with background improved geometry. All the intersections within the study area have acceptable traffic operations with the addition of the interim project traffic and considering the improvements identified to be needed for the 2025 background traffic conditions.

The driveway connections were also evaluated for the Interim buildout conditions. The connections to SW 49th Avenue show acceptable traffic operations with the existing unsignalized traffic control with the 2025 interim development. The driveway operating conditions are summarized in **Table 15** along with the off-site intersections.

The Synchro 10 output reports are provided in the **Appendix**.

Table 15 - Interim Buildout Conditions Intersection Analysis (2025)

	Intersection LOS	Intersection Delay (S)	Max Movement V/C
Unsignalized [1]			
SR 200 & Directional Median Opening	C	19.1	0.50
SW 60th Avenue & SW 80th Street	D/C	32.6/21.7	0.17/0.49
SW 49th Avenue & N Full Median Opening	D/C	28.6/16.8	0.12/0.03
SW 49th Avenue & S Full Median Opening	D/C	25.0/21.5	0.16/0.05
SW 49th Avenue & RI/RO Access Connection	B	13.4	0.03
SW 80th Street & Full Access Connection	B	10.5	0.02
SW 66th Street & W Proposed Full Access Connection	D	26.6	0.03
SW 66th Street & E Proposed Full Access Connection	B	21.8	0.05
Signalized			
SR 200 & SW 90th St/SW 95th St Road	D	46.2	0.92
SR 200 & SW 60th Ave	D	50.4	0.92
SR 200 & SW 66th St	D	47.9	0.96
SR 200 & SW 42nd St	E	59.4	0.92
SR 200 & SW 38th Ct	D	50.1	0.91
SR 200 & I-75 SB Ramps	D	48.4	0.88
SR 200 & I-75 NB Ramps	C	22.3	0.88
SR 200 & SW 27th Ave	E	66.8	0.95
SW 60th Ave & SW 20th St	C	28.8	0.90
SW 60th Ave & SW 38th St	D	44.4	0.96
SW 60th Ave & SW 73rd St Rd/ SW 54th Ct Rd	C	20.3	0.74
SW 60th Ave & SW 95th St	C	31.8	0.88
SW 42nd Ave & SW 7th Avenue	B	18.0	0.89
CR 475 & SW 42nd St	E	61.3	0.96
SW 49th Ave & SW 42nd St	B	18.8	0.88
SW 49th Ave & SW 66th St	C	26.1	0.76
SW 49th Ave & SW 80th St	C	23.9	0.75
SW 49th Ave & SW 95th St	D	45.2	0.94
SW 49th Ave & CR484	D	45.4	0.89
CR 475A/SW 27th Ave & SW 42nd St	E	74.3	0.99
CR 475A/SW 27th Ave & SW 66th St	D	52.6	0.98
SW 66th Street & SW 54th Court Road	C	20.1	0.90

Note 1. Intersection LOS and delay at unsignalized intersections are reported for the stop-controlled approaches.

PRELIMINARY SIGNAL WARRANT ANALYSIS

A PM peak hour signal warrant analysis was conducted considering both 2025 and 2040 future buildout traffic volumes at the following proposed access connections for the PD:

- Proposed western full access connection on SW 66th Street
- Proposed eastern full access connection on SW 66th Street
- Proposed northern full access connection on SW 49th Avenue
- Proposed southern full access connection on SW 49th Avenue
- Proposed full access connection on SW 80th Street

In addition to these intersections, a PM peak hour signal warrant analysis was conducted considering 2025 and 2040 future background traffic volumes at the intersections of SW 60th Avenue & SW 80th Street and SW 42nd Street & 7th Avenue. The intersection of SW 60th Avenue & SW 80th Street is currently planned for signalization by Marion County (TIP077780). The intersection of SW 42nd Street & SW 7th Avenue has been identified previously as needing signalization or other operational/control improvement.

PM peak hour warrant analysis are only being used as a guide to determine if a full signal warrant analysis may be needed now or in the future at the intersections. Guidelines established in the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition for peak hour volume Warrant 3 were used for the analysis.

SW 66TH STREET & PROPOSED WESTERN FULL ACCESS CONNECTION

The major street (SW 66th Street) was evaluated as a single-lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (proposed full access connection) was evaluated as a single-lane approach considering the full northbound approach volumes. The projected PM peak hour traffic volumes at interim 2025 buildout and full 2040 buildout do not meet peak hour signal warrant criteria.

SW 66TH STREET & PROPOSED EASTERN FULL ACCESS CONNECTION

The major street (SW 66th Street) was evaluated as a one-lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (proposed full access connection) was analyzed as a single-lane approach considering only the northbound left-turn volumes. The projected PM peak hour traffic volumes at interim 2025 buildout and full 2040 buildout do not meet peak hour signal warrant criteria. A majority of the driveway exiting volumes are expected to be right turns. The Synchro analysis shows that the driveway operates with acceptable level of service with side-street stop-control. An updated analysis will be required when a specific site user and site plan is developed for the potential commercial retail served by the driveway.

SW 49TH AVENUE & PROPOSED NORTHERN FULL ACCESS CONNECTION

The major street (SW 49th Avenue) was evaluated as a two-lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (proposed full access connection) was analyzed as a two-lane approach. The projected PM peak hour traffic volumes at interim 2025 buildout do

not meet peak hour signal warrant criteria. The projected PM peak hour traffic volumes at full 2040 buildout are shown to meet the signal warrant 3 criteria.

The need for alternative traffic control (signalization or roundabout) will be further evaluated during individual site plan submittals and the driveway connection permit with Marion County for connection to SW 49th Avenue once actual development plans are finalized. The future signalization warrants will include review of Warrant 1, Warrant 2, and Warrant 3.

SW 49TH AVENUE & PROPOSED SOUTHERN FULL ACCESS CONNECTION

The major street (SW 49th Avenue) was evaluated as a two-lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (proposed full access connection) was analyzed as a two-lane approach. The projected PM peak hour traffic volumes at interim 2025 buildout do not meet peak hour signal warrant criteria. The projected PM peak hour traffic volumes at full 2040 buildout are shown to meet the signal warrant 3 criteria.

The need for alternative traffic control (signalization or roundabout) will be further evaluated during individual site plan submittals and the driveway connection permit with Marion County for connection to SW 49th Avenue once actual development plans are finalized. The future signalization warrants will include review of Warrant 1, Warrant 2, and Warrant 3.

SW 60TH AVENUE & SW 80TH STREET

The major street (SW 60th Avenue) was evaluated as a two-or-more lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (SW 80th Street) was evaluated as a single-lane approach considering the total volume for the westbound approach. The projected 2025 future background PM peak hour traffic volumes meet the peak hour signal warrant criteria.

For the 2025 analysis, the intersection is shown to operate with acceptable level of service with the existing unsignalized operations. For the 2040 analysis, both the eastbound and westbound approaches are shown to exhibit LOS “F” under future background traffic conditions and unsignalized operations. The intersection is shown to operate with acceptable level of service and delay considering signalized intersection control with PM peak hour future background traffic conditions and 2040 buildout traffic conditions.

SW 42ND STREET & SW 7TH AVENUE

The major street (SW 42nd Street) was evaluated as a two-or-more lane approach with a speed limit over 40 mph (meaning that the 70% columns were utilized). The minor street (SW 7th Avenue) was evaluated as a single-lane approach considering the total volume for the southbound approach. The projected PM peak hour traffic volumes under both 2025 and 2040 future background conditions meet the peak hour signal warrant criteria.

Considering unsignalized operation, the southbound approach is shown to exhibit LOS “F”, with V/C ratio exceeding 1.0 under future background traffic conditions in year 2025 and year 2040. The intersection is shown to operate with acceptable level of service and delay considering signalized intersection control with PM peak hour future background traffic conditions and buildout traffic conditions.

The preliminary signal warrant worksheets are provided in the **Appendix**.

SITE ACCESS ANALYSIS

The following new access connections are proposed to serve the development on SW 60th Avenue, SR 200, SW 66th Street, and SW 49th Avenue:

- Proposed western full access connection on SW 66th Street
- Proposed eastern full access connection on SW 66th Street
- Proposed northern full access connection on SW 49th Avenue (existing median opening)
- Proposed southern full access connection on SW 49th Avenue (existing median opening)
- Proposed right-in/right-out access connection on SW 49th Avenue
- Proposed full access connection to SW 80th Street

Additional access points have already been evaluated and approved as part of the previous PD submittal and approved Concurrency Development Agreement.

The new proposed site access locations were evaluated for required turn lane needs to accommodate the traffic at project buildout. The site access locations were also evaluated using the Synchro software to project the operating conditions at buildout of the site with the recommended improvements.

The FDOT Access Management Guidebook (November 2019) was reviewed to determine whether the projected ingress turning volumes warrant an exclusive right-turn lane. The FDOT Guidebook recommends an ingress right-turn lane if turning volumes are between 80 and 125 vehicles per hour for roadways with a speed limit of 45 mph or less. The lower threshold is more appropriate for a higher volume two-lane roadway and the higher threshold is more appropriate for a multi-lane roadway.

The NCHRP Report 457 was reviewed to identify whether an exclusive ingress left-turn lane is warranted at the driveways on SW 66th Street and SW 80th Street. The NCHRP warrants are based on the posted speed of the major road, major road traffic volume, and left-turning volume.

The existing left-turn deceleration lanes on SW 49th Avenue were reviewed to determine if they have sufficient length for the projected traffic volumes at buildout.

SW 66TH STREET SITE ACCESS

The western driveway on SW 66th Street is projected to have 91 eastbound right-turns and 17 westbound left-turns into the site at full buildout. These projected traffic volumes support the construction of an exclusive eastbound right-turn and westbound left-turn deceleration lanes for full buildout of the site. The minimal ingress traffic volumes anticipated with the interim 2025 buildout year would not require a westbound deceleration lane on SW 66th Street. An eastbound right-turn is not anticipated to be needed in interim 2025 buildout but will be constructed with the driveway connection due to the need at 2040 buildout.

The eastern driveway on SW 66th Street is projected to have 91 eastbound right-turns and 27 westbound left-turns into the site at full buildout. These projected traffic volumes support the construction of an exclusive eastbound right-turn and westbound left-turn deceleration lanes for full buildout of the site. The minimal ingress traffic volumes anticipated with the interim 2025 buildout year would not require deceleration lanes on SW 66th Street. Eastbound right-turn lanes are not needed in interim 2025 buildout but will be constructed with the driveway connection due to the need at full 2040 buildout.

The eastbound right-turn lanes should be 330 feet based on Figure 3-16 of the FDOT Greenbook. The westbound left-turn lane at the western driveway should be 380 feet and the westbound left-turn lane at the

eastern driveway should be 430 feet based on Figure 3-16 of the FDOT Greenbook and projected turning volumes.

SW 49TH AVENUE SITE ACCESS

The north full access driveway on SW 49th Avenue is projected to have 21 northbound left-turns and 84 southbound right-turns into the site at full buildout. The south full access driveway on SW 49th Avenue is projected to have 106 northbound left-turns and 106 southbound right-turns into the site at full buildout. The right-in/right-out driveway is projected to have 135 southbound right-turns into the site at full buildout. Preliminary numbers suggest a right-turn lane is warranted and should be evaluated with the individual site plan submittals for any commercial development at the driveway location to determine if a right-turn lane is needed at that time. The driveway operational analysis showed acceptable traffic operations without exclusive right-turn lanes on SW 49th Avenue.

The left-turn lanes at the full median openings are designed to be 300 feet long. The required length for buildout needs to accommodate a 185-foot deceleration length and queue storage. The projected 95th percentile queues for the left-turn movements are less than 100 feet. Therefore, the existing turn lanes are sufficient to accommodate the projected ingress traffic at buildout of the site.

As stated in the previous section, the traffic volumes at project buildout are anticipated to meet peak hour signal warrant criteria. The peak hour signal warrants are not anticipated to be met with the 2025 interim buildout scenario. The access connections should be evaluated as the site develops to determine the appropriate timeframe for signalization (if necessary).

SW 80TH STREET SITE ACCESS

The proposed driveway on SW 80th Street is projected to have 42 eastbound left-turns and 32 westbound right-turns into the site at full buildout. The minimal ingress traffic volumes anticipated at buildout coupled with the low through traffic volumes on SW 80th Street would not require ingress deceleration lanes.

OPERATIONAL ANALYSIS

The site driveways were evaluated using the Synchro 10 software package. The evaluation was performed for the full buildout of the site and a 2040 buildout year and assuming the improvements outlined above. The site driveways are expected to have acceptable traffic operations with the proposed geometry and control. The locations where signalization is identified at full buildout should be monitored as development occurs to determine an appropriate timeframe for signal construction and operation. Traffic signals may be needed at the two full median openings on SW 49th Avenue in the future and should be re-evaluated at a certain threshold of development. The site access operational analysis is summarized in **Table 16** below. The Synchro output is provided in the **Appendix**.

Table 16 - Site Access Analysis

Location	LOS	Delay (s)	Max V/C
Unsignalized			
SW 66th Street & W Proposed Full Access Connection	D	32.1	0.30
SW 66th Street & E Proposed Full Access Connection	D	25.4	0.40
SW 49th Avenue & RI/RO Access Connection	C	24.0	0.28
SW 49th Avenue & N Full Median Opening	F	826.1	2.62
SW 49th Avenue & S Full Median Opening	F	3439	13.6
SW 80th Street & Proposed Full Access Connection	B	13.0	0.11
Signalized			
SW 49th Avenue & N Full Median Opening	A	5.4	0.66
SW 49th Avenue & S Full Median Opening	A	6.9	0.63
SW 60th Ave & SW 73rd St/SW 54th Ct Rd	B	16.6	0.78
SW 66th Street & SW 54th Court Road	A	8.2	0.66

TRANSPORTATION MITIGATION AND PROPORTIONATE SHARE

Per Chapter 163.3180 of the Florida Statutes, an acceptable method for a landowner to mitigate their transportation impacts is to pay a proportionate share cost towards subject improvements. Per the Florida Statutes, proportionate share contributions are not required for improvements identified to correct transportation deficiencies that occur prior to addition of project traffic. Therefore, any transportation improvements identified to be needed in the background conditions analysis are assumed to be in place for the purposes of the proportionate share calculation.

Transportation mitigation for the existing PD area is required per an executed Concurrency Development Agreement (CDA). The approved CDA reserved 1,767 net new PM peak hour trips for the development. These trips are considered vested traffic for the purpose of the traffic impact analysis for the new PD area of the site. Per Florida Statute, mitigation for the first phase of the development can be considered in place for the future phases of the development.

Several transportation improvements were identified as being required within the study area to provide acceptable traffic operations with future background traffic conditions (before addition of project traffic) and are therefore not subject to proportionate share mitigation. The improvements are summarized in **Table 17** and illustrated in **Figure 4A** through **Figure 4C**.

The following transportation improvements were identified as being required within the study area to provide acceptable traffic operations at project buildout, in addition to those improvements identified in the future background traffic scenario (and are therefore subject to proportionate share mitigation):

- Construction of an additional eastbound through lane on SR 200 at the intersection with SW 42nd Street
- Construction of an additional westbound through lane on SR 200 at the intersection with SW 38th Court
- Construction of second northbound left-turn lane on SW 49th Avenue at SW 66th Street
- Implementation of an overlap phase for the northbound right-turn on SW 49th Avenue at SW 42nd Street
- Implementation of split phasing for eastbound and westbound traffic at the intersection of SW 49th Avenue and SW 80th Street

Per Florida Statutes, the proportionate-share percentage for off-site transportation improvements is calculated based upon the number of trips from the proposed development (new PD area) expected to utilize the proposed improvement, divided by the change in the peak hour maximum service volume resulting from construction of an improvement necessary to maintain or achieve the adopted level of service.

The project impact for the identified intersection geometric improvement was calculated as the total project traffic utilizing the intersection divided by the total increase in capacity of the intersection created by the identified improvements.

For example, the total increase in lane group capacity for construction of an additional westbound through lane on SR 200 at SW 38th Court is 644 vehicles per hour compared to 613 project trips per hour utilizing all movements at the intersection. Therefore, the project's proportionate share percentage for this improvement is 95.19 percent. A summary of the proportionate share percentage calculated for each

identified improvement is provided in **Table 17**. The proportionate share percentage is limited to 100% of the improvement cost.

The proportionate share calculations are included in the **Appendix**.

Table 17 - Proportionate Share for Transportation Mitigation

Intersection	Improvement Required for Future Background Traffic Conditions	Additional Mitigation Required for 2040 With Project Traffic Conditions (1)	
		Improvement	Proportionate Share
SR 200 at SW 42nd/SW 43rd Street	Second westbound through-right lane, second westbound left-turn lane, third northbound left-turn lane on SW 42nd Street.	Additional Eastbound Through Lane	100.00%
SR 200 at SW 38th Court	Exclusive westbound right-turn lane, second eastbound left-turn lane, and exclusive northbound right-turn lane	Additional Westbound Through Lane	95.19%
SW 49th Avenue at SW 42nd Street	--	Protected-permissive northbound right-turn overlap phase	100.00%
SW 49th Avenue at SW 66th Street	--	Second northbound left-turn lane	100.00%
SW 49th Avenue at SW 80th Street	--	Split phasing for eastbound and westbound approaches	100.00%

Notes:
(1) Includes only the mitigation beyond the improvements noted in the 'Future Background' traffic scenario.

CONCLUSION

This TIA has been performed to support the PD rezoning and CDA for the Winding Oaks PD. The traffic analysis provided is consistent with the approved methodology document.

The traffic analysis was performed considering a buildout timeframe of 20 years (2040) for the proposed development program. The operating conditions within the study area were evaluated for future background (before addition of project traffic) conditions and buildout traffic conditions. Transportation improvements were identified within the study area to be needed under future background traffic conditions. These improvements are needed prior to the addition to project traffic, and therefore no proportionate share contribution is required by the development per Florida State Statutes.

The following off-site transportation improvements were identified to be needed at project buildout, in addition to those identified under 2040 future background traffic conditions:

- Construction of an additional eastbound through lane on SR 200 at SW 42nd Street
- Construction of an additional westbound through lane on SR 200 at SW 38th Court
- Construction of second northbound left-turn lane on SW 49th Avenue at SW 66th Street
- Install an overlap phase for the northbound right-turn on SW 49th Avenue at SW 42nd Street
- Split phasing signal timing for the eastbound and westbound left-turn lanes on SW 49th Avenue at SW 80th Street

Consistent with Florida Statute, the project's proportionate share percentage was calculated for each transportation improvement identified to be needed due to the addition of project traffic. The improvements identified to be needed on SR 200 at SW 42nd Street and SW 38th Court could likely be mitigated through the extension of SW 44th Avenue north of SR 200, which is planned by the City of Ocala but not yet funded for construction.

An interim 2025 analysis was also performed and identified no transportation improvements needed due to project traffic within the 2025 interim buildout horizon.

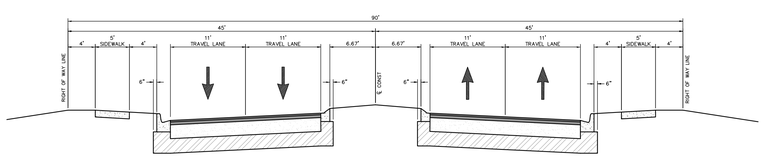
In addition to proportionate share contribution towards off-site improvements, the following transportation improvements are needed to accommodate project traffic at the site access locations. Site access improvements are the responsibility of the developer.

- Construction of an eastbound right-turn lane and westbound left-turn lane on SW 66th Street at the west project access.
- Construction of an eastbound right-turn lane and westbound left-turn lane on SW 66th Street at the east project access.
- Potential construction of a southbound right-turn lane on SW 49th Avenue at the right-in/right-out driveway based on future development and traffic volumes.
- Potential construction of right-turn lanes on SW 49th Avenue and future signalization of the north driveway connection on SW 49th Avenue based on future development and traffic volumes.
- Potential construction of right-turn lanes on SW 49th Avenue and future signalization of the south driveway connection on SW 49th Avenue based on future development and traffic volumes.

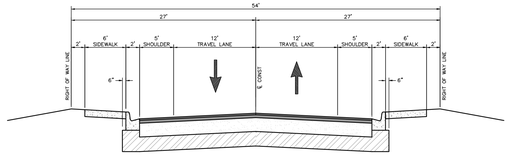
The traffic analysis and results provided herein support the transportation concurrency reservation request for the Winding Oaks PD.

APPENDICES

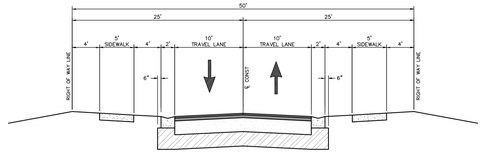
APPENDIX A: CONCEPTUAL SITE DEVELOPMENT PLAN



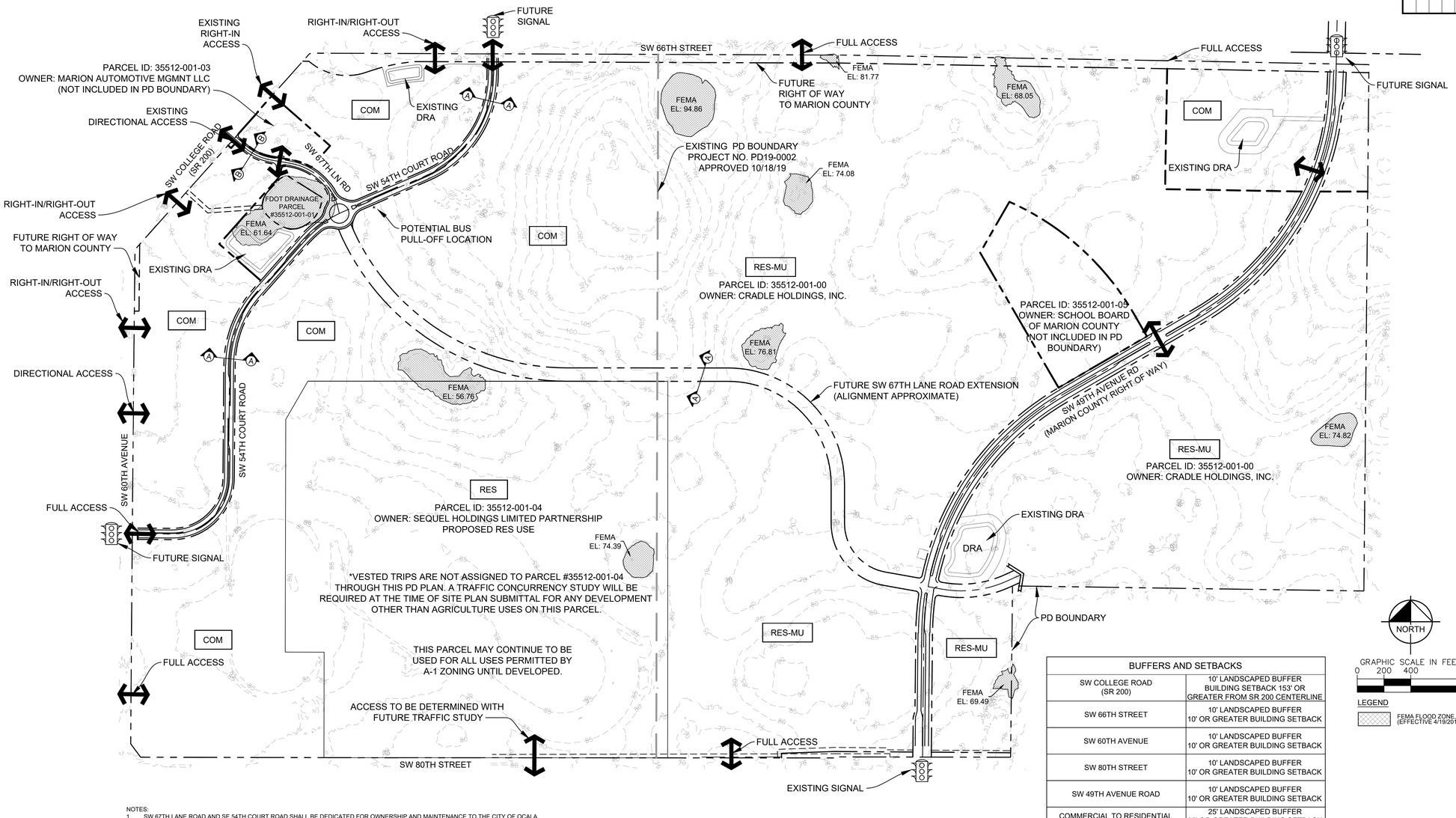
SECTION A-A
TYPICAL SECTION
90' PUBLIC RIGHT OF WAY



SECTION B-B
TYPICAL SECTION
54' PUBLIC RIGHT OF WAY



LOCAL RESIDENTIAL
TYPICAL SECTION
50' RIGHT OF WAY



BUFFERS AND SETBACKS	
SW COLLEGE ROAD (SR 200)	10' LANDSCAPED BUFFER BUILDING SETBACK 153' OR GREATER FROM SR 200 CENTERLINE
SW 66TH STREET	10' LANDSCAPED BUFFER 10' OR GREATER BUILDING SETBACK
SW 60TH AVENUE	10' LANDSCAPED BUFFER 10' OR GREATER BUILDING SETBACK
SW 80TH STREET	10' LANDSCAPED BUFFER 10' OR GREATER BUILDING SETBACK
SW 49TH AVENUE ROAD	10' LANDSCAPED BUFFER 10' OR GREATER BUILDING SETBACK
COMMERCIAL TO RESIDENTIAL WITHIN PD BOUNDARY	25' LANDSCAPED BUFFER 25' OR GREATER BUILDING SETBACK FROM BOUNDARY
INSTITUTIONAL TO RESIDENTIAL WITHIN PD BOUNDARY	25' LANDSCAPED BUFFER 25' OR GREATER BUILDING SETBACK FROM BOUNDARY
RESIDENTIAL TO PD BOUNDARY	25' LANDSCAPED BUFFER 25' OR GREATER BUILDING SETBACK FROM BOUNDARY

NOTES:
1. SW 67TH LANE ROAD AND SE 54TH COURT ROAD SHALL BE DEDICATED FOR OWNERSHIP AND MAINTENANCE TO THE CITY OF OCALA. SW 49TH AVENUE ROAD IS OWNED AND MAINTAINED BY MARION COUNTY.

No.	REVISIONS	DATE	BY

Kimley»Horn

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LICENSED PROFESSIONAL
RICHARD V. BUSCHE, P.E.
FLORIDA LICENSE NUMBER
58568
DATE:

KHA PROJECT 142733004
DATE NOVEMBER 2020
SCALE: AS SHOWN
DESIGNED BY KHA
DRAWN BY JEC
CHECKED BY RVB

PD PLAN

WINDING OAKS
PREPARED FOR
CRADLE HOLDINGS, INC.
CITY OF OCALA FLORIDA

SHEET NUMBER
C002

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

I:\JOCL_Civil\142733001 - Winding Oak Commercial\CAD\SheetsVSR Plan\JOCL CONCEPT PLAN.dwg, Layout: C002 PdPlan, Nov 19, 2020 - Jack Gowing
XREFs: xBorder-PD1-142733001 'sh-address-nos' DrawingData: xBase-PD1-142733001 'Aerial' xBase-2018-142733001 'Aerial' xBase-2018-142733001 'Hillshade' xBase-ADP-142733001

APPENDIX B: APPROVED TRAFFIC ANALYSIS METHODOLOGY CORRESPONDENCE

March 19, 2020

Ms. Karen Cupp
Development Coordinator
City of Ocala Growth Management
101 E Silver Springs Blvd, Suite 400
Ocala, FL 34471

RE: ***Revised Traffic Study Methodology for Winding Oaks PD (TIA 20-0001); Kimley-Horn Project No. 142733006***

Dear Ms. Cupp:

This methodology document has been prepared for the forthcoming traffic study associated with the proposed Winding Oaks Planned Development (PD). The methodology contained herein has been developed consistent with the Ocala/Marion County TIA Guidelines and addresses the comments received on March 12, 2020 from the review agencies on the original methodology submittal.

Tables and figures are attached which detail the project's trip generation potential, trip distribution, proposed study area, and historic traffic trends. Following is a discussion related to the preliminary analyses and proposed methodology for the traffic study.

PROJECT BACKGROUND

The property under consideration is 558.53+/- acres of an overall 1,010+/- acre parcel. The project site is generally located south of SW 66th Street, east of SW 60th Avenue, west of I-75, north of SW 80th Street, and southeast of SR 200 in the City of Ocala, Florida. The property was annexed into the City in 2017, and a Future Land Use (FLU) of Low Intensity was approved in December 2019.

A requirement of the FLU Ordinance for the property is that it has a PD zoning. A PD zoning application and PD plan is being processed through the City of Ocala under separate application. The traffic study is being prepared to support the PD rezoning application and Concurrency Development Agreement (CDA).

A PD is in place for the western 442 acres of the Winding Oaks property. A traffic study was prepared for the existing PD in 2017 and a CDA was approved in December 2019. The approved CDA reserved 1,767 net new PM peak hour trips for the development. These trips will be considered vested traffic for the purpose of the traffic impact analysis for the new PD area of the site.

The following total development program is proposed for the entirety of the Winding Oaks development, including the existing approved and vested PD area:

- 590,000 square feet of commercial retail
- 60,000 square feet of automobile sales
- 416,000 square feet of general office
- 2,068 single-family dwelling units
- 1,080 multi-family dwelling units

- 20 vehicle fueling position super convenience market/gas station

There is a Jaguar dealership located on SR 200 within the PD boundary. This is the only development currently constructed and operational.

The approved PD has agriculture uses shown within the boundary. The agriculture areas will remain in agriculture/equestrian uses for the near term but will likely be developed as single-family residential at some point in the future. The development program being evaluated as part of this traffic impact analysis does not include trip allocation to the agriculture/equestrian parcel. A traffic study for the agriculture/equestrian parcel (as will be identified on the PD plan) will be required in the future when residential uses are anticipated.

ANALYSIS YEARS / PHASING

The traffic analysis will identify transportation impacts and improvement needs that will be required within the timeframe expected for project buildout. A 20-year buildout timeframe will be utilized for the traffic study (year 2040). The project is planned to be developed over the course of the 20-year buildout timeframe with no distinct development phases identified. The traffic analysis will be performed for full buildout of the PD with a 20-year buildout timeframe.

The City of Ocala has requested an interim traffic analysis since the buildout timeframe is greater than 5 years. For the purpose of the traffic study, an interim 5-year buildout (2025) scenario will also be evaluated. The development program for this interim analysis will include 568 dwelling units (development of 142 acre parcel adjacent to SW 49th Avenue). All other assumptions (background growth rate, vested traffic) will remain consistent between the interim year (2025) and full buildout (2040) analysis.

The vested trips from the approved PD will be subtracted from the trip generation for the overall development and included as background traffic for the traffic impact analysis. Per Florida State Statute 163.3180, all transportation impacts from a previous phase of development for which mitigation was required and provided shall be deemed fully mitigated in any transportation analysis for a subsequent stage or phase of development.

TRIP GENERATION

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition* was used to calculate trip generation potential for the development. ITE Land Use Codes (LUC) 210 (Single-Family Detached Housing), 221 (Multifamily Housing (Mid-Rise)), 710 (General Office Building), 820 (Shopping Center), 840 (Automobile Sales), and 960 (Super Convenience Market/Gas Station) were applied in the trip generation calculations.

Methods established in the *ITE Trip Generation Handbook, 3rd Edition* were utilized to calculate internal capture between the different uses of the development. The development will be interconnected with an internal street network to allow interaction between the different development areas.

Pass-by capture was also applied based on the *ITE Trip Generation Handbook, 3rd Edition*. Percentages from ITE were applied to the commercial retail and convenience market/gasoline station uses. The calculated pass-by traffic volumes were checked against the projected traffic volumes on SR 200, SW 60th Avenue, SW 66th Street, and SW 49th Avenue adjacent to the development. Existing AADT volumes were obtained from the FDOT Florida Traffic Online for SR 200, SW 66th Street, and SW 60th Avenue. Design

traffic projections for SW 49th Avenue were obtained from the design plans. The ITE calculated pass-by capture was limited to 10% of the projected adjacent side-street traffic volumes.

Based on the development program provided, the project is anticipated to generate 17,462 net new daily trips, 2,362 net new AM peak hour trips, and 1,801 net new PM peak hour trips in addition to those trips that are vested. The trips vested for the existing PD area from the executed CDA will be assumed as vested background traffic and not included in the project impact or proportionate share calculations. Trip generation calculations are provided in the attached **Table 1**.

PROJECT TRIP DISTRIBUTION

The project trip distribution was developed based on Version 6.01 of the Central Florida Regional Planning Model (CFRPM), which is based on the Florida Standard Urban Transportation Model Structure (FSUTMS). The model output was refined on roadways adjacent to the development to better reflect the anticipated travel patterns based on the PD layout. The model output was also refined along SR 200 to reflect a portion of the traffic destined northeast to utilize SR 200 in addition to SW 49th Street.

The attached **Figure 1** illustrates the proposed trip distribution including specific movements at the project driveways and adjacent intersections. The CFRPM model plot with hand adjustments is also provided as an attachment.

MID-DAY PEAK HOUR EVALUATION

A mid-day peak hour evaluation will be provided per the request of the City of Ocala and to provide consistency with the traffic analysis performed for the approved/vested Winding Oaks PD. The mid-day analysis will include evaluation of the following intersections during the mid-day peak period (12PM – 1PM).

- SR 200 at SW 60th Avenue
- SR 200 at SW 66th Street

A mid-day trip generation was calculated for the development using the hourly percent traffic distribution of daily traffic as listed in the *ITE Trip Generation, 10th Edition* for each land use code. The hourly traffic distribution for the 12:00 PM – 1:00 PM hour was multiplied by the calculated daily trip generation. An equal 50% in and 50% out distribution was applied to the hourly trip generation. ITE did not have an hourly distribution of traffic listed for land use code 960; the hourly distribution of traffic reported for land use code 945 was utilized (gasoline/service station with convenience market). The mid-day trip generation calculations are provided in the attached **Table 2**.

TRIP EQUIVALENCY MATRIX

A trip equivalency matrix will be developed for the project, which will allow for minor changes to land use types and intensities without increasing the PM peak hour external project trips generated by the development. The trip equivalency matrix will provide a methodology for conversion of land uses and intensities to result in an equal or lesser number of net new PM peak hour project trips than will be evaluated in the study. Any conversions of land uses will be consistent with allowable uses outlined within the PD submittal.

STUDY AREA

The project impact on the surrounding roadway network was calculated as the average PM peak hour trip assignment on that roadway segment divided by the segment's peak hour peak direction service volume.

The project traffic in excess of the vested trips from the existing PD has been used for the project impact calculations. Per the Ocala/Marion County TIA Guidelines, roadway segments with a 3% or greater impact are considered to be significantly impacted. Roadway segments that are significantly impacted, plus one segment beyond, will be included in the study area and evaluated during the PM peak hour. If a roadway segment has a de minimis impact it has been excluded from the study area.

The attached **Table 3** details the project impact calculations. **Figure 2** illustrates the segments and intersections proposed to be included in the analysis. The traffic study is proposed to include PM peak hour (4-6 PM) intersection level of service analyses at the following intersections of functionally classified roadways located within the project study area.

- SR 200 at SW 95th Street
- SR 200 at SW 60th Avenue
- SR 200 at SW 66th Street
- SR 200 at SW 42nd Street
- SR 200 at SW 38th Street
- SR 200 at I-75 SB Ramp
- SR 200 at I-75 NB Ramp
- SR 200 at SW 27th Avenue
- SW 95th Street at SW 60th Avenue
- SW 95th Street at SW 49th Avenue
- CR 484 at SW 49th Avenue
- SW 80th Street at SW 49th Avenue
- SW 66th Street at SW 49th Avenue
- SW 42nd Street at SW 49th Avenue
- SW 80th Street at SW 60th Avenue
- SW 38th Street at SW 60th Avenue
- SW 20th Street at SW 60th Avenue
- SW 66th Street at SW 27th Avenue/CR 475A
- SW 42nd Street at SW 27th Avenue/CR 475A
- SW 42nd Street at SW 7th Avenue
- SW 42nd Street at CR 475

SITE ACCESS

Access to the property will be provided along SR 200, SW 60th Avenue, SW 66th Street, SW 80th Street and SW 49th Avenue. The access along SR 200 was approved with the existing PD plan. The access along SW 60th Avenue was approved with the existing PD plan and construction plans have been submitted to Marion County for review. The construction of SW 54th Court Road from SW 60th Avenue to SW 66th Street was approved with the existing PD plan and construction of that roadway connection is anticipated in the first half of 2020. SW 54th Court Road will have signalized intersections with SW 60th Avenue and SW 66th Street.

SW 49th Avenue, fronting the site, is under construction and will have two full median openings to the development. The traffic study will include a traffic signal warrant evaluation of the median openings under buildout traffic conditions.

For the purpose of the traffic study, the following driveways will be assumed and evaluated for the PD:

- Existing directional access to SR 200
- Full access / traffic signal on SW 60th Avenue at SW 54th Court Road (plans under review by City of Ocala and Marion County)
- Full access / traffic signal on SW 66th Street at SW 54th Court Road (plans under review by City of Ocala and Marion County)
- Two full access on SW 49th Avenue (median openings being constructed as part of Marion County's roadway project)
- New right-in/right-out access on SW 49th Avenue
- New full access on SW 80th Street
- Two full access on SW 66th Street

A trip distribution to each driveway location was developed based on the anticipated land use, relative density to the overall development, and external trip distribution for the entire site as illustrated in the attached **Figure 1**. The PD will include primarily single-family residential uses, with potential multi-family uses in the northeast corner of SW 49th Avenue and SW 80th Street. A commercial area is anticipated in the southwest corner of the intersection of SW 49th Avenue and SW 66th Street and is illustrated on the concept plan. This is subject to change per the PD plan submittal.

COMMITTED TRANSPORTATION IMPROVEMENTS

SW 49th Avenue, from SW 42nd Street to CR 484, will be considered as a four-lane divided collector roadway for the future condition analysis. The section from SW 66th Street to SW 95th Street is currently under construction and the other sections of roadway are funded through transportation impact fees and recent sales tax referendum.

SW 80th Avenue, from SW 38th Street to SR 200, has been assumed as a four-lane divided roadway for the study area determination. The project has construction funding in the current Marion County five-year transportation improvement program.

Turn lane improvements are being constructed on SR 200 at the I-75 ramps and SW 38th Avenue (FM 435659-2). These improvements will be included in the traffic analysis.

CRASH DATA AND BIKE/PED FACILITY REVIEW

Historic crash data as provided by Marion County will be reviewed and summarized for roadway segments that have direct driveway access. Additionally, the traffic study will discus planned pedestrian and bicycle facilities and connectivity to existing facilities on the adjacent roadways to the site (if any).

FUTURE TRAFFIC VOLUME DEVELOPMENT

Turning movement counts will be collected at the study area intersections during the PM peak period (4PM-6PM) and mid-day peak period (12PM-1PM) for the intersections identified. The observed turning movement volumes will be adjusted to peak season using peak season adjustment factors published by FDOT for the existing conditions analysis. Approach and departure volumes recorded at the intersections will be utilized to determine existing PM peak hour peak season traffic volumes on the roadway segments within the study area.

Future background traffic volumes will be calculated using existing peak season traffic volumes, an annual background growth rate applied over the 20-year buildout timeframe, and committed traffic volumes from the following developments:

- Winding Oaks Vested PD – 1,767 PM Peak Hour Trips
- Heathbrook remaining unbuilt – 1,143 PM Peak Hour Net New Trips
- Trinity Lane/Red Oak PUD – 2,712 PM Peak Hour Net New Trips
- Grand Oaks Town Center remaining – 474 PM Peak Hour Net New Trips
- On Top of the World – 2,550 PM Peak Hour Net New Trips

Historic AADT data and CFRPM model data within the study area were reviewed to identify historic traffic growth trends. The calculated average historic growth rate is 3.5% annually and the calculated average CFRPM model growth rate is 3.8% annually.

The vested project traffic within this area will be the source for much of the growth over the next 10 to 20 years. The total daily trips from the vested developments represents over 10% of the total AADT increase of all roadways within the study area. Traffic from the vested development will utilize multiple roadways within the study area and could account for most if not all of the AADT increase on the study area roadways.

To not double count development and traffic growth in the study area, we propose to use the BEBR medium population growth rate as the background growth rate for the future traffic volume development. A 1.04% annual growth rate will be applied over- the 20-year analysis timeframe in addition to the committed traffic. This methodology will result in traffic growth in line with the projected trends based on the CFRPM model output.

The growth trend calculations, information from the Ocala/Marion County TPO Traffic Counts and Trends Manual, and BEBR population projections are provided as an attachment.

FUTURE CONDITIONS ANALYSIS

The traffic analysis will identify transportation impacts and improvement needs for roadways and intersections within the study area upon project buildout, within a 20-year timeframe (2040). An interim 5-year analysis (2025) will also be provided.

The Synchro 10 software package will be utilized to evaluate the intersection operations during the PM peak hour under existing, future background (non-project traffic), and future buildout traffic conditions. Roadway segment volumes under existing, future background, and future buildout traffic conditions will be compared to the adopted and/or committed service volume.

The traffic study will provide a summary of the analysis results and necessary improvements to achieve an acceptable level of service within the study area. The traffic study will identify proportionate share calculations to mitigate transportation improvements shown to be needed due to the addition of project traffic for the buildout timeframe (2040).

We understand that the provided response to comments and this revised methodology document address the comments provided. We look forward to methodology approval by the City to begin the traffic impact analysis.

Sincerely,

KIMLEY-HORN



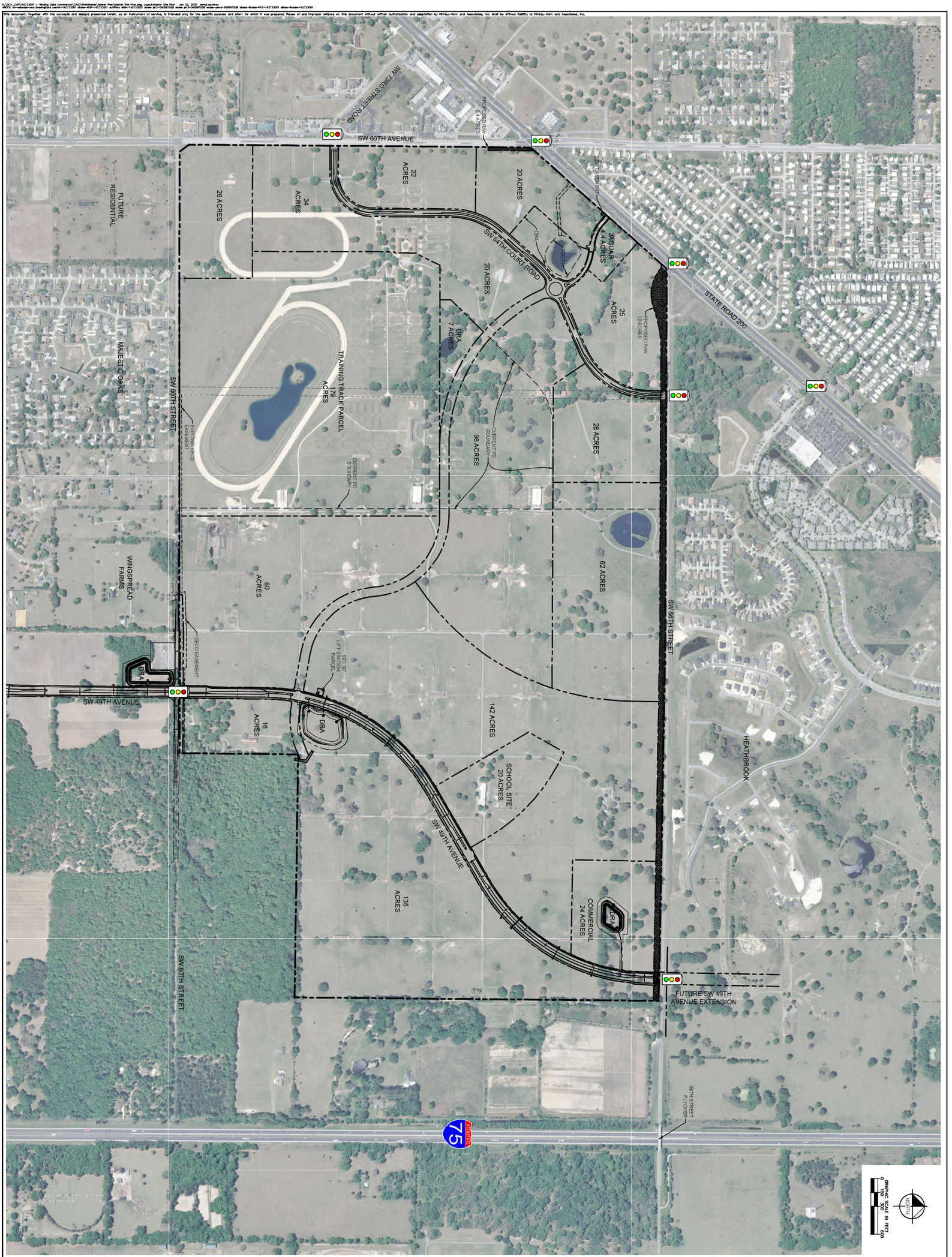
Amber L. Gartner, PE

Attachments: Conceptual Master Plan
Project Trip Generation and Trip Distribution
Mid-Day Trip Generation Calculations
Project Significance and Study Area
Growth Rate Information
Committed Project Information

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\doc\Methodology\Lkc200319alg - Winding Oaks PD Revised Traffic Methodology.docx

Attachments

Conceptual Master Plan



No.	REVISIONS	DATE	BY
1	SITE PLAN UPDATE	10-25-19	CPM

Kimley»Horn
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101 EAST SILVER SPRINGS BLVD, SUITE 400, OCALA, FL 34470
PHONE: 352-438-3000
WWW.KIMLEY-HORN.COM REGISTRY 696

KHA PROJECT	142733001
DATE	DECEMBER 2020
SCALE	AS SHOWN
DESIGNED BY	KHA
DRAWN BY	DSC
CHECKED BY	RVB

WINDING OAKS

PREPARED FOR
CRADLE HOLDINGS, INC.

CITY OF OCALA FLORIDA

LICENSED PROFESSIONAL
RICHARD V. BUSCHE, P.E.
FLORIDA LICENSE NUMBER
58568
DATE:

MASTER SITE PLAN

SHEET NUMBER
01

Project Trip Generation and Trip Distribution

Table 1: Trip Generation for Total PD

Land Use	Intensity			Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
					Total	In	Out	Total	In	Out
Proposed Development										
Single-Family Detached Housing	2,068 DU			16,875	1,473	368	1,105	1,861	1,172	689
Multifamily Housing (Mid-Rise)	1,080 DU			5,884	352	92	260	435	265	170
Automobile Sales	60,000 SF			1,643	112	82	30	130	52	78
Super Convenience Market/ Gasoline Station	20 VFP			4,610	562	281	281	459	230	229
Commercial Retail - West	390,000 SF			15,169	347	215	132	1,488	714	774
Commercial Retail - East	200,000 SF			9,632	252	156	96	908	436	472
General Office Building	416,000 SF			4,229	418	359	59	441	71	370
	Subtotal			*58,042*	*3,516*	*1,553*	*1,963*	*5,722*	*2,940*	*2,782*
Internal Capture	Daily	AM	PM							
Residential	23%	2%	26%	5,200	34	9	25	588	411	177
Office	30%	10%	31%	1,250	42	25	17	137	56	81
Retail	18%	4%	22%	5,704	54	31	23	643	217	426
	Subtotal			12,154	130	65	65	1,368	684	684
Pass-By Traffic	Daily	AM	PM							
Shopping Center - West	34%	34%	34%	4,210	113	70	43	397	190	207
Shopping Center - East	34%	34%	34%	2,673	82	51	31	242	116	126
Super Convenience Market/Gas Station	56%	62%	56%	2,582	348	174	174	257	129	128
10% of Adjacent Side-Street Traffic [3]		10%		9,170	683	371	312	786	382	404
	Subtotal			9,170	543	295	248	786	382	404
Driveway Volumes				45,888	3,386	1,488	1,898	4,354	2,256	2,098
NET NEW TRIPS (FULL WINDING OAKS DEVELOPMENT)				36,718	2,843	1,193	1,650	3,568	1,874	1,694
RESERVED NET NEW TRIPS (PER CONCURRENCY AGREEMENT)				19,256	481	312	169	1,767	819	948
TOTAL NET NEW TRIPS FOR NEW PD CONCURRENCY STUDY				17,462	2,362	881	1,481	1,801	1,055	746

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 10th Edition.
Note 2: The internal capture between the different uses is calculated using ITE's Trip Generation Manual 3rd Edition.
Note 3: Adjacent side-street traffic volumes are those on SR 200, SW 60th Avenue, SW 66th Street from the 2018 FDOT Florida Traffic Online website and design traffic projections for SW 49th Avenue.

Single-Family Detached Housing [ITE 210]	
Daily	Ln(T) = 0.92*Ln(X) + 2.71 (X is # of Dwelling Units)
AM Peak Hour of Adjacent Street	T = 0.71*(X) + 4.80 (X is # of Dwelling Units; 25% in, 75% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.96*Ln(X) + 0.20 (X is # of Dwelling Units; 63% in, 37% out)
Multifamily Housing (Mid-Rise) [ITE 221]	
Daily	T = 5.45*(X) - 1.75 (X is# of Dwelling Units)
AM Peak Hour of Adjacent Street	Ln(T) = 0.98*Ln(X) - 0.98 (X is DU; 26% in, 74% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.96*Ln(X) - 0.63 (X is DU; 61% in, 39% out)
General Office Building [ITE 710]	
Daily	Ln(T) = 0.97*Ln(X) + 2.50 (X is SF/1000)
AM Peak Hour of Adjacent Street	T = 0.94*(X) + 26.49 (X is SF/1000.; 86% in, 14% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.95*Ln(X) + 0.36 (X is SF/1000.; 16% in, 84% out)
Shopping Center [ITE 820]	
Daily	Ln(T) = 0.68*Ln(X) + 5.57(X is SF/1000)
AM Peak Hour of Adjacent Street	T = 0.50*(X)+151.78 (X is SF/1000; 62% in,38% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.74*Ln(X) + 2.89 (X is SF/1000; 48% in,52% out)
Super Convenience Market/Gas Station [ITE 960]	
Daily	T = 230.52*(X); (X is Number of Vehicle Fueling Positions/VFP)
AM Peak Hour of Adjacent Street	T = 28.08*(X); (X is Number of Vehicle Fueling Positions/VFP; 50% in, 50% out)
PM Peak Hour of Adjacent Street	T = 22.96*(X); (X is Number of Vehicle Fueling Positions/VFP; 50% in, 50% out)
Automobile Sales (New) [ITE 840]	
Daily	T = 28.65*(X) - 29.45; (X is SF/1000)
AM Peak Hour of Adjacent Street	T = 1.87*(X); (X is SF/1000; 73% in, 27% out)
PM Peak Hour of Adjacent Street	T = 1.80*(X) + 21.6; (X is SF/1000; 40% in, 60% out)

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	2,115	2,115	359	59	71	370
Retail	15,527	15,527	734	539	1,432	1,553
Restaurant						
Cinema/Entertainment						
Residential	11,380	11,380	460	1,365	1,437	859
Hotel						
	29,021	29,021	1,553	1,963	2,940	2,782

INTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	711	539	25	17	56	81
Retail	2,603	3,101	31	23	217	426
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2,763	2,437	9	25	411	177
Hotel	0	0	0	0	0	0
	6,077	6,077	65	65	684	684

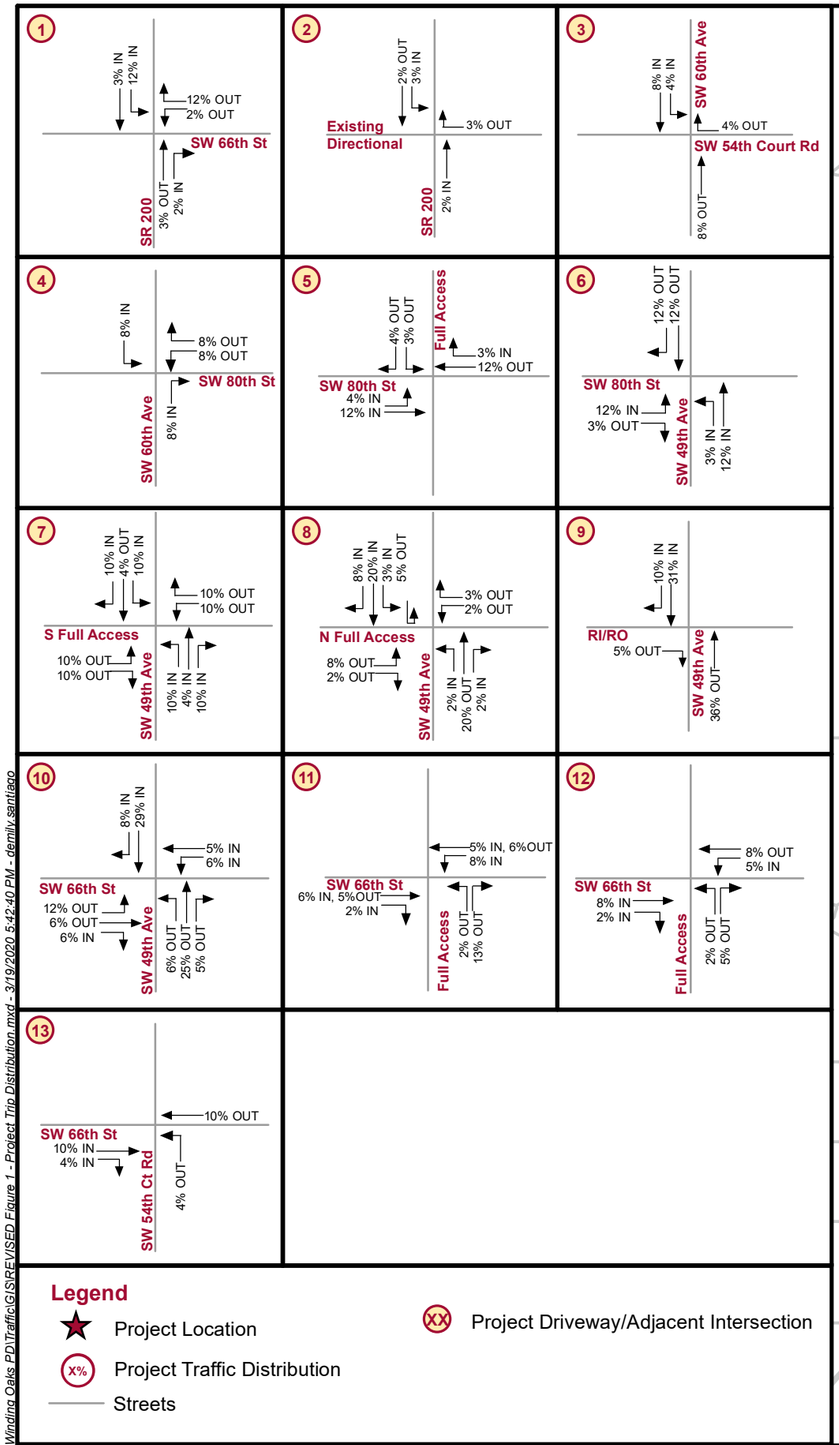
OUTPUT

Total % Reduction	*20.9%*		*3.7%*		*23.9%*	
Office	29.6%		10.0%		31.1%	
Retail	18.4%		4.2%		21.5%	
Restaurant						
Cinema/Entertainment						
Residential	22.8%		1.9%		25.6%	

EXTERNAL TRIPS

OUTPUT

Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	1,404	1,576	334	42	15	289
Retail	12,924	12,426	703	516	1,215	1,127
Residential	8,617	8,943	451	1,340	1,026	682
	22,944	22,944	1,488	1,898	2,256	2,098



K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\GIS\REVISED Figure 1 - Project Trip Distribution.mxd - 3/19/2020 5:42:40 PM - demily.santiago

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FIGURE 1 - PROJECT TRIP DISTIBUTION AND DRIVEWAY ASSIGNMENT

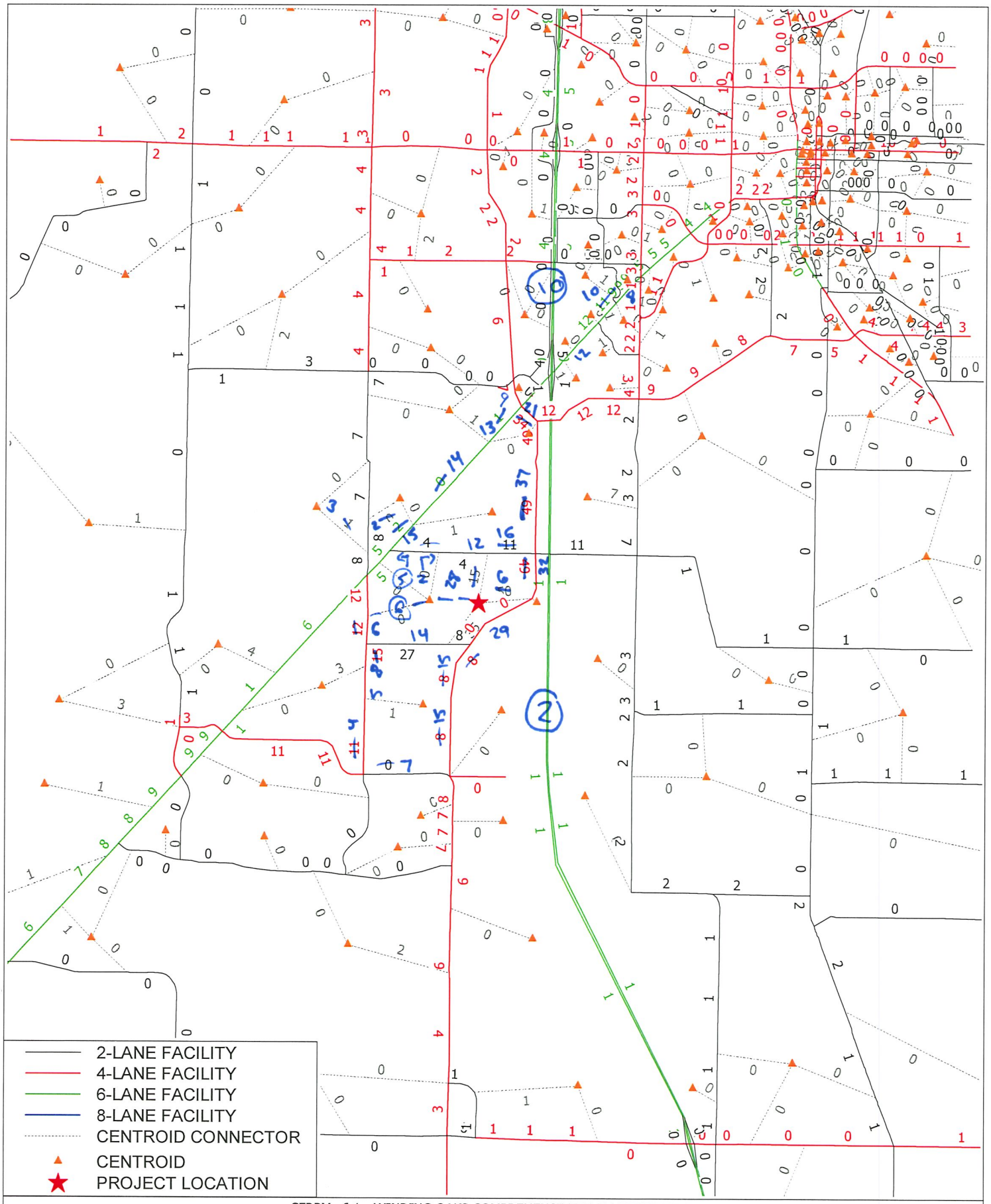
WINDING OAKS PD
MARION COUNTY, FLORIDA

Project No.: 1427433006

March 2020

Not To Scale

Updated 1/15/2020



CFRPM v6.1 - WINDING OAKS COMPREHENSIVE PLAN AMENDMENT
TRAFFIC DISTRIBUTION (PERCENTAGES)
8/19/2019

cube

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Mid-Day Project Trip Generation

Table 2: Mid-Day Peak Hour Trip Generation

Land Use	Intensity	Daily Trips	Mid-Day Peak Hour Trips		
			Total	In	Out
Proposed Development					
Single-Family Detached Housing	2,068 DU	16,875	928	464	464
Multifamily Housing (Mid-Rise)	1,080 DU	5,884	276	138	138
Automobile Sales	60,000 SF	1,643	154	77	77
Super Convenience Market/ Gasoline Station [5]	20 VFP	4,610	272	136	136
Commercial Retail - West	390,000 SF	15,169	1,516	758	758
Commercial Retail - East	200,000 SF	9,632	964	482	482
General Office Building	416,000 SF	4,229	440	220	220
	Subtotal	*58,042*	*4,550*	*2,275*	*2,275*
Internal Capture	Daily MID				
Residential	23% 24%	5,200	294	147	147
Office	30% 26%	1,250	113	57	56
Retail	18% 13%	5,704	365	182	183
	Subtotal	12,154	772	386	386
Pass-By Traffic	Daily MID				
Shopping Center - West	34% 34%	4,210	451	225	226
Shopping Center - East	34% 34%	2,673	287	143	144
Super Convenience Market/Gas Station	56% 56%	2,582	152	76	76
10% of Adjacent Side-Street Traffic [3]	10%	9,170	656	327	329
	Subtotal	9,170	656	327	329
Driveway Volumes		45,888	3,778	1,889	1,889
NET NEW TRIPS (FULL WINDING OAKS DEVELOPMENT)		36,718	3,122	1,562	1,560
RESERVED NET NEW TRIPS (PER APPROVED AUGUST 2017 STUDY)		19,256	1,704	905	799
TOTAL NET NEW TRIPS FOR NEW PD CONCURRENCY STUDY		17,462	1,418	657	761

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 10th Edition. The trip generation is based on a percent hourly distribution of daily traffic for each land use code as reported in ITE for the 12:00 - 1:00 PM hour.
Note 2: The internal capture between the different uses is calculated using ITE's Trip Generation Manual 3rd Edition.
Note 3: Adjacent side-street traffic volumes are those on SR 200, SW 60th Avenue, SW 66th Street from the 2018 FDOT Florida Traffic Online website and design traffic projections for SW 49th Avenue.

Note 4: ITE 945 Gasoline/Service Station with Convinience Market rates were used due to no information publised for ITE LUC 960.

Single-Family Detached Housing [ITE 210]	T = 0.055 * Daily Trips (50% in, 50% out)
Multifamily Housing (Mid-Rise) [ITE 221]	T = 0.047 * Daily Trips (50% in, 50% out)
General Office Building [ITE 710]	T = 0.104 * Daily Trips (50% in, 50% out)
Shopping Center [ITE 820]	T = 0.10 * Daily Trips (50% in, 50% out)
Super Convenience Market/Gas Station [ITE 960]	T = 0.059 * Daily Trips (50% in, 50% out)
Automobile Sales (New) [ITE 840]	T = 0.094 * Daily Trips (50% in, 50% out)

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook* , 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Mid-Day Peak Hour
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

SUMMARY (EXISTING)

GROSS TRIP GENERATION

INPUT

Land Use	Mid-Day Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	220	220				
Retail	1,453	1,453				
Restaurant						
Cinema/Entertainment						
Residential	602	602				
Hotel						
	2,275	2,275	0	0	0	0

INTERNAL TRIPS

OUTPUT

Land Use	Mid-Day Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	57	56	0	0	0	0
Retail	182	183	0	0	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	147	147	0	0	0	0
Hotel	0	0	0	0	0	0
	386	386	0	0	0	0

OUTPUT

Total % Reduction	*17.0%*	*0.0%*	*0.0%*
Office	25.7%		
Retail	12.6%		
Restaurant			
Cinema/Entertainment			
Residential	24.4%		

EXTERNAL TRIPS

OUTPUT

Land Use	Mid-Day Peak Hour		A.M. Peak Hour		P.M. Peak Hour	
	Enter	Exit	Enter	Exit	Enter	Exit
Office	163	164	0	0	0	0
Retail	1,271	1,270	0	0	0	0
Residential	455	455	0	0	0	0
	1,889	1,889	0	0	0	0

Project Significance and Study Area

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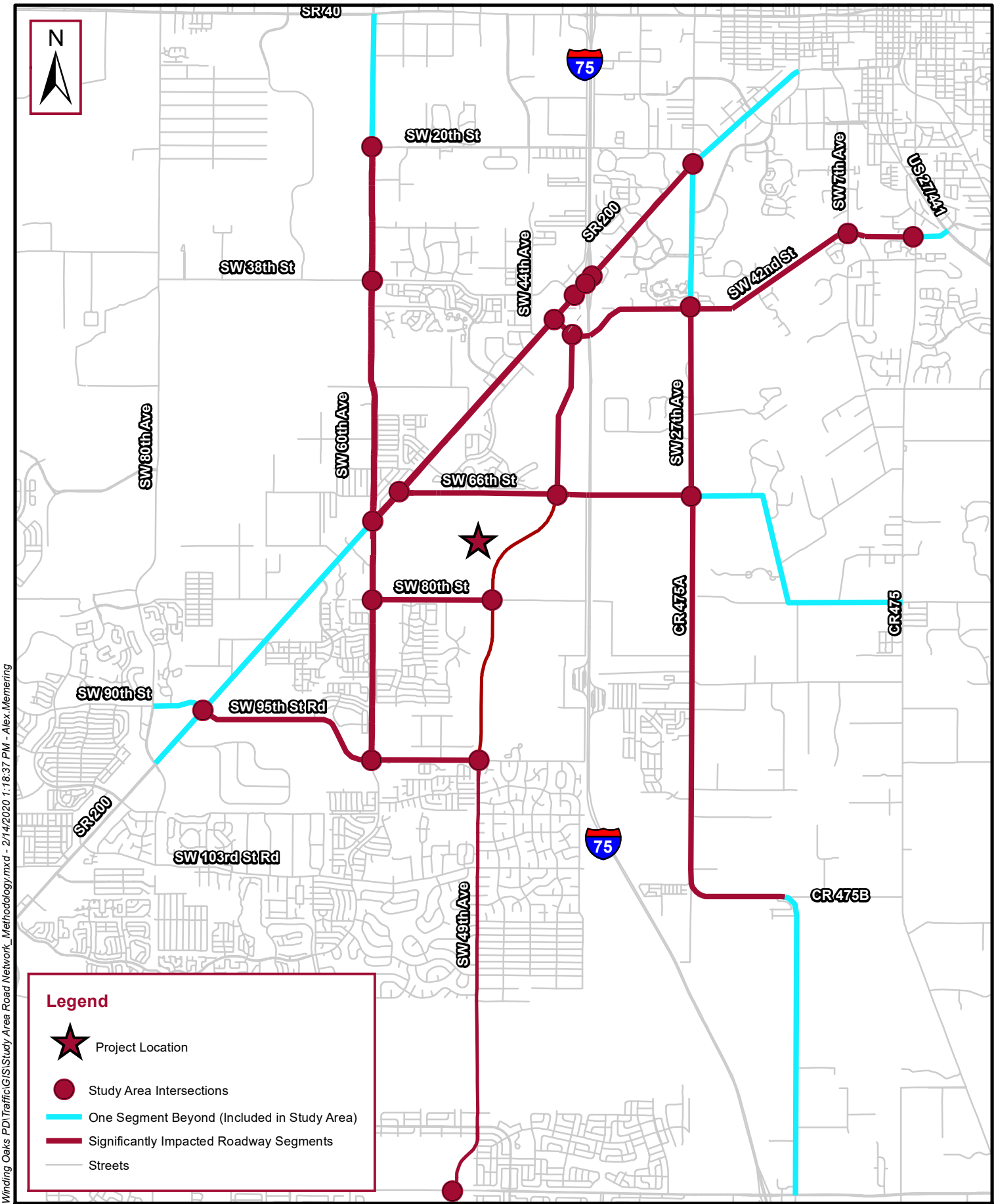
Table 3: Study Area Determination

Roadway		ROADWAY ATTRIBUTES [1]				EXISTING DAILY TRAFFIC CONDITIONS						Percent Project Traffic Assignment [2]	PM PEAK HOUR SIGNIFICANCE CALCULATIONS					Include in Study Area?
													Pk. Hr. Dir. Service Capacity [3]	Project Traffic				
From	To	FDOT Classification	Area Type	Adopted LOS	Number of Lanes	Service Capacity [3]	FDOT Count Station	Marion County Count Station	Marion (2017) AADT	FDOT (2018) AADT	Existing Daily V/C			NB / EB	SB / WB	Max % Impact	Significant Impact? [4]	
I-75																		
SR 40	SR 200	Freeway	Urban	D	6	111,800	0440	--	--	76,000	0.68	10.0%	12,060	106	75	0.88%	--	--
SR 200	CR 484	Freeway	Urban	D	6	111,800	0317	--	30,400	93,705	0.84	2.0%	12,060	15	21	0.17%	--	--
SR 200																		
CR 484	SW 80th Ave	ST - SA - C1	Urban	D	6	59,900	0473, 0126	--	--	28,500	0.48	7.8%	3,020	82	58	2.72%	--	--
SW 80th Ave	SW 60th Ave	ST - SA - C1	Urban	D	6	59,900		G-8	30,400		0.51	5.3%	3,020	56	40	1.85%	--	YES
SW 60th Ave	SW 48th Ave	ST - SA - C1	Urban	D	6	59,900	0474, 0461	--	--	44,000	0.73	12.6%	3,020	133	94	4.40%	YES	YES
SW 48th Ave	I-75 East Ramps	ST - SA - C1	Urban	D	6	62,895		G-10	34,000		0.54	19.0%	3,170	142	200	6.31%	YES	YES
I-75 East Ramps	SW 27th Ave	ST - SA - C1	Urban	D	6	59,900	0001, 0122	--	--	38,750	0.65	10.0%	3,020	75	106	3.51%	YES	YES
SW 27th Ave	MLK JR Ave	ST - SA - C1	Urban	D	6	62,895	0062, 0083	--	--	29,250	0.47	4.6%	3,170	34	49	1.55%	--	YES
SW 66th St / SW 80th St																		
SR 200	SW 49th Avenue	NS-SA-C1	Urban	E	2	15,930	8032	--	--	5,300	0.33	14.0%	792	148	104	18.69%	YES	YES
SW 49th Avenue	CR 475A	NS-SA-C1	Urban	E	2	15,930	--	G-36	7,100		0.45	16.0%	792	119	169	21.34%	YES	YES
CR 475A	CR 475	NS-SA-C1	Urban	E	2	15,930	--	G-37	5,200		0.33	1.0%	792	7	11	1.39%	--	YES
NW / SW 60th Ave																		
US 27	SR 40	NS-SA-C1	Urban	E	4	35,820	7003	--	--	8,100	0.23	3.0%	1,800	32	22	1.78%	--	--
SR 40	SW 20th St	NS-SA-C1	Urban	E	4	35,820	8065	--	--	16,300	0.46	4.0%	1,800	42	30	2.33%	--	--
SW 20th St	SW 38th St	NS-SA-C1	Urban	E	4	35,820	--	G-28, G-30	15,300	--	0.43	4.0%	1,800	42	30	2.33%	--	YES
SW 38th St	SR 200	NS-SA-C1	Urban	E	4	35,820	8066	--	--	16,400	0.46	7.3%	1,800	77	54	4.28%	YES	YES
SR 200	SW 80th St	NS-SA-C1	Urban	E	4	35,820	7025	--	--	17,100	0.48	9.0%	1,800	67	95	5.28%	YES	YES
SW 80th St	SW 95th St	NS-SA-C1	Urban	E	4	35,820	7025	--	--	17,099	0.48	8.0%	1,800	60	84	4.67%	YES	YES
SW 95th St	SW 103rd St Rd	NS-SA-C1	Urban	E	4	35,820	--	G-43	9600	--	0.27	0.0%	1,800	0	0	0.00%	--	--
SW 49th Ave																		
SW 42nd St	SW 66th St	NS-SA-C1	Urban	E	4	35,820	--	--	--	--	0.00	37.0%	1,800	390	276	21.67%	YES	YES
SW 66th St	SW 80th St	NS-SA-C1	Urban	E	4	35,820	--	--	--	--	0.00	33.0%	1,800	246	348	19.33%	YES	YES
SW 80th St	SW 95th St	NS-SA-C1	Urban	E	4	35,820	--	--	--	--	0.00	15.0%	1,800	112	158	8.78%	YES	YES
SW 95th St	CR 484	NS-SA-C1	Urban	E	4	35,820	8108	--	--	8,700	0.24	6.0%	1,800	45	63	3.50%	YES	YES
SW 42nd St																		
SR 200	SW 27th Ave	NS-SA-C1	Urban	E	4	35,820		E-28, E27	18,300	-	0.51	13.8%	1,800	103	146	8.11%	YES	YES
SW 27th Ave	SW 7th Ave	NS-SA-C1	Urban	E	4	35,820	8006	E-26	18,800	18,100	0.52	8.7%	1,800	65	92	5.11%	YES	YES
SW 7th Ave	CR 475	NS-SA-C1	Urban	E	4	35,820	8110	--	--	20,500	0.57	7.0%	1,800	52	74	4.11%	YES	YES
SE/SW 32nd St																		
CR 475	US 27/441	NS-SA-C1	Urban	E	4	35,820	--	F-31	21,100	--	0.59	5.0%	1,800	37	53	2.94%	--	YES
SW 95th St																		
SW 80th Ave	SR 200	NS-SA-C1	Urban	E	4	35,820	--	G-41	4,500	--	0.13	3.0%	1,800	32	22	1.78%	--	YES
SR 200	SW 60th Ave	NS-SA-C1	Urban	E	4	35,820	--	G-42	3,200	--	0.09	11.0%	1,800	116	82	6.44%	YES	YES
SW 60th Ave	SW 49th Ave	NS-SA-C1	Urban	E	4	35,820	--	G-43	9,600	--	0.27	7.0%	1,800	52	74	4.11%	YES	YES
SW 38th St																		
SW 80th Ave	SW 60th Ave	NS-SA-C1	Urban	E	2	15,930	7032	--	--	9,100	0.57	2.0%	792	21	15	2.65%	--	--
SW 60th Ave	SW 38th Ct	NS-SA-C1	Urban	E	2	15,930	7033	--	--	6,600	0.41	0.0%	792	0	0	0.00%	--	--
SW 27th Ave																		
SR 40	SR 200	NS-SA-C1	Urban	E	4	35,820	7005	--	--	21,500	0.60	2.8%	1,800	30	21	1.67%	--	--
SR 200	SW 42nd St	NS-SA-C1	Urban	U	4	35,820	--	E-20	20,500	--	0.57	3.0%	1,800	32	22	1.78%	--	YES
CR 475A																		
SW42nd St	SW 66th St	NS-SA-C1	Urban	E	2	15,930	--	G-15	12,000	--	0.75	4.0%	792	42	30	5.30%	YES	YES
SW 66th St	CR 475B	UFH	Rural	D	2	14,300	--	G-16	9,300	--	0.65	3.0%	740	22	32	4.32%	YES	YES
CR 475B	CR 484	UFH	Rural	D	2	14,300	--	G-18	6,200	--	0.43	1.0%	740	7	11	1.49%	--	YES
SW 80th Ave [5]																		
SW 38th St	SR 200	NS-SA-C1	Urban	E	4	35,820	8038	--	--	9,600	0.27	0.7%	1,800	7	5	0.39%	--	--
SR 200	SW 103rd St Rd	NS-SA-C1	Urban	E	4	35,820	8135	--	--	3,700	0.10	0.0%	1,800	0	0	0.00%	--	--
SW 20th St																		
SW 60th Ave	I-75	NS-SA-C1	Urban	E	4	35,820	7002	--	--	12,900	0.36	1.7%	1,800	18	13	1.00%	--	--
I-75	SW 27th Ave	NS-SA-C1	Urban	E	2	15,930	--	E-17	13,100	--	0.82	0.0%	792	0	0	0.00%	--	--
SW 27th Ave	SR 200	NS-SA-C1	Urban	E	2	15,930	--	E-18	12,700	--	0.80	0.0%	792	0	0	0.00%	--	--
SW 38th Ave																		
SR 40	SW 20th St	NS-SA-C2	Urban	E	2	14,040	--	E-24	3,500	--	0.25	0.0%	756	0	0	0.00%	--	--
SW 20th St	SR 200	NS-SA-C2	Urban	E	2	14,040	8055	--	--	5,800	0.41	0.0%	756	0	0	0.00%	--	--

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Note:

1. The roadway attributes were obtained from the latest Marion County and FDOT sources.
2. Project traffic assignment was calculated as the average across the segment based on the trip distribution and assignment.
3. Roadway Service Capacities were determined using the 2012 FDOT Quality/LOS Handbook and Marion County roadway segment tables.
4. A segment is considered significantly impacted if the project impact is 3% or greater.
5. Roadway Segments are included within the study area if they are significantly impacted plus one segment beyond the significant segment per City of Ocala guidelines, unless the adjacent segment is deminimis.



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Kimley»Horn

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FIGURE 2 - STUDY AREA ROAD NETWORK

WINDING OAKS PD
MARION COUNTY, FLORIDA

Not To Scale	Project No.: 142733006	February 2020

Growth Rate Info

Kimley»Horn

Table 3: Historic Growth Rates

Roadway From	To	Existing AADT	Count Station	Annual Growth Rate from 5-year Historic Data [1]	CFRPM Daily Volume [2] 2020	CFRPM Daily Volume [2] 2045	FSUTMS Growth Rate
SR 200							
SW 80th Ave	SW 60th Ave	30,400	G-8	14.48%	42,178	66,420	2.3%
SW 60th Ave	SW 48th Ave	47,000	0474	4.16%	42,348	63,709	2.0%
		41,000	0461	2.61%			
SW 48th Ave	I-75 East Ramps	34,000	G-10	-2.99%	49,733	82,238	2.6%
I-75 East Ramps	SW 27th Ave	38,000	0001	-2.14%	98,204	158,194	2.4%
		39,500	0122	-1.65%			
SW 27th Ave	MLK JR Ave	34,500	0062	-2.53%	34,291	62,972	3.3%
		24,000	0083	-2.09%			
SW 66th St / SW 80th St							
SR 200	SW 49th Avenue	3,800	8043	-2.10%	9,943	16,809	2.8%
		5,300	8032	-6.48%			
SW 49th Avenue	CR 475A	7,100	G-36	-2.46%	45,101	70,544	2.3%
NW / SW 60th Ave							
SR 40	SW 20th St	16,300	8065	6.04%	20,986	37,662	3.2%
SW 20th St	SW 38th St	16,100	G-28	8.60%	16,275	41,568	6.2%
		14,500	G-30	0.81%			
SW 38th St	SR 200	16,400	8066	6.36%	12,182	33,983	7.2%
SR 200	SW 80th St	17,100	7025	1.32%	12,731	40,226	8.6%
SW 80th St	SW 95th St	--	--		11,773	25,350	4.6%
SW 49th Ave							
SW 42nd St	SW 66th St	--	--		7,983	20,991	6.5%
SW 66th St	SW 80th St	--	--		5,641	43,759	27.0%
SW 80th St	SW 95th St	--	--		5,581	43,755	27.4%
SW 95th St	CR 484	18,100	8108	9.22%	12,245	48,736	11.9%
SW 42nd St							
SR 200	SW 27th Ave	17,600	E-28	22.65%	26,358	56,316	4.5%
		18,900	E-27	12.31%			
SW 27th Ave	SW 7th Ave	18,100	8006	9.22%	41,926	69,654	2.6%
		18,800	E-26	-0.50%			
SW 7th Ave	CR 475	20,500	8110	8.30%	41,926	69,654	2.6%
SW 95th St							
SW 80th Ave	SR 200	4,500	G-41	7.39%	9,614	20,669	4.6%
SR 200	SW 60th Ave	3,200	G-42	8.83%	5,429	34,138	21.2%
SW 60th Ave	SW 49th Ave	9,600	G-43	4.21%	6,611	18,966	7.5%
SW 27th Ave							
SR 200	SW 42nd St	20,500	E-20	0.37%	6,303	9,087	1.8%
CR 475A							
SW42nd St	SW 66th St	12,000	G-15	-0.46%	20,510	49,301	5.6%
SW 66th St	CR 475B	9,300	G-16	1.34%	11,014	29,518	6.7%
Weighted Average Growth Rate:		Historic:		3.5%	CFRPM Model:		3.8%
Vested / Committed Daily Project Traffic Total:		86,085		25-year AADT Increase (all roads):			617,333
BEBR Population Growth (2020-2045)		High:	1.65%	Med:	1.04%	Low:	0.44%
Proposed Background Growth Rate for Analysis:							1.04%

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Note 1: Growth Rates are from the Ocala/Marion County 2013-1017 Traffic Counts and Trends Manual and calculated growth rates from FDOT Historical AADT from Florida Traffic Online.

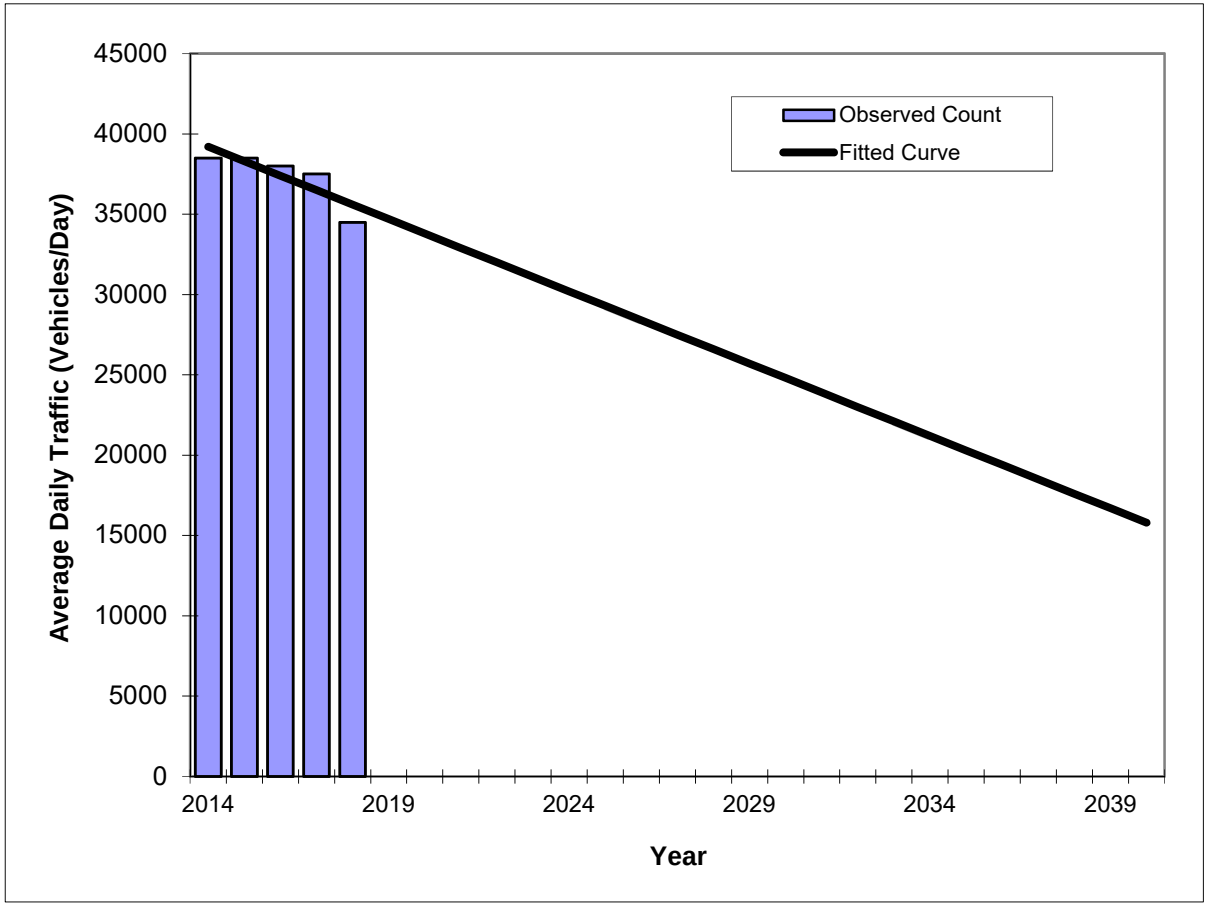
Note 2: Daily Traffic Volumes are from the CFRPM Version 6.1 output from the base 2020 and 2045 models.

Traffic Trends - V03.a

SR 200 -- SR 200, 0.26 MI SW of SR-200

FIN#	1234
Location	1

County:	Marion (36)
Station #:	0062
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	38500	39200
2015	38500	38300
2016	38000	37400
2017	37500	36500
2018	34500	35600
2020 Opening Year Trend		
2020	N/A	33800
2035 Mid-Year Trend		
2035	N/A	20300
2040 Design Year Trend		
2040	N/A	15800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-900
Trend R-squared:	72.32%
Trend Annual Historic Growth Rate:	-2.30%
Trend Growth Rate (2018 to Design Year):	-2.53%
Printed:	2-Jan-20

Straight Line Growth Option

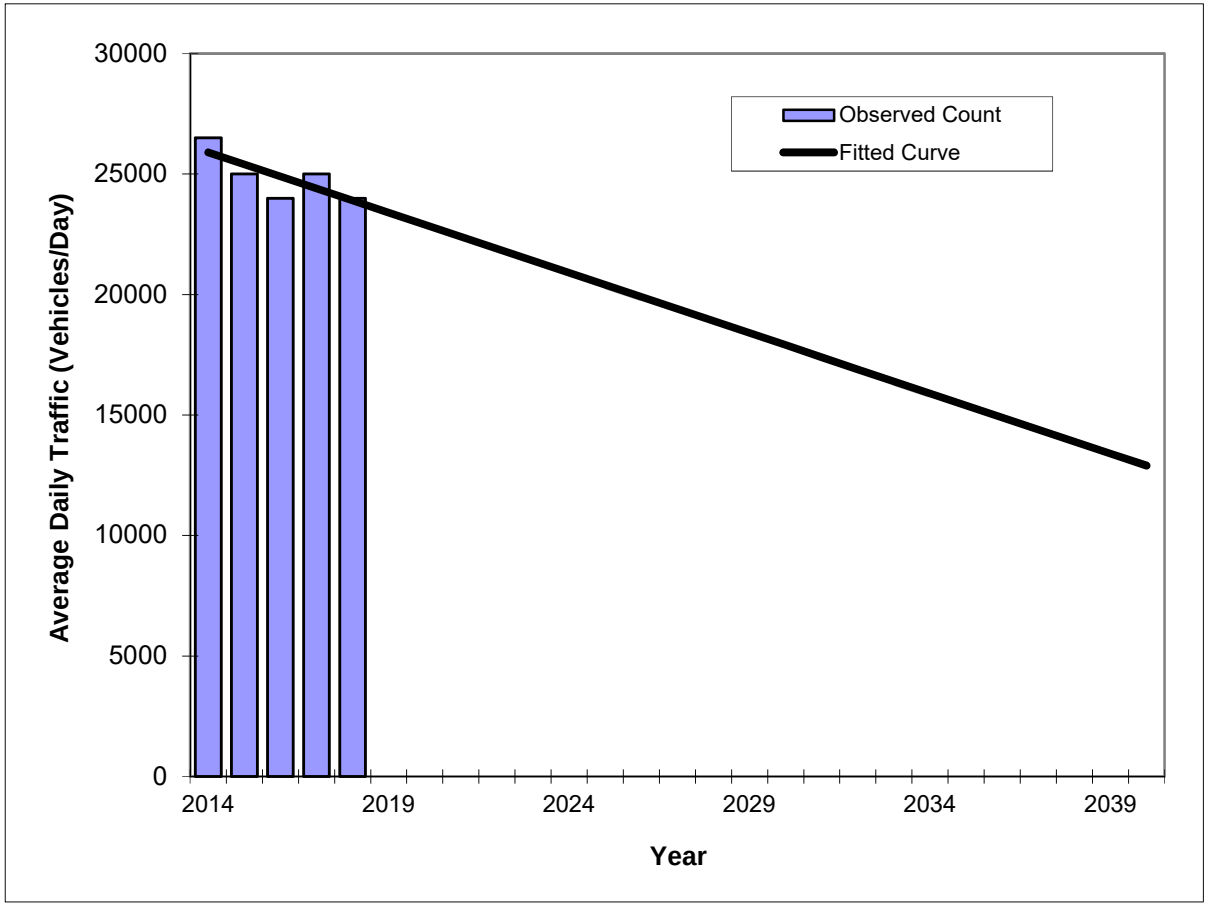
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0.9 MI SW of SW US-27

FIN#	0
Location	1

County:	Marion (36)
Station #:	0083
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	26500	25900
2015	25000	25400
2016	24000	24900
2017	25000	24400
2018	24000	23900
2020 Opening Year Trend		
2020	N/A	22900
2035 Mid-Year Trend		
2035	N/A	15400
2040 Design Year Trend		
2040	N/A	12900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-500
Trend R-squared:	59.52%
Trend Annual Historic Growth Rate:	-1.93%
Trend Growth Rate (2018 to Design Year):	-2.09%
Printed:	2-Jan-20

Straight Line Growth Option

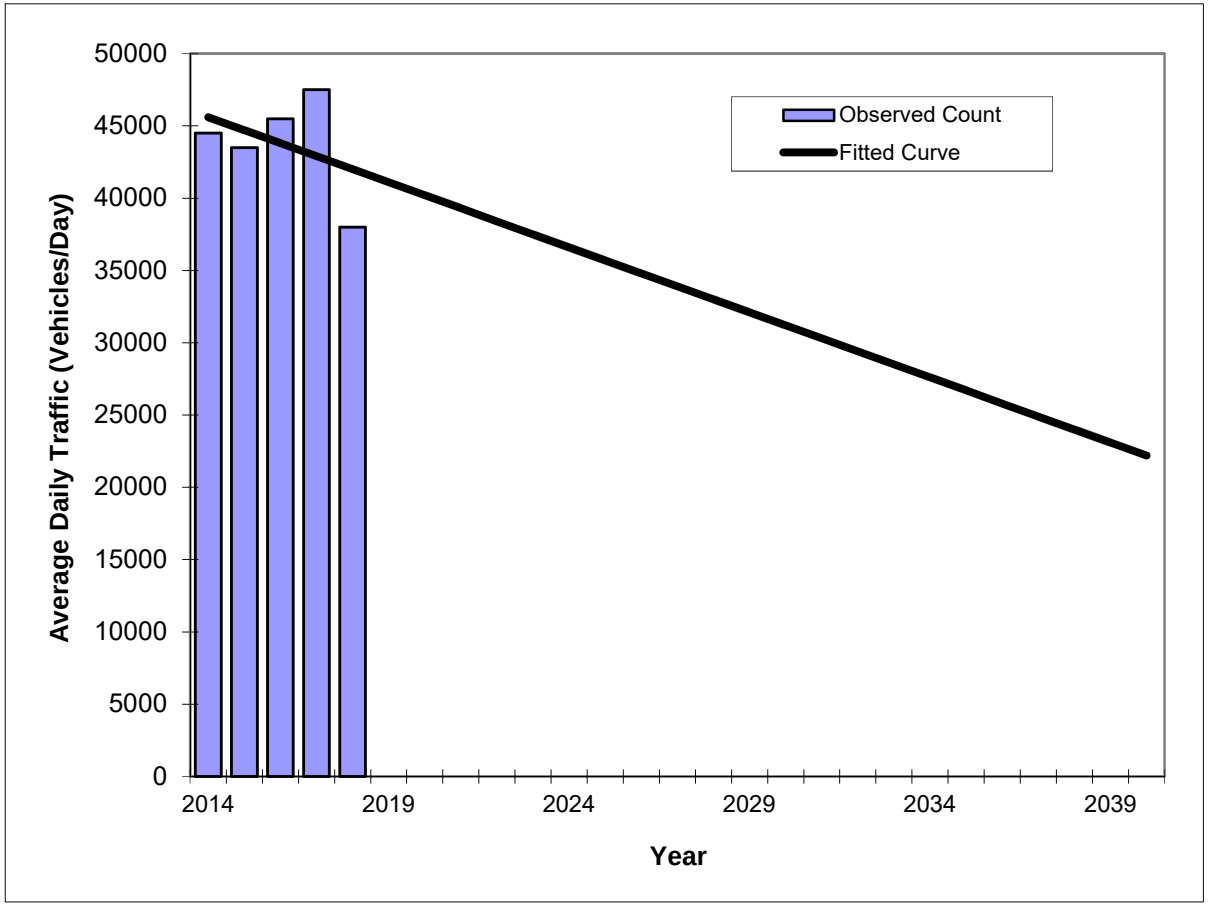
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0.5 MI E of I-75

FIN#	1234
Location	1

County:	Marion (36)
Station #:	0001
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	44500	45600
2015	43500	44700
2016	45500	43800
2017	47500	42900
2018	38000	42000
2020 Opening Year Trend		
2020	N/A	40200
2035 Mid-Year Trend		
2035	N/A	26700
2040 Design Year Trend		
2040	N/A	22200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-900
Trend R-squared:	15.94%
Trend Annual Historic Growth Rate:	-1.97%
Trend Growth Rate (2018 to Design Year):	-2.14%
Printed:	2-Jan-20

Straight Line Growth Option

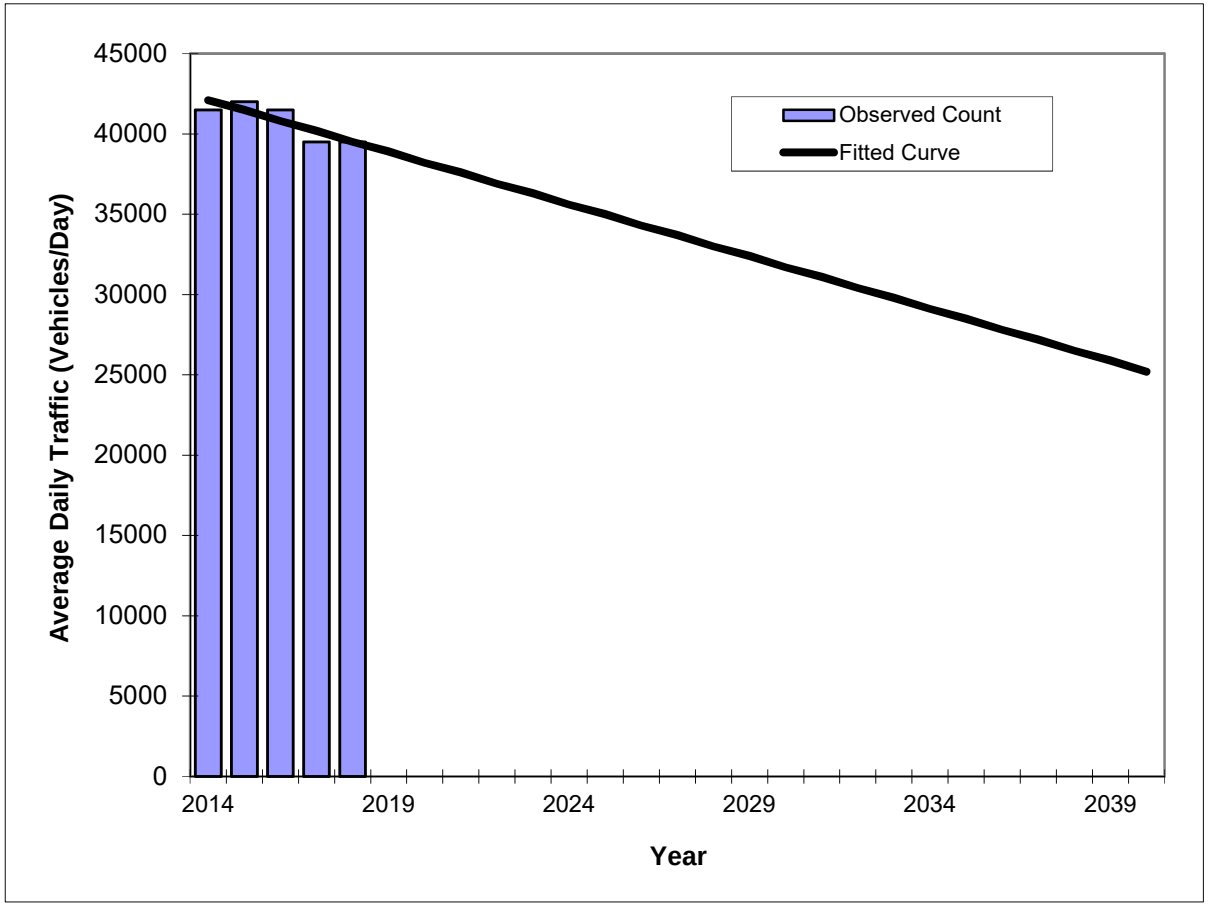
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0516 MI SW OF CR-475A

FIN#	0
Location	1

County:	Marion (36)
Station #:	0122
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	41500	42100
2015	42000	41500
2016	41500	40800
2017	39500	40200
2018	39500	39500
2020 Opening Year Trend		
2020	N/A	38200
2035 Mid-Year Trend		
2035	N/A	28500
2040 Design Year Trend		
2040	N/A	25200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-650
Trend R-squared:	72.84%
Trend Annual Historic Growth Rate:	-1.54%
Trend Growth Rate (2018 to Design Year):	-1.65%
Printed:	2-Jan-20

Straight Line Growth Option

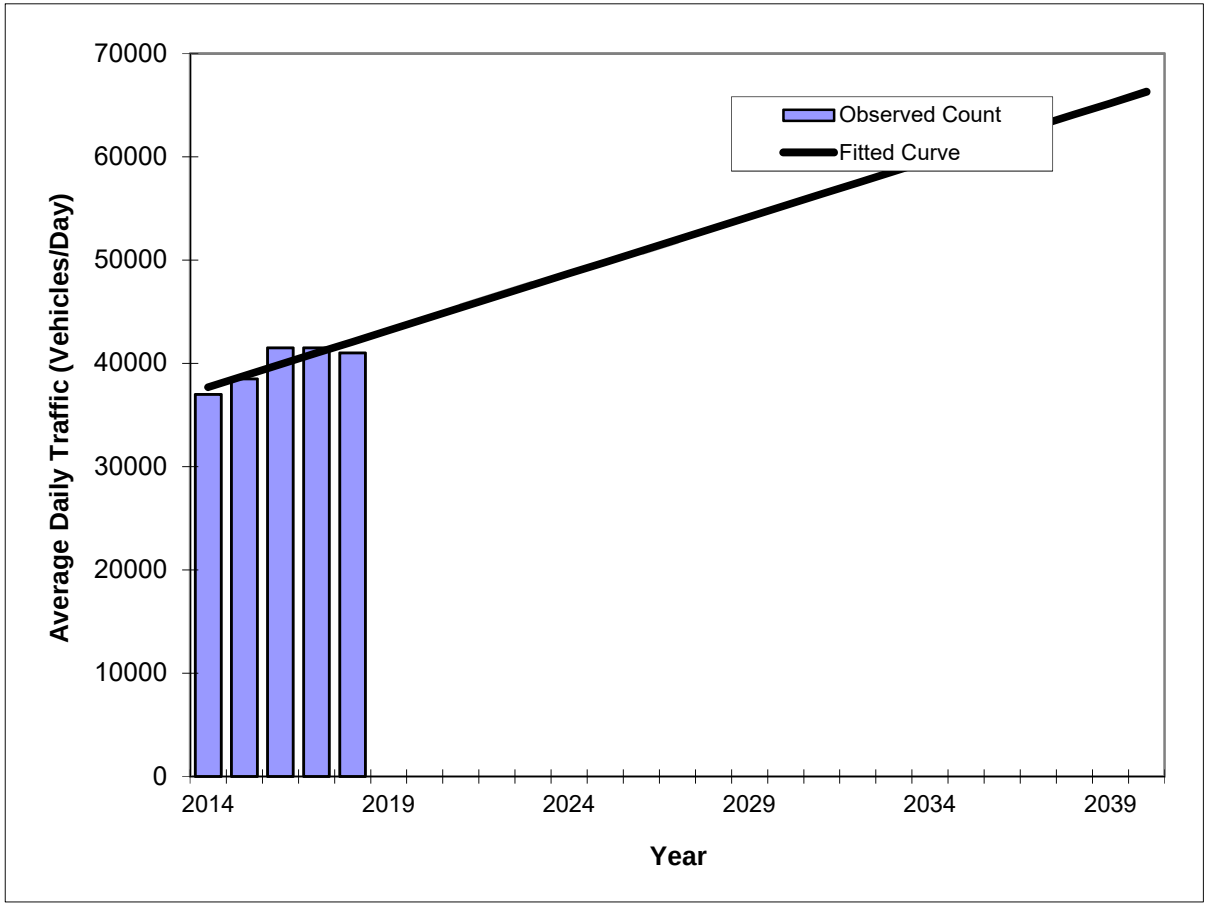
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 01.5 MI SW OF I-75

FIN#	0
Location	1

County:	Marion (36)
Station #:	0461
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	37000	37700
2015	38500	38800
2016	41500	39900
2017	41500	41000
2018	41000	42100
2020 Opening Year Trend		
2020	N/A	44300
2035 Mid-Year Trend		
2035	N/A	60800
2040 Design Year Trend		
2040	N/A	66300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,100
Trend R-squared:	72.46%
Trend Annual Historic Growth Rate:	2.92%
Trend Growth Rate (2018 to Design Year):	2.61%
Printed:	2-Jan-20

Straight Line Growth Option

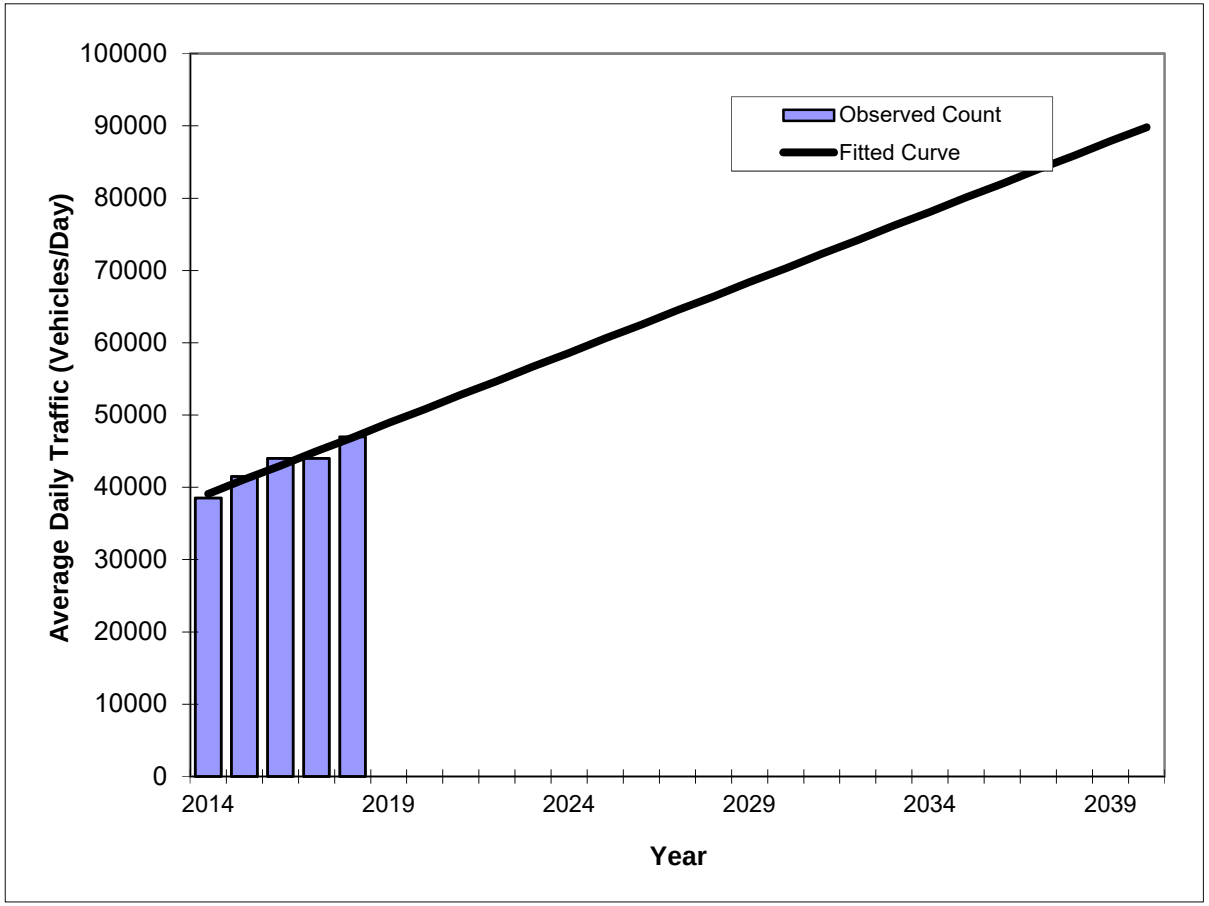
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 2.5 MI SW OF I-75

FIN#	0
Location	1

County:	Marion (36)
Station #:	0474
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	38500	39100
2015	41500	41100
2016	44000	43000
2017	44000	45000
2018	47000	46900
2020 Opening Year Trend		
2020	N/A	50800
2035 Mid-Year Trend		
2035	N/A	80100
2040 Design Year Trend		
2040	N/A	89800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,950
Trend R-squared:	93.89%
Trend Annual Historic Growth Rate:	4.99%
Trend Growth Rate (2018 to Design Year):	4.16%
Printed:	2-Jan-20

Straight Line Growth Option

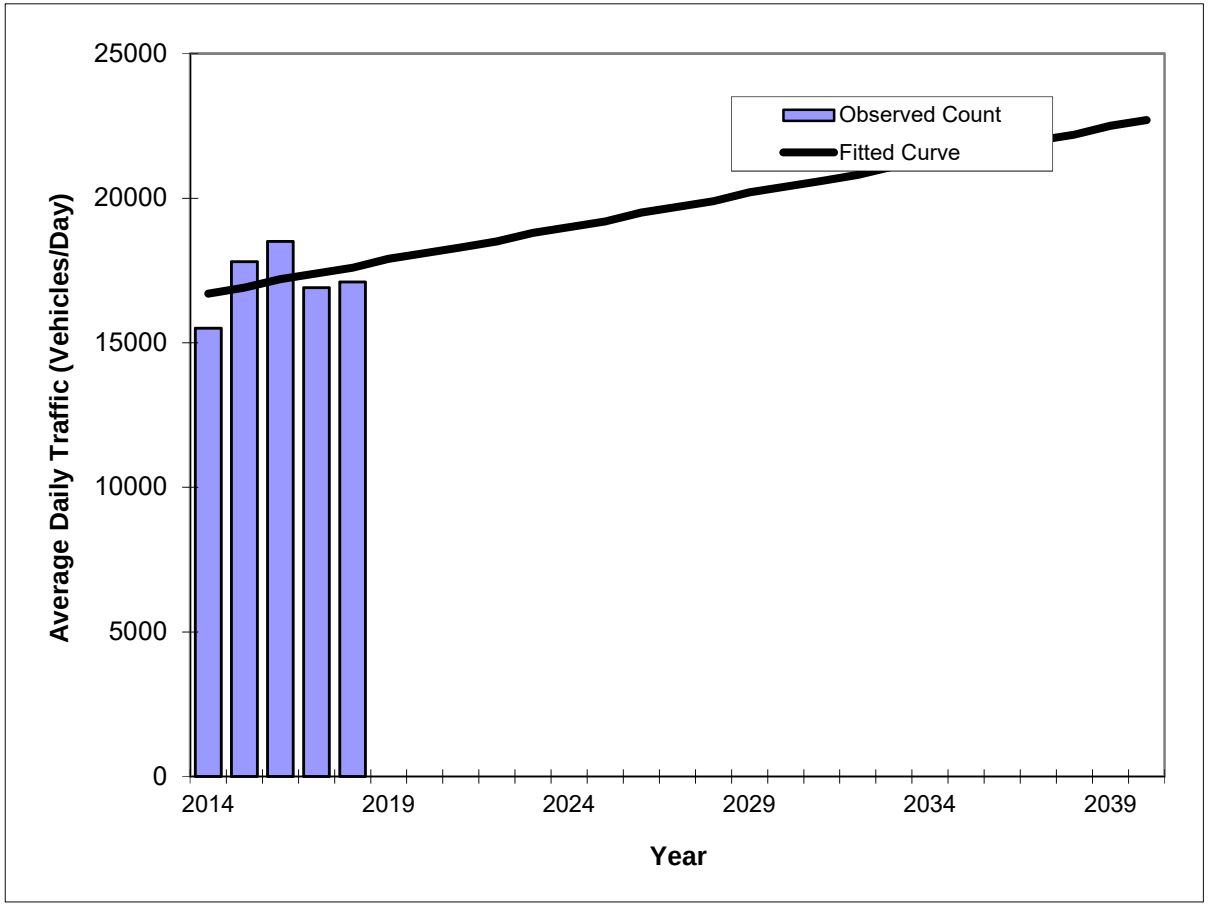
***Axle-Adjusted**

Traffic Trends - V03.a

SW 60th Avenue -- SW 60th Avenue, 0.075 MI N OF SW 80th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	7025
Highway:	SW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	15500	16700
2015	17800	16900
2016	18500	17200
2017	16900	17400
2018	17100	17600
2020 Opening Year Trend		
2020	N/A	18100
2035 Mid-Year Trend		
2035	N/A	21500
2040 Design Year Trend		
2040	N/A	22700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	230
Trend R-squared:	10.51%
Trend Annual Historic Growth Rate:	1.35%
Trend Growth Rate (2018 to Design Year):	1.32%
Printed:	2-Jan-20

Straight Line Growth Option

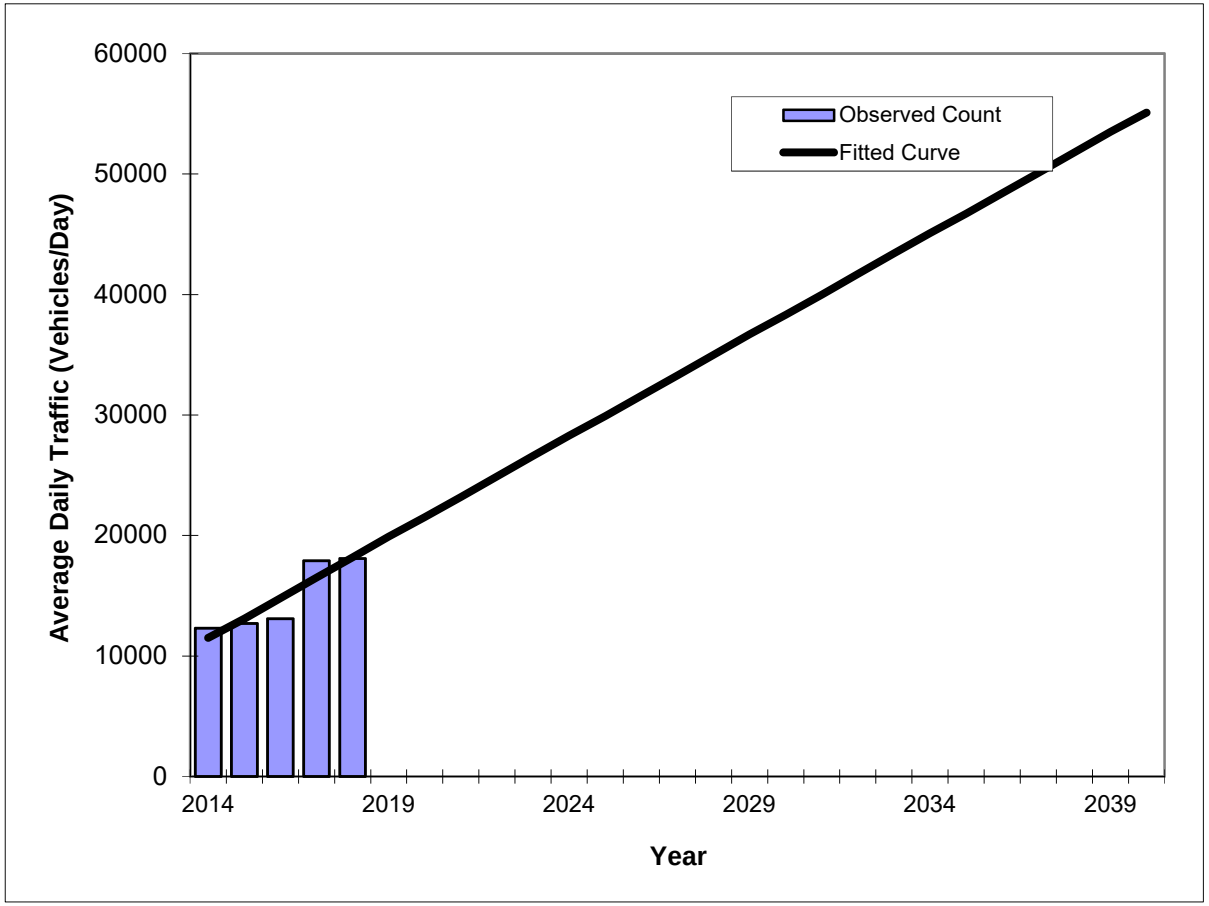
***Axle-Adjusted**

Traffic Trends - V03.a

SW 32nd St -- 300 FT W OF SW 7TH ST

FIN#	0
Location	1

County:	Marion (36)
Station #:	8006
Highway:	SW 32nd St



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12300	11500
2015	12700	13100
2016	13100	14800
2017	17900	16500
2018	18100	18200
2020 Opening Year Trend		
2020	N/A	21500
2035 Mid-Year Trend		
2035	N/A	46700
2040 Design Year Trend		
2040	N/A	55100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,680
Trend R-squared:	82.89%
Trend Annual Historic Growth Rate:	14.57%
Trend Growth Rate (2018 to Design Year):	9.22%
Printed:	2-Jan-20

Straight Line Growth Option

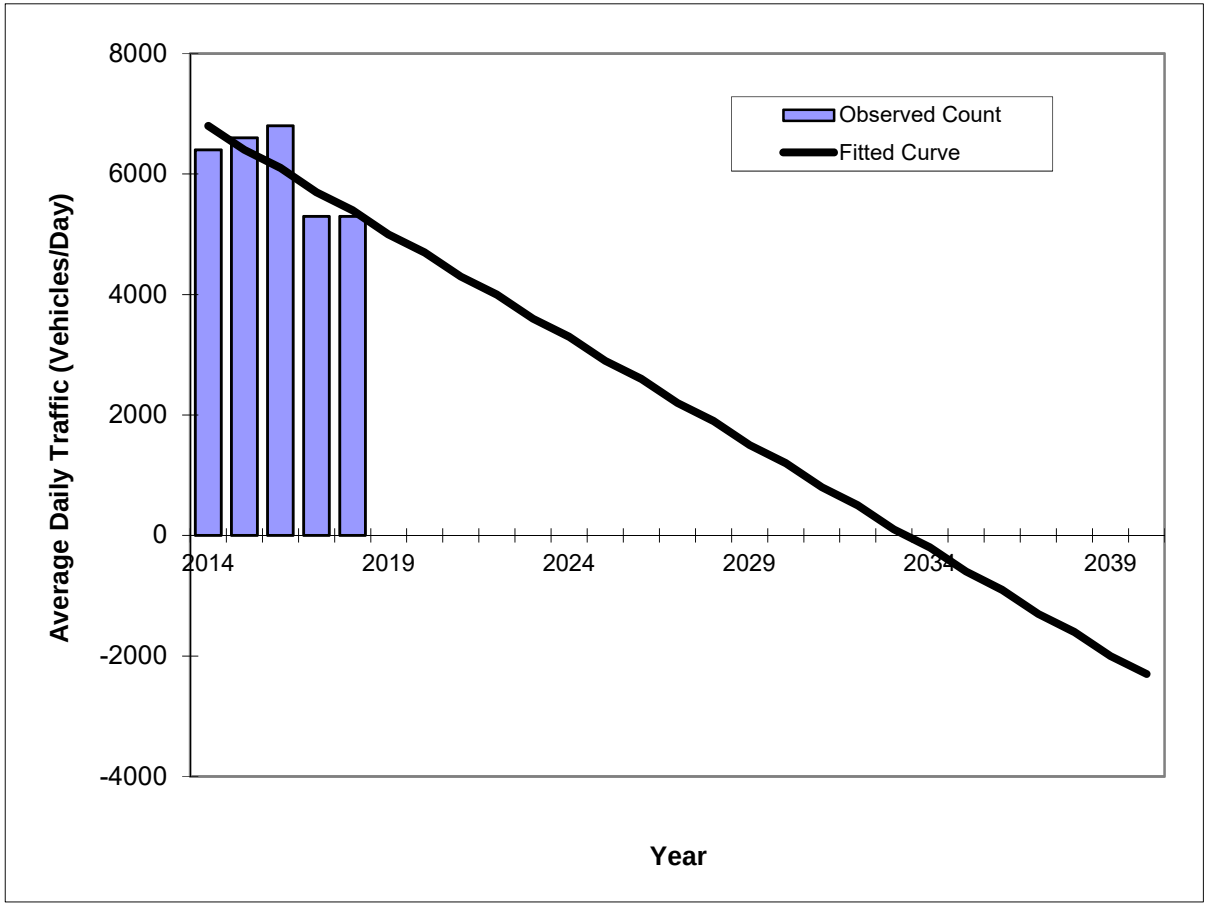
***Axle-Adjusted**

Traffic Trends - V03.a

SW 66th Street -- SW 66th Street,400 ft E OF SR 200

FIN#	1234
Location	1

County:	Marion (36)
Station #:	8032
Highway:	SW 66th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	6400	6800
2015	6600	6400
2016	6800	6100
2017	5300	5700
2018	5300	5400
2020 Opening Year Trend		
2020	N/A	4700
2035 Mid-Year Trend		
2035	N/A	-600
2040 Design Year Trend		
2040	N/A	-2300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-350
Trend R-squared:	58.11%
Trend Annual Historic Growth Rate:	-5.15%
Trend Growth Rate (2018 to Design Year):	-6.48%
Printed:	2-Jan-20

Straight Line Growth Option

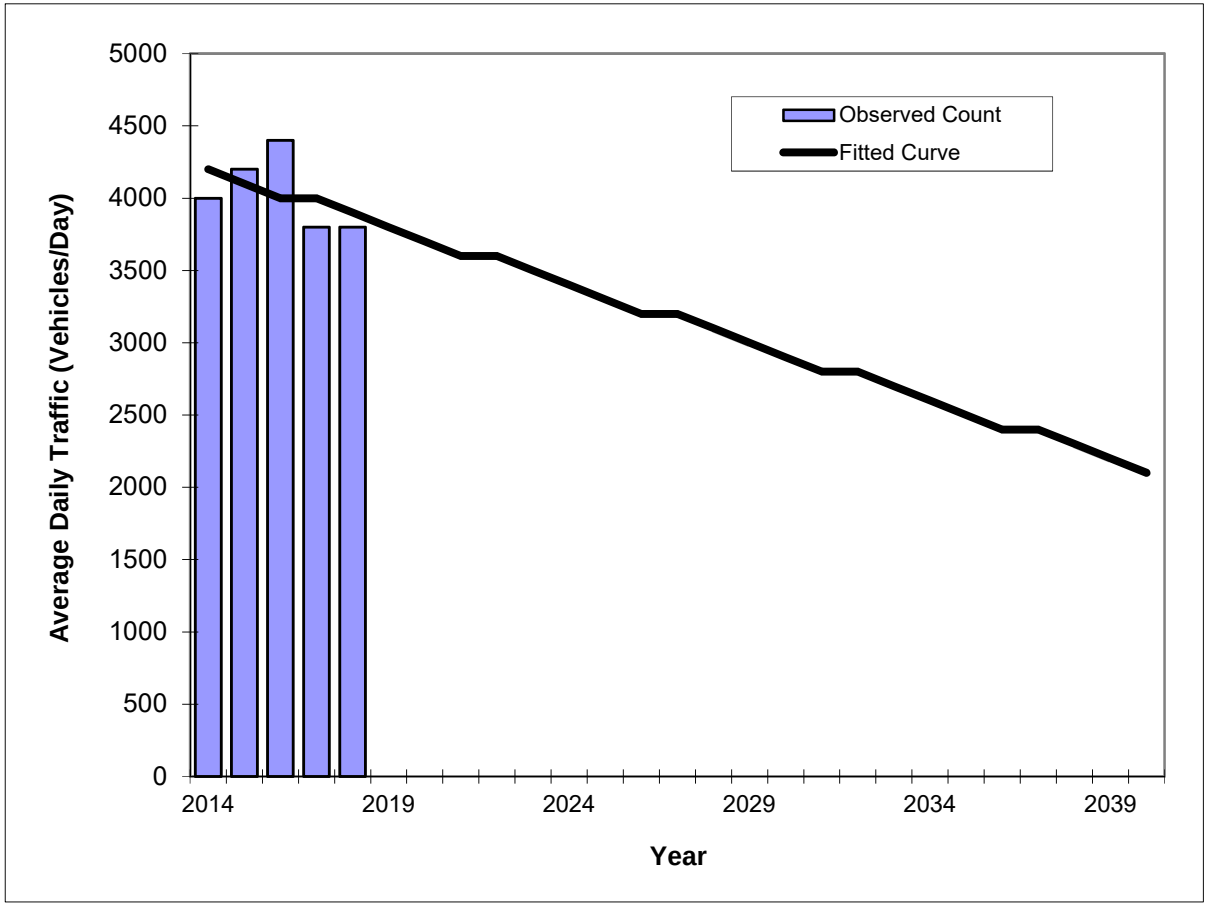
***Axle-Adjusted**

Traffic Trends - V03.a

SW 66th Street -- SW 66th Street, W OF SW 80th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	8043
Highway:	SW 66th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	4000	4200
2015	4200	4100
2016	4400	4000
2017	3800	4000
2018	3800	3900
2020 Opening Year Trend		
2020	N/A	3700
2035 Mid-Year Trend		
2035	N/A	2500
2040 Design Year Trend		
2040	N/A	2100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-80
Trend R-squared:	23.53%
Trend Annual Historic Growth Rate:	-1.79%
Trend Growth Rate (2018 to Design Year):	-2.10%
Printed:	2-Jan-20

Straight Line Growth Option

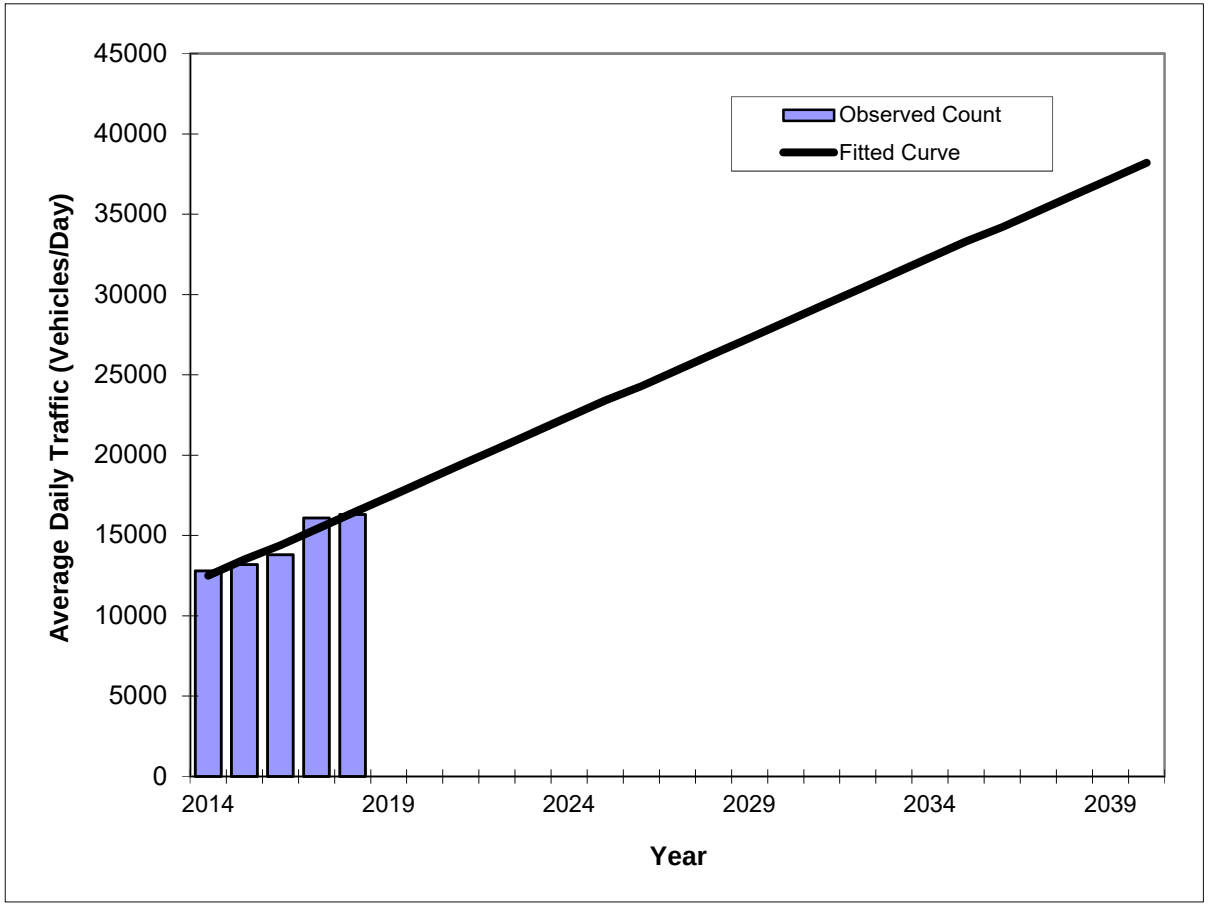
***Axle-Adjusted**

Traffic Trends - V03.a

NW 60th Avenue -- SW 66th Street, 450 ft N OF SW 20th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	8065
Highway:	NW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12800	12500
2015	13200	13500
2016	13800	14400
2017	16100	15400
2018	16300	16400
2020 Opening Year Trend		
2020	N/A	18400
2035 Mid-Year Trend		
2035	N/A	33300
2040 Design Year Trend		
2040	N/A	38200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	990
Trend R-squared:	90.32%
Trend Annual Historic Growth Rate:	7.80%
Trend Growth Rate (2018 to Design Year):	6.04%
Printed:	2-Jan-20

Straight Line Growth Option

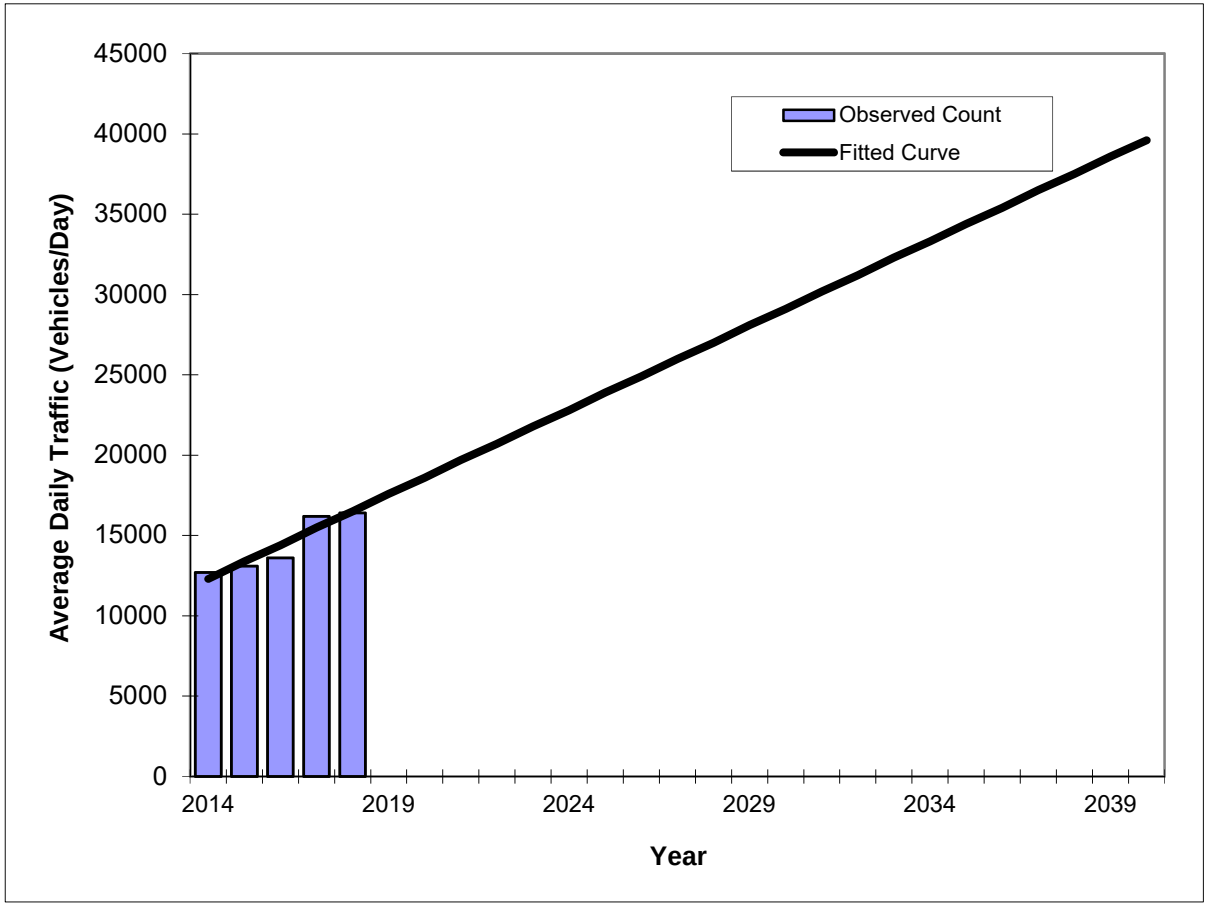
***Axle-Adjusted**

Traffic Trends - V03.a

SW 60th Avenue -- SW 60th Street, 700 ft N OF SR 200

FIN#	0
Location	1

County:	Marion (36)
Station #:	8066
Highway:	SW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12700	12300
2015	13100	13400
2016	13600	14400
2017	16200	15500
2018	16400	16500
2020 Opening Year Trend		
2020	N/A	18600
2035 Mid-Year Trend		
2035	N/A	34400
2040 Design Year Trend		
2040	N/A	39600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,050
Trend R-squared:	88.48%
Trend Annual Historic Growth Rate:	8.54%
Trend Growth Rate (2018 to Design Year):	6.36%
Printed:	2-Jan-20

Straight Line Growth Option

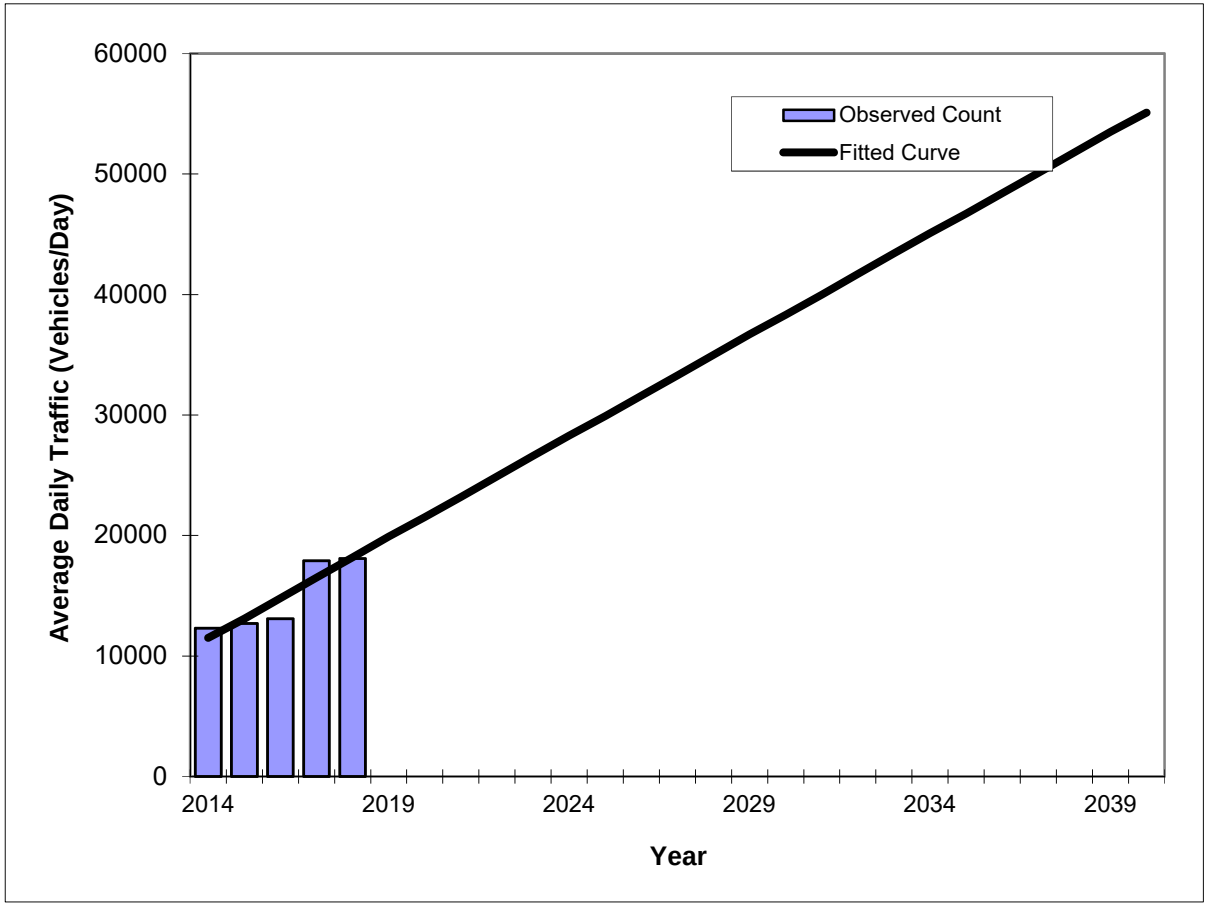
***Axle-Adjusted**

Traffic Trends - V03.a

SW 49th Ave, 0.2 miles north of SW 103rd Street Road

FIN#	0
Location	1

County:	Marion (36)
Station #:	8108
Highway:	SW 49th Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12300	11500
2015	12700	13100
2016	13100	14800
2017	17900	16500
2018	18100	18200
2020 Opening Year Trend		
2020	N/A	21500
2035 Mid-Year Trend		
2035	N/A	46700
2040 Design Year Trend		
2040	N/A	55100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,680
Trend R-squared:	82.89%
Trend Annual Historic Growth Rate:	14.57%
Trend Growth Rate (2018 to Design Year):	9.22%
Printed:	2-Jan-20

Straight Line Growth Option

***Axle-Adjusted**

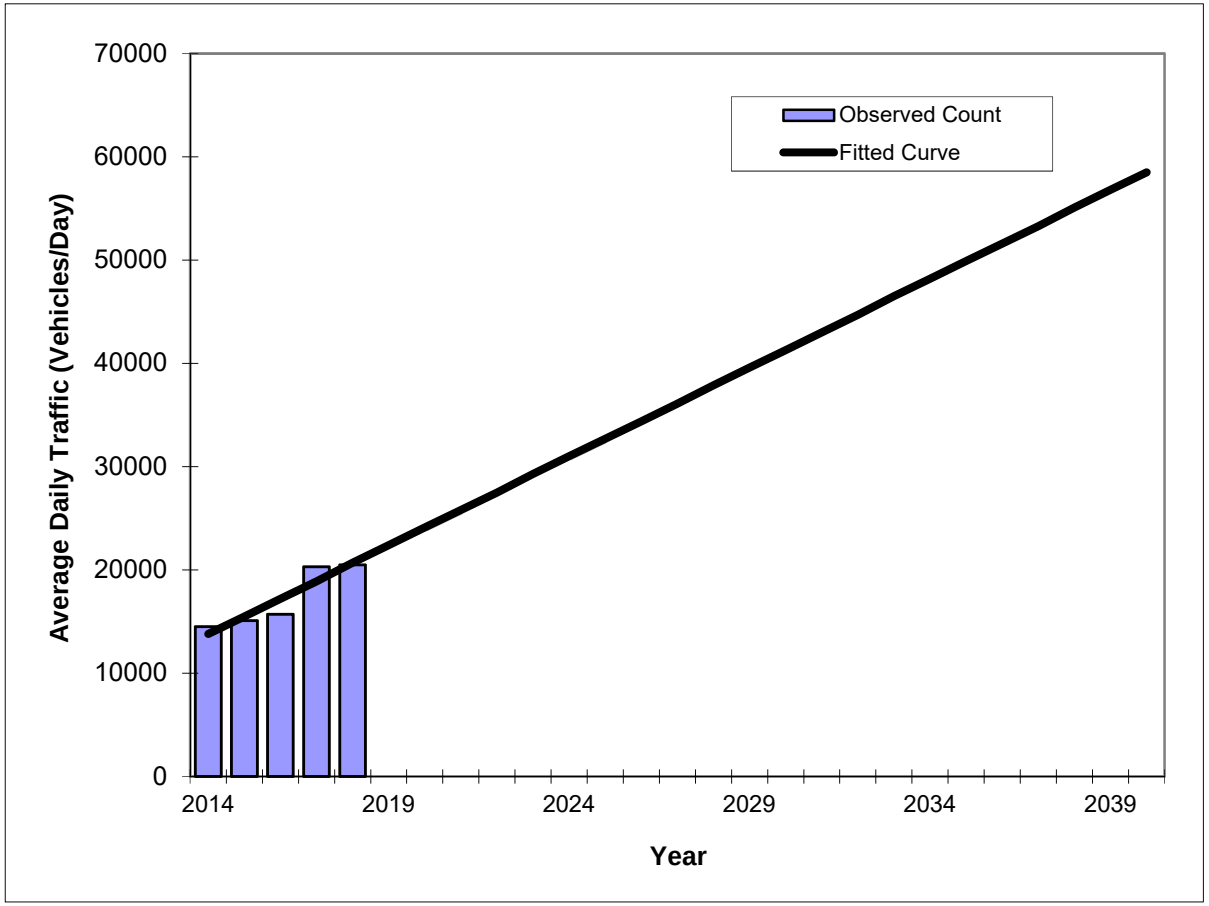
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Traffic Trends - V03.a

SW 42nd Street -- SW 42nd Street, 600 ft E OF CR 475

FIN#	0
Location	1

County:	Marion (36)
Station #:	8110
Highway:	SW 42nd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	14500	13800
2015	15100	15500
2016	15700	17200
2017	20300	18900
2018	20500	20700
2020 Opening Year Trend		
2020	N/A	24100
2035 Mid-Year Trend		
2035	N/A	49900
2040 Design Year Trend		
2040	N/A	58500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,720
Trend R-squared:	85.88%
Trend Annual Historic Growth Rate:	12.50%
Trend Growth Rate (2018 to Design Year):	8.30%
Printed:	2-Jan-20

Straight Line Growth Option

***Axle-Adjusted**

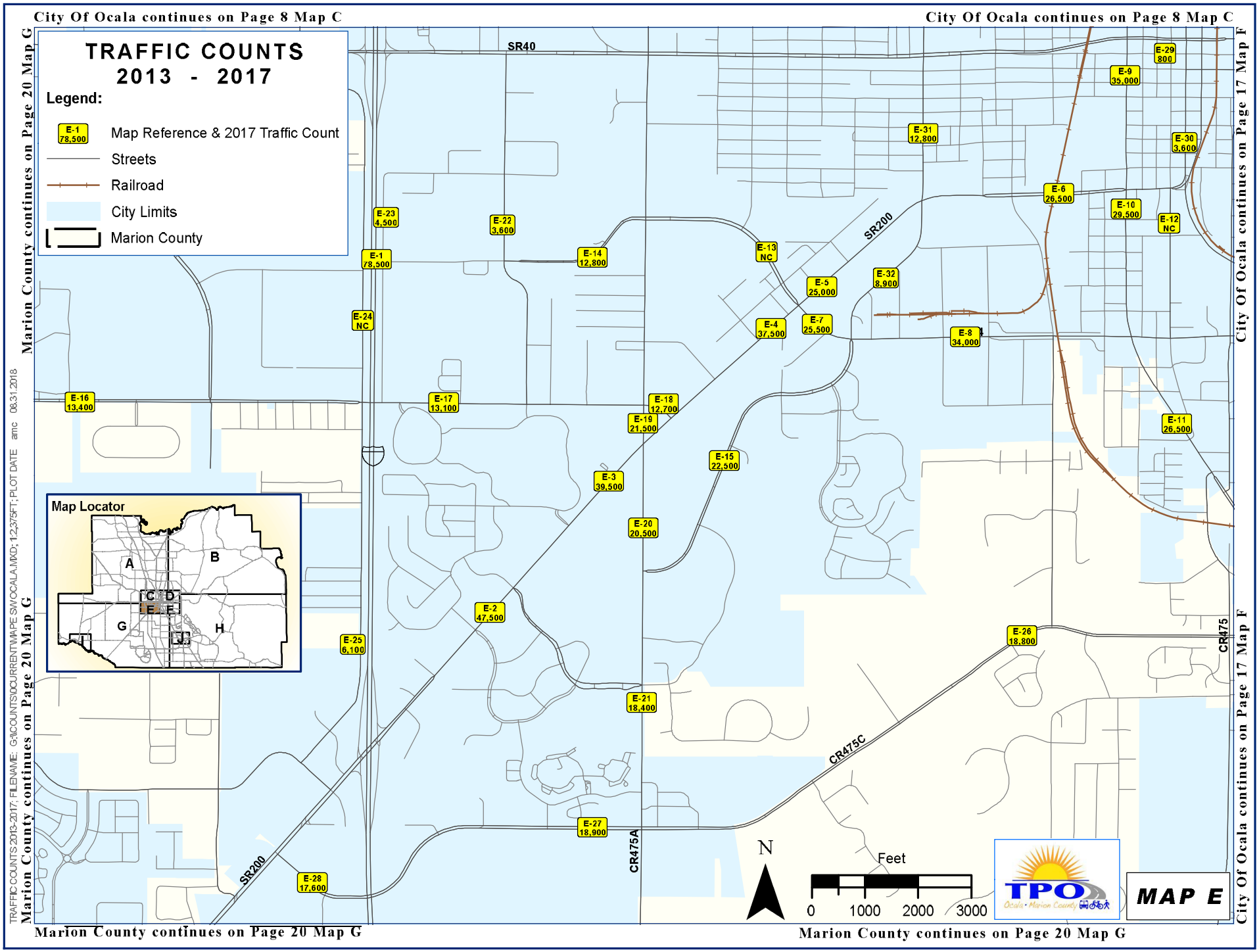

City Of Ocala continues on Page 8 Map C
City Of Ocala continues on Page 8 Map C
TRAFFIC COUNTS
2013 - 2017
Legend:
E-1 78,500
Map Reference & 2017 Traffic Count
Streets
Railroad
City Limits
Marion County
Map Locator
A
B
C
D
E
F
G
H
J
SR40
SR200
CR475
CR475A
CR475C
E-1 78,500
E-2 47,500
E-3 39,500
E-4 37,500
E-5 25,000
E-6 26,500
E-7 25,500
E-8 34,000
E-9 35,000
E-10 29,500
E-11 26,500
E-12 NC
E-13 NC
E-14 12,800
E-15 22,500
E-16 13,400
E-17 13,100
E-18 12,700
E-19 21,500
E-20 20,500
E-21 18,400
E-22 3,600
E-23 4,500
E-24 NC
E-25 6,100
E-26 18,800
E-27 18,900
E-28 17,600
E-29 800
E-30 3,600
E-31 12,800
E-32 8,900
N
Feet
0 1000 2000 3000
TPO
Ocala · Marion County
MAP E
Marion County continues on Page 20 Map G
Marion County continues on Page 20 Map G
Marion County continues on Page 20 Map G
City Of Ocala continues on Page 17 Map F
City Of Ocala continues on Page 17 Map F
TRAFFIC COUNTS 2013-2017; FILENAME: G:\MCOUNTS\DOCURRENT\MAPE SW OCALA.MXD; 1:2,375FT; PLOT DATE amc 06.31.2018

Table E
City of Ocala - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
E-1	.586 mi S of SR 40	FDOT	2	69,000	60,500	59,000	74,200	78,500	4.19%
SR 200									
E-2	0.528 mi E of I-75	FDOT	2	43,000	44,500	43,500	43,500	47,500	2.61%
E-3	SW 26th St to SW 27th Ave	FDOT	2	39,000	41,500	42,000	41,900	39,500	2.46%
E-4	SW 27th Ave to SW 17th St	FDOT	2	38,500	38,500	38,500	38,300	37,500	-0.65%
E-5	SW 17th St to SW ML King Ave	FDOT	2	26,000	26,500	25,000	24,500	25,000	-0.92%
E-6	SW ML King Ave to US 441	FDOT	2	26,500	27,000	27,500	27,700	26,500	0.03%
SR 464									
E-7	SR 200 to SW 19th Ave Rd	FDOT	2	24,000	23,500	22,500	24,800	25,500	2.93%
E-8	SW 19th Ave Rd to SW 7th Ave	FDOT	2	33,000	32,000	33,500	35,900	34,000	0.88%
US 441									
E-9	0.12 mi S of SR 40	FDOT	2	34,000	35,000	33,000	34,900	35,000	0.82%
E-10	0.146 mi S of SR 200	FDOT	2	28,000	28,500	30,500	28,900	29,500	1.41%
E-11	0.13 mi N of SR 464	FDOT	2	25,500	26,000	26,500	25,300	26,500	1.02%
SW 1st Ave									
E-12	SW 10th St to SW 17th St	OCA	3	3,100	4,700	5,400	NC	NC	33.25%
SW 17th St Extension (SW 10th St & SW 13th St)									
E-13	SW 33rd Ave to SW 27th Ave	OCA	3	11,400	11,600	10,900	NC	NC	-2.14%
E-14	SW 27th Ave to SR 200	OCA	3	NC	NC	10,900	NC	12,800	--
SW 19th Ave Rd									
E-15	SW 27th Ave to SW 17th St	OCA	2	19,000	20,000	19,700	19,700	22,500	4.49%
SW 20th St									
E-16	SW 60th Ave to I-75	OCA	1	11,300	11,500	11,600	11,600	13,400	4.54%
E-17	I-75 to SW 31st Ave(CFCC Ent)	OCA	1	11,400	11,300	11,600	11,600	13,100	3.68%
E-18	SW 27th Ave to SR 200	OCA	3	11,100	10,900	NC	NC	12,700	7.36%
SW 27th Ave									
E-19	SW 20th St to SR 200	FDOT	2	19,800	21,000	21,500	20,700	21,500	0.84%
E-20	SR 200 to SW 19th Ave Rd	OCA	1	20,200	20,500	NC	20,400	20,500	0.37%
E-21	SW 34th St to SW 42nd St	OCA	3	NC	NC	NC	NC	18,400	--
SW 33rd Ave									
E-22	SW 7th St to SW 20th St	OCA	3	NC	NC	4,800	NC	3,600	--
SW 37th Ave									
E-23	SW 20th St to SW 7th St	OCA	3	6,400	NC	NC	NC	4,500	--
SW 38th Ave									
E-24	SR 40 to SW 20th St	OCA	3	3,400	3,400	3,500	NC	NC	1.47%
E-25	SW 20th St to SR 200	OCA	3	5,200	5,200	5,300	NC	6,100	5.67%
SW 42nd St (CR 475C)									
E-26	SW 7th Ave to SW 27th Ave	OCA	2	19,200	NC	NC	NC	18,800	--
E-27	SW 27th Ave to SW 31st Ave	OCA	1	13,600	NC	17,700	17,700	18,900	12.31%
E-28	SW 31st Ave to SR 200	OCA	1	11,900	NC	12,700	NC	17,600	22.65%
W Broadway St									
E-29	US 441 to S Magnolia Ave	OCA	3	NC	NC	NC	NC	800	--

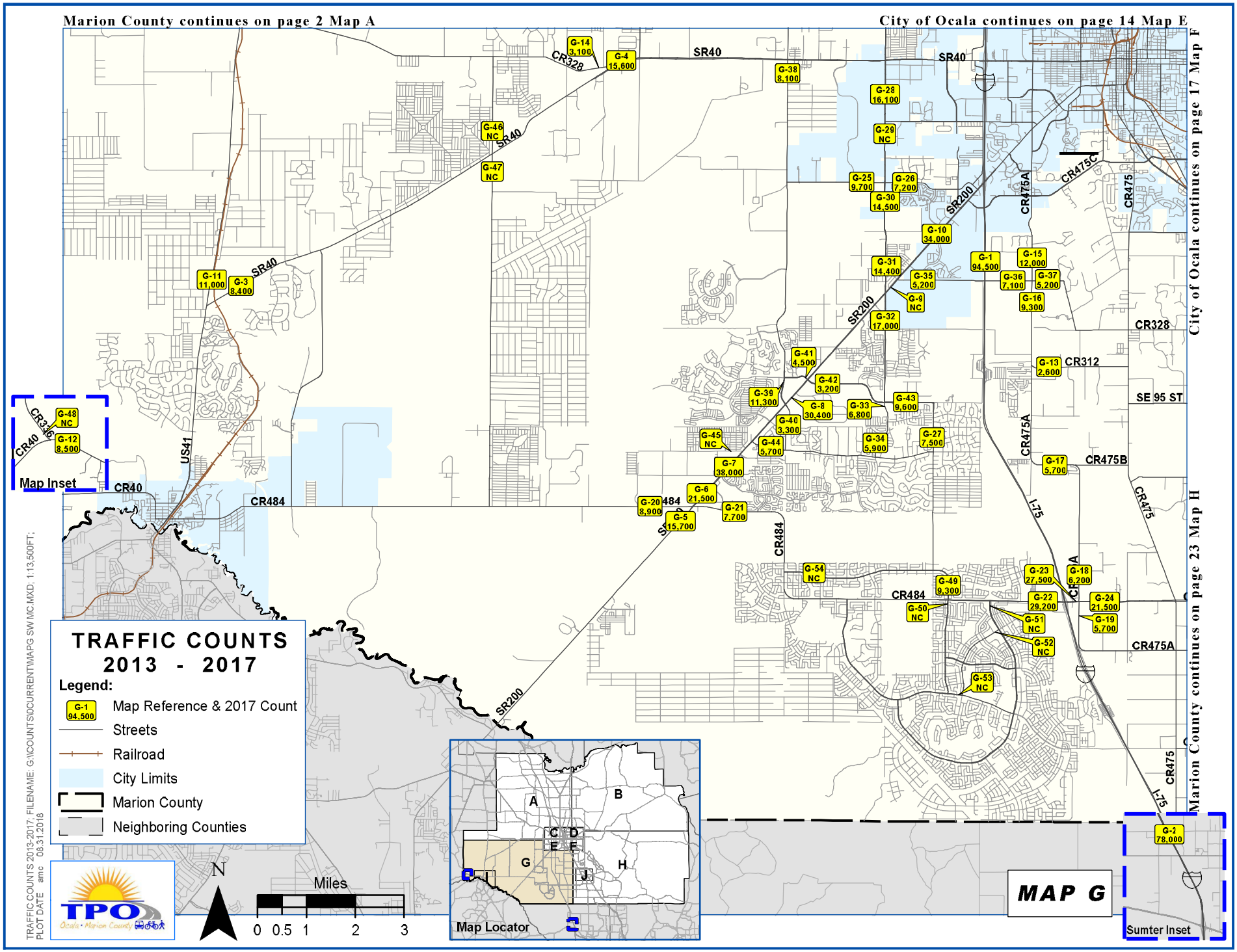

Marion County continues on page 2 Map A
City of Ocala continues on page 14 Map E
City of Ocala continues on page 17 Map F
Marion County continues on page 23 Map H
TRAFFIC COUNTS 2013 - 2017
Legend:
Map Reference & 2017 Count
Streets
Railroad
City Limits
Marion County
Neighboring Counties
N
Miles
0 0.5 1 2 3
Map Inset
Map Locator
Sumter Inset
MAP G
TPO
Ocala • Marion County
TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\0CURRENT\MAPS SW MC.MXD; 1:13,500FT;
PLOT DATE 08.31.2018 amc
SR40
SR200
CR328
CR312
CR484
CR40
CR475
CR475A
CR475B
CR475C
US41
I-75
SE 95 ST
G-1 94,500
G-2 78,000
G-3 8,400
G-4 15,600
G-5 15,700
G-6 21,500
G-7 38,000
G-8 30,400
G-9 NC
G-10 34,000
G-11 11,000
G-12 8,500
G-13 2,600
G-14 3,100
G-15 12,000
G-16 9,300
G-17 5,700
G-18 6,200
G-19 5,700
G-20 8,900
G-21 7,700
G-22 29,200
G-23 27,500
G-24 21,500
G-25 9,700
G-26 7,200
G-27 7,500
G-28 16,100
G-29 NC
G-30 14,500
G-31 14,400
G-32 17,000
G-33 6,800
G-34 5,900
G-35 5,200
G-36 7,100
G-37 5,200
G-38 8,100
G-39 11,300
G-40 3,300
G-41 4,500
G-42 3,200
G-43 9,600
G-44 5,700
G-45 NC
G-46 NC
G-47 NC
G-48 NC
G-49 9,300
G-50 NC
G-51 NC
G-52 NC
G-53 NC
G-54 NC

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
G-1	.35 miles N of Williams Road	FDOT	3	77,500	80,800	87,000	90,500	94,500	5.09%
G-2	From SR 44 to CR 484	FDOT	3	64,000	66,500	75,500	72,500	78,000	5.26%
SR 40									
G-3	.422 mi NE of US 41	FDOT	3	7,600	7,700	7,900	8,200	8,400	2.54%
G-4	.371 mi E of CR 328	FDOT	3	13,400	13,700	14,200	15,000	15,600	3.88%
SR 200									
G-5	.2 mi SW of CR 484	FDOT	3	12,800	13,700	14,200	15,100	15,700	5.25%
G-6	.12 mi NE of CR 484	FDOT	3	17,900	18,300	19,500	19,900	21,500	4.72%
G-7	.985 mi NE of CR 484	FDOT	3	30,500	31,000	33,000	34,100	38,000	5.72%
G-8	S of SW 80th St	MC	3	18,000	18,700	23,500	29,200	30,400	14.48%
G-9	2.932 mi SW of I-75	FDOT	3	36,000	38,500	41,500	NC	NC	7.37%
G-10	I-75 to SW 66th St	OCA	1	37,500	37,000	38,500	NC	34,000	-2.99%
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,100	9,800	10,300	11,000	11,000	2.23%
CR 40									
G-12	E of CR 336	MC	2	2,600	2,600	2,500	9,100	8,500	86.72%
CR 312									
G-13	E of CR 475A	MC	2	2,400	2,300	2,500	2,400	2,600	2.22%
CR 328									
G-14	N of SR 40	MC	2	4,300	4,300	5,300	NC	3,100	-6.08%
CR 475A									
G-15	N of SW 66th St	MC	2	12,300	11,500	12,500	12,300	12,000	-0.46%
G-16	S of SW 66th St	MC	2	8,900	8,400	9,400	9,700	9,300	1.34%
G-17	W of CR 475B	MC	2	5,000	5,200	5,500	5,700	5,700	3.35%
G-18	N of CR 484	MC	2	4,800	5,700	5,700	6,000	6,200	6.84%
G-19	S of CR 484	MC	2	5,400	5,700	5,700	5,600	5,700	1.40%
CR 484									
G-20	W of SR 200	MC	2	7,800	8,600	8,500	9,500	8,900	3.64%
G-21	E of SR 200	MC	2	7,000	7,600	7,500	8,100	7,700	2.58%
G-22	W of I-75	MC	2	24,500	26,400	29,600	28,100	29,200	4.68%
G-23	E of I-75	MC	2	22,800	23,800	25,000	26,100	27,500	4.80%
G-24	E of CR 475A	MC	2	17,900	18,300	21,600	20,600	21,500	5.00%
SW 38th St									
G-25	W of SW 60th Ave	MC	2	7,500	7,200	8,300	8,000	9,700	7.23%
G-26	E of SW 60th Ave	MC	2	4,800	5,200	5,800	5,900	7,200	10.91%
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	7,400	8,700	8,100	8,100	7,500	0.82%
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	14,000	12,800	NC	NC	16,100	8.60%
G-29	S of SW 20th St	MC	2	12,500	NC	NC	NC	NC	--
G-30	S of SW 38th St	MC	2	14,300	NC	NC	15,100	14,500	0.81%
G-31	N of SR 200	MC	3	13,700	12,700	14,400	14,800	14,400	4.49%
G-32	S of SR 200	MC	2	15,500	15,600	17,400	17,200	17,000	2.47%
SW 62nd Ave Rd									
G-33	S of SW 95th St	MC	2	6,300	6,300	6,600	7,100	6,800	2.03%
G-34	N of SW 103rd St Rd	MC	2	6,200	6,300	6,200	6,100	5,900	-1.22%

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SW 66th St									
G-35	E of SR 200	MC	2	5,500	5,400	5,000	4,900	5,200	-1.28%
G-36	W of CR 475A	MC	2	7,900	7,000	7,300	7,300	7,100	-2.46%
G-37	E of CR 475A	MC	2	4,100	3,800	4,000	4,100	5,200	6.82%
SW 80th Ave									
G-38	S of SR 40	MC	2	6,100	6,100	6,300	6,700	8,100	7.63%
G-39	N of SR 200	MC	2	7,800	7,600	8,800	8,300	11,300	10.92%
G-40	S of SR 200	MC	3	2,500	3,300	2,700	2,800	3,300	8.84%
SW 90th St									
G-41	W of SR 200	MC	2	3,500	3,200	4,100	4,600	4,500	7.39%
SW 95th St Rd/SW 95th St									
G-42	E of SR 200	MC	2	2,300	2,400	2,400	2,800	3,200	8.83%
G-43	E of SW 62nd Ave Rd	MC	2	8,200	8,100	9,200	9,000	9,600	4.21%
SW 103rd St Rd									
G-44	E of SR 200	MC	2	4,700	5,700	5,600	5,600	5,700	5.33%
SW 105th St									
G-45	W of SR 200	MC	2	NC	NC	NC	NC	NC	--
SW 140th Ave									
G-46	N of SR 40	MC	2	NC	NC	NC	NC	NC	--
G-47	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
CR 336									
G-48	N of CR 40	MC	3	NC	NC	NC	NC	NC	--
Marion Oaks Course									
G-49	N of CR 484	MC	3	8,000	8,100	8,700	9,100	9,300	3.86%
G-50	S of CR 484	FDOT	3	NC	5,100	NC	NC	NC	--
Marion Oaks Boulevard									
G-51	S of CR 484	FDOT	3	NC	12,100	NC	NC	NC	--
Marion Oaks Drive									
G-52	W of Marion Oaks Blvd	FDOT	3	NC	4,100	NC	NC	NC	--
Marion Oaks Manor									
G-53	W of Marion Oaks Dr	FDOT	3	NC	1,500	NC	NC	NC	--
Marion Oaks Trail									
G-54	E of SW 73rd Ave Rd	FDOT	3	NC	1,450	NC	NC	NC	--

Projections of Florida Population by County, 2020–2045, with Estimates for 2019 (continued)

County and State	Estimates April 1, 2019	Projections, April 1 2020	2025	2030	2035	2040	2045
HOLMES	20,049						
Low		19,200	18,700	18,100	17,500	17,000	16,400
Medium		20,200	20,300	20,400	20,400	20,500	20,500
High		21,200	22,000	22,800	23,600	24,400	25,100
INDIAN RIVER	154,939						
Low		149,600	155,700	160,000	162,100	163,000	162,800
Medium		157,600	170,000	180,200	188,200	195,000	200,900
High		165,400	183,400	200,900	216,700	231,100	245,300
JACKSON	46,969						
Low		45,400	44,500	43,400	42,400	41,300	40,200
Medium		47,100	47,600	47,800	48,000	48,100	48,300
High		49,100	50,900	52,600	54,100	55,500	56,800
JEFFERSON	14,776						
Low		14,100	13,900	13,600	13,300	12,900	12,600
Medium		14,800	15,100	15,300	15,400	15,600	15,700
High		15,600	16,400	17,200	17,900	18,600	19,300
LAFAYETTE	8,482						
Low		8,300	8,400	8,400	8,400	8,300	8,200
Medium		8,700	9,100	9,400	9,700	9,900	10,100
High		9,100	9,900	10,600	11,300	11,900	12,600
LAKE	357,247						
Low		347,800	376,000	399,700	417,200	429,500	438,400
Medium		366,600	410,900	450,300	482,700	510,300	534,800
High		384,400	440,400	496,700	546,800	593,400	638,000
LEE	735,148						
Low		714,200	764,600	802,400	829,000	848,300	863,900
Medium		752,800	835,500	904,700	961,400	1,010,900	1,056,600
High		789,400	895,600	997,000	1,086,600	1,171,800	1,257,100
LEON	296,499						
Low		287,600	293,300	296,900	298,400	298,100	296,900
Medium		299,800	314,900	327,500	337,800	346,200	353,700
High		311,600	334,900	357,400	376,300	393,200	409,100
LEVY	41,330						
Low		39,900	39,900	39,700	39,300	38,800	38,200
Medium		41,600	42,700	43,600	44,300	44,900	45,500
High		43,200	45,700	48,000	50,200	52,100	54,000
LIBERTY	8,772						
Low		8,300	8,300	8,300	8,300	8,300	8,200
Medium		8,800	9,100	9,400	9,600	9,900	10,100
High		9,200	9,800	10,500	11,200	11,900	12,500
MADISON	19,570						
Low		18,300	17,900	17,500	17,000	16,600	16,100
Medium		19,200	19,500	19,700	19,800	20,000	20,100
High		20,200	21,100	22,000	23,000	23,800	24,700
MANATEE	387,414						
Low		375,600	397,700	413,500	425,400	435,600	442,900
Medium		395,800	434,600	466,500	493,800	519,200	542,200
High		415,100	465,900	513,800	557,600	601,800	644,500
MARION	360,421						
Low		351,000	365,200	376,500	383,700	388,000	389,700
Medium		365,900	392,100	414,800	432,800	447,900	460,800
High		380,300	416,900	453,100	483,700	511,700	537,000
MARTIN	158,598						
Low		152,400	155,400	156,800	157,100	156,700	155,800
Medium		160,600	169,500	176,900	182,900	188,200	193,000
High		168,500	183,000	196,900	210,000	222,200	234,700

Committed Project Info

Table 1 – Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Shopping Center	800,000 SF	26,239	554	343	211	2,413	1,158	1,255
Automobile Sales	60,000 SF	1,938	115	86	29	157	63	94
	Subtotal	*28,177*	*669*	*429*	*240*	*2,570*	*1,221*	*1,349*
Pass-By Traffic [2]	Daily AM PM							
	34% 34% 34%	8,921	188	117	71	820	394	426
10% of Adjacent Street Traffic	10%	7,908	565	283	282	803	402	401
	Subtotal	7,908	188	117	71	803	402	401
Driveway Volumes		**28,177**	**669**	**429**	**240**	**2,570**	**1,221**	**1,349**
TOTAL NET NEW TRIPS		**19,256**	**481**	**312**	**169**	**1,767**	**819**	**948**

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 9th Edition.

Shopping Center [ITE 820]

Daily	Ln(T) = 0.65*Ln(X) + 5.83 (X is SF/1,000)
AM Peak Hour of Adjacent Street	Ln(T) = 0.61*Ln(X) + 2.24 (X is SF/1,000; 62% in, 38% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.67*Ln(X) + 3.31 (X is SF/1,000; 48% in, 52% out)
Pass-By Trip Reduction	P = 0.34*(T)

Automobile Sales [ITE 841]

Daily	T = 32.30*(X); (X is SF/1,000)
AM Peak Hour of Adjacent Street	T = 1.92*(X); (X is SF/1,000; 75% in, 25% out)
PM Peak Hour of Adjacent Street	T = 2.62*(X); (X is SF/1,000; 40% in, 60% out)

Note 2: The ITE calculated pass-by capture was limited to 10% of the projected adjacent side-street traffic volumes. Adjacent side-street traffic volumes are those projected for SR 200, SW 66th Street, and SW 60th Ave based on existing traffic volumes reported for SR 200 east of SW 66th Street, SW 66th Street south of SR 200, and SW 60th Ave east of SR 200 obtained from the 2015 FDOT Florida Traffic Online website. Background growth was applied to account for future adjacent traffic volumes at buildout of the development.

2015 AADT (from FDOT Florida Traffic Online)

SR 200 (Station 0474) = 41,500
SW 66th Street (Station 8032) = 6,600
SW 60th Avenue (Station 7025) = 17,800

Existing AADT = 65,900
Buildout AADT = 79,080
10% Adj St (Daily) = 7,908
10% Adj St (PM Pk Hr) = 803 (Daily 10% Adj. St. X K-factor)

K:\OCA_Civil\142733000 - Winding Oaks Farm\Calcs\Traffic Study\February 2017\SW 49th Ave Diversion\[TrafficCalcs.xlsx]T1-TGEN Commercial *2/16/17*

Table 1 - Heath Brook PM Peak Hour Trip Comparison (Approved vs Built/Occupied)

Use / Parcel	Phase	Approved			Built			Remaining		
		Intensity	Unit	Trips	Intensity	Unit	Trips	Intensity	Unit	Trips
Single Family Residential		1,500	D.U.	702	363	D.U.	170	1,137	D.U.	532
Multi-Family Residential		850	D.U.	411	846	D.U.	409	4	D.U.	2
Office North		72,000	S.F.	125	80,357	S.F.	140	-8,357	S.F.	-15
Office South		28,000	S.F.	87	0	S.F.	0	28,000	S.F.	87
Retail North		529,000	S.F.	1,116	428,302	S.F.	904	100,698	S.F.	212
Retail South		171,000	S.F.	467	156,000	S.F.	426	15,000	S.F.	41
Other										
ALF		150	D.U.	20	0	D.U.	0	150	D.U.	20
Hotel		200	Rooms	111	99	Rooms	55	101	Rooms	56
Movie Theatre		18	Screens	625	12	Screens	417	6	Screens	208
		Total Approved Trips		3,664	Total Used Trips		2,521	Total Remaining Trips		1,143

k:\oca_civil\142733006 - winding oaks pd\traffic\committed traffic\[committed traffic trip generation.xlsx]hb trip comparison 2020

Note: Approved Trips were obtained from City Planning Staff. The amount of Built development was determined from Property Appraiser's data.

Kimley-Horn and Associates, Inc.

RED OAK PUD
BUILDOUT TRIP GENERATION

Land Use Scenario	Intensity		Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Total	In	Out	Total	In	Out
Gross Project Trips									
Industrial Park	50.8	acres	2,949	359	298	61	361	76	285
Single Family Residential	700	du's	6,292	500	125	375	605	381	224
Apartments	830	du's	5,153	410	82	328	474	308	166
Condo/Townhomes	830	du's	4,055	281	48	233	341	228	113
Hotel	375	rooms	2,983	199	117	82	225	115	110
General Office	275,000	sf	2,832	430	378	52	386	66	320
Retail / Shopping Center	225,000	sf	11,504	256	159	97	1,032	495	537
Subtotal			*35,768*	*2,435*	*1,207*	*1,228*	*3,424*	*1,669*	*1,755*
Internal Capture Trip Reduction	Daily	Peak Hour							
Overall Residential	7.8%	8.5%	1,209	101	22	79	121	76	45
Hotel	35.4%	36.9%	1,055	73	43	30	83	38	45
Office / Industrial	8.8%	5.4%	506	42	36	6	40	16	24
Retail / Shopping Center	22.3%	20.9%	2,564	54	33	21	216	100	116
Subtotal	*14.9%*	*13.4%*	*5,334*	*270*	*134*	*136*	*460*	*230*	*230*
Pass-By Capture Trip Reduction									
Retail / Shopping Center	30.9%		2,762	62	39	23	252 *	122	130
Subtotal			*2,762*	*62*	*39*	*23*	*252*	*122*	*130*
DRIVEWAY TRIPS →			30,434	2,165	1,073	1,092	2,964	1,439	1,525
NET NEW EXTERNAL TRIPS →			27,672	2,103	1,034	1,069	2,712	1,317	1,395

Note: Trip generation was calculated using the following data from ITE's Trip Generation, 9th Edition

Industrial Park [ITE 130]
- Daily: T = 47.82*(X) + 520.18 (X is Number of Acres)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.78*Ln(X) + 2.82 (X is Number of Acres; 83% in, 17% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.72*Ln(X) + 3.06 (X is Number of Acres; 21% in, 79% out)

Single-Family Residential [ITE 210]
- Daily: Ln(T) = 0.92*Ln(X) + 2.72 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: T = 0.70*(X) + 9.74 (X is Number of Dwelling Units; 25% in, 75% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.90*Ln(X) + 0.51 (X is Number of Dwelling Units; 63% in, 37% out)

Apartments [ITE 220]
- Daily: T = 6.06*(X) + 123.56 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: T = 0.49*(X) + 3.73 (X is Number of Dwelling Units; 20% in, 80% out)
- PM Peak Hour of Adjacent Street: T = 0.55*(X) + 17.65 (X is Number of Dwelling Units; 65% in, 35% out)

Condominiums/Townhomes [ITE 230]
- Daily: Ln(T) = 0.87*Ln(X) + 2.46 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.80*Ln(X) + 0.26 (X is Number of Dwelling Units; 17% in, 83% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.82*Ln(X) + 0.32 (X is Number of Dwelling Units; 67% in, 33% out)

Hotel [ITE 310]
- Daily: T = 8.95*(X) - 373.16 (X is Number of Rooms)
- AM Peak Hour of Adjacent Street: T = 0.53*(X) (X is Number of Rooms; 59% in, 41% out)
- PM Peak Hour of Adjacent Street: T = 0.60*(X) (X is Number of Rooms; 51% in, 49% out)

General Office [ITE 710]
- Daily: Ln(T) = 0.76*Ln(X) + 3.68 (X is 1000 Sq Feet Gross Floor Area)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.80*Ln(X) + 1.57 (X is 1000 Sq Feet Gross Floor Area; 88% in, 12% out)
- PM Peak Hour of Adjacent Street: T = 1.12*(X) + 78.45 (X is 1000 Sq Feet Gross Floor Area; 17% in, 83% out)

Retail/Shopping Center [820]
- Daily: Ln(T) = 0.65*Ln(X) + 5.83 (X is 1000 Sq Feet Gross Leasable Area)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.61*Ln(X) + 2.24 (X is 1000 Sq Feet Gross Leasable Area; 62% in, 38% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.67*Ln(X) + 3.31 (X is 1000 Sq Feet Gross Leasable Area; 48% in, 52% out)
- Pass-By Trip Reduction: Ln(T) = -0.29*Ln(X) + 5.00 (X is 1000 Sq Feet Gross Leasable Area; T is Pass-By Percentage)

* It was confirmed that the reported pass-by of 252 PM peak hour trips is less than 10% of the combined adjacent street traffic along the sections of SW 42nd Street and CR 475A fronting the Red Oak PUD property (see E+C portion of Table 4)

TABLE 4
GRAND OAKS TOWN CENTER
TRIP GENERATION OF REMAINING UNDEVELOPED PARCELS

Land Use	Intensity			Daily Trips	AM Peak Hour	AM In	AM Out	PM Peak Hour	PM In	PM Out
Proposed Site										
Shopping Center [2]	66,389 sq. ft.			5,204	121	74	47	483	237	246
Office	30,000 sq. ft.			528	72	63	9	45	8	37
Multi-Family Residential	474 d.u.'s			2,996	236	47	189	278	181	97
	Subtotal			8,728	429	184	245	806	426	380
Internal Capture	Daily	AM	PM							
Commercial / Retail	11.26%	12.07%	11.76%	586	15	12	3	57	39	18
Office	19.51%	05.56%	22.22%	103	4	2	2	10	2	8
Residential	26.10%	07.20%	28.06%	782	17	7	10	78	46	32
				1,471	36	21	15	145	87	58
Driveway Volumes				*7,257*	*393*	*163*	*230*	*661*	*339*	*322*
Pass-By Capture										
ITE - Shopping Center	43.96%			2,030	47	29	18	187	92	95
10% of adjacent street traffic [3]				4,300	100	62	38	396	195	201
Adjusted for Interaction [4]				3,225	79	49	30	281	138	143
Pass-by Capture Applied [5]				2,030	47	29	18	187	92	95
Net New Total Trips				*5,227*	*346*	*134*	*212*	*474*	*247*	*227*
Approved Development Trips [6]				--	--	--	--	*317*	*211*	*106*
Trips for Concurrecny Reservation				--	--	--	--	*157*	*36*	*121*

Note 1: Trip generation was calculated using the following data from ITE's Trip Generation, 8th Edition
Note 2: The shopping center includes 69,000 SF for the Grocery/Retail, 15,000 SF for the drugstore, and 39,000 SF (10,000 SF per acre) for the three outparcels.
Note 3: Adjacent street traffic volumes include 2009 AADTs from SW 27th Avenue, north of SW 42nd Street and SW 42nd Street, east of SW 27th Aveue.
Note 4: The volumes were adjusted to account for the interaction between SW 27th Avenue and SW 42nd Street. (75% of daily, 79% of AM, 71% of PM)
Note 5: The pass-by capture applied was the minimum of the calculated ITE total or the ajdusted 10% of adjacent street traffic.
Note 6: Development was previously approved for 51 single-family dwelling units and 440 multi-family dwelling units.

Multi-Family Residential [ITE 220]

Daily	T = 6.06*(X) +123.56;(X is # Dwelling Units; 50% in, 50% out)
AM Peak Hour of Adjacent Street	T = 0.49*(X) + 3.73; (X is # of Dwelling Units; 20% in, 80% out)
PM Peak Hour of Adjacent Street	T = 0.55*(X) + 17.65; (X is # of Dwelling Units; 65% in, 35% out)

General Office Building [ITE 710]

Daily	Ln(T) = 0.77*Ln(X) + 3.65 (X is SF/1000; 50% in, 50% out)
AM Peak Hour of Adjacent Street	Ln(T) = 0.80*Ln(X) + 1.55 (X is SF/1000; 88% in, 12% out)
PM Peak Hour of Adjacent Street	T = 1.49*X (X is SF/1000; 17% in, 83% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.737 * Ln(X) + 1.831 (X is SF/1,000; 17% in, 83% out)*

Shopping Center [ITE 820]

Daily	Ln(T) = 0.65*Ln(X) + 5.83 (X is SF/1000; 50% in, 50% out)
AM Peak Hour of Adjacent Street	Ln(T) = 0.59*Ln(X) + 2.32 (X is SF/1000; 61% in, 39% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.67*Ln(X) + 3.37 (X is SF/1000; 49% in, 51% out)
Pass-by	Ln(T) = -0.29*Ln(X) + 5.00 (X is SF/1000)

Table 14

Phase 2 Buildout PM Peak Hour Trip Generation

On Top of the World

October, 2014

Land Use[1]	ITE Use Code	Size	PM Peak Hour Trip Ends[1] In	Out	Total
Existing					
Senior Adult Housing[2]	251	5259 du	~~534~~	~~342~~	~~876~~
Senior Living[3]	253	135 du	~~13~~	~~10~~	~~23~~
Candler Hills CDD					
Senior Adult Housing	251	1610 du	~~220~~	~~141~~	~~361~~
Indigo East CDD					
Senior Adult Housing	251	650 du	~~112~~	~~71~~	~~183~~
Bay Laurel PUD					
Senior Adult Housing	251	2779 du	331	212	543
Stone Creek[2]		774 du	90	58	148
Senior Adult Housing	251	~~3120 du~~	~~361~~	~~231~~	~~592~~
Future Community C					
Senior Adult Housing	251	3029 du	353	226	579
Senior Living[3]	253	500 du	47	38	85
Single Family Non Retirement[3]	210	440 du	251	148	399
Future Community D					
Senior Adult Housing	251	135 du	34	22	56
Single Family Non Retirement[5]	210	1260 du	648	380	1028
Hotel	310	250 rm	86	89	175
Amenities[4]	-	Varies	n/a	n/a	n/a
Internal Commercial					
Retail	820	356.74 ksf	716	776	1492
Total Gross DRI Trips			~~3706~~	~~2686~~	~~6392~~
DRI Internal Trips[5]			**1223**	**886**	**2109**
DRI External Trips			**2483**	**1800**	**4283**
External DRI Trips to and from Adjacent Vested Commercial[5]			**214**	**255**	**469**
Net External DRI Trips[6]			**2269**	**1545**	**3814**

Information from OTOW in February 2019 is that 10,000 du are currently built, with 400 du/year constructed

2556 1949 4505

1713 1306 3019

1499 1051 2550

[1] Source - ITE Trip Generation, 9th Edition.

[2] Existing Stage 1 of Phase 1 development includes 880 Stone Creek dus, the remaining 3,120dus are included as future development.

[3] Retirement Residential converted to Non Retirement Residential or Senior Living (ILF) via approved Equivalency Matrix.

[4] Amenities include: Activity Buildings: 401.517 ksf (20+ buildings), Golf Courses (5-18 hole courses), Post Offices (10.100 ksf), Resident Services (43.767 ksf), and Outdoor Active Areas (77.84 ac). The Activity Buildings are spread throughout the site; no single building exceeds 42,000sf in size.

[5] DRI Internalization Rate and Adjacent Vested Commercial Linked Trip Rate: 33%, Source - Marion County agreement. See appended Adjacent Vested Commercial PM Peak Hour Trip Generation Table for information regarding Trip Generation Characteristics. Volumes based on measured counts on SW 100th Street entrance to Vested Commercial development.

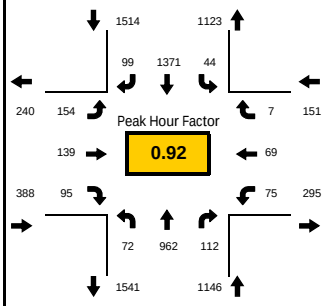
[6] DRI External Trips minus Adjacent Vested Commercial Linked Trips.

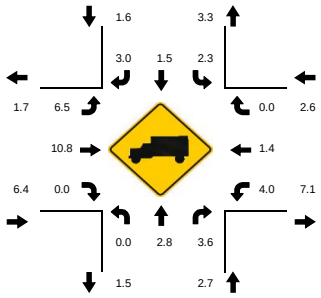
APPENDIX C: TRAFFIC DATA

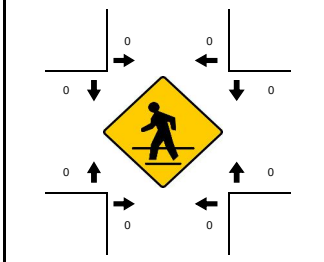
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CITY/STATE: Ocala, FL

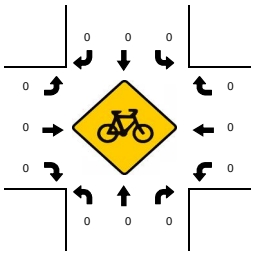
PROJECT ID: 19-03814-001
DATE: 12/03/2019

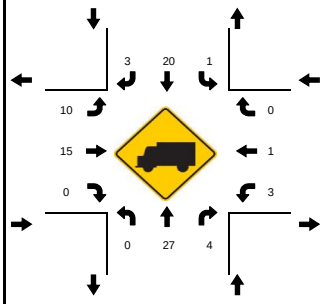
Peak-Hour: 04:00 PM - 05:00 PM
Peak 15-Minute: 04:00 PM - 04:15 PM

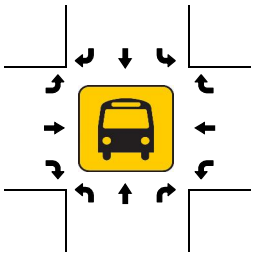




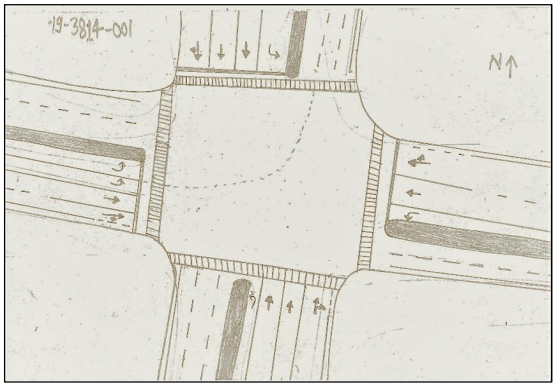








National Data & Surveying Services



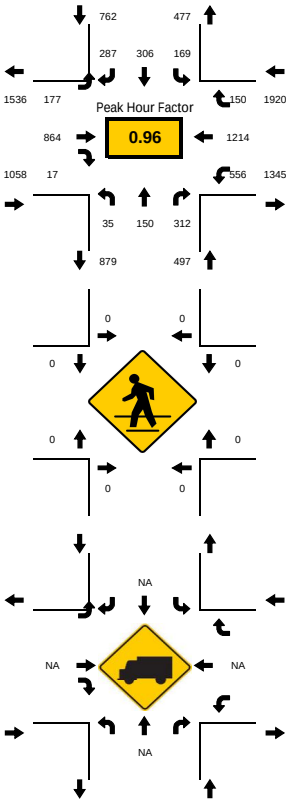
15-Min Count Period Beginning At	SR 200 Northbound					SR 200 Southbound					SW 95th St Rd Eastbound					SW 95th St Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	19	252	31	1	6	12	336	22	3	2	62	55	31	0	6	17	25	2	0	0	868	3199
04:15 PM	17	241	20	0	1	3	371	26	5	3	32	24	20	0	13	22	17	3	0	2	801	3172
04:30 PM	18	265	24	0	3	9	366	28	6	0	24	33	29	0	16	18	11	2	0	1	833	3131
04:45 PM	17	204	37	0	1	5	298	23	1	1	36	27	15	0	8	18	16	0	0	0	697	3014
05:00 PM	11	303	32	0	4	7	357	22	3	0	40	19	16	0	7	15	13	3	0	2	841	2997
05:15 PM	10	231	30	0	2	4	318	22	5	4	39	20	27	0	16	25	27	2	0	1	760	2156
05:30 PM	15	221	26	0	4	7	316	21	5	8	35	19	14	0	6	20	16	1	0	0	716	1396
05:45 PM	13	188	20	0	2	8	342	21	1	1	20	21	11	0	4	13	20	2	0	1	680	680

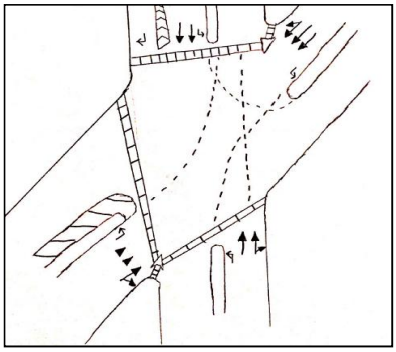
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	76	1060	148	4	24	48	1484	112	24	12	248	220	124	0	64	88	100	12	0	8	**3748**
Heavy Trucks	0	28	8			4	24	4			28	24	0			4		4	0		**128**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0			0	0	0			0	0	0			0		0	0		**0**
Railroad																					
Stopped Buses																					

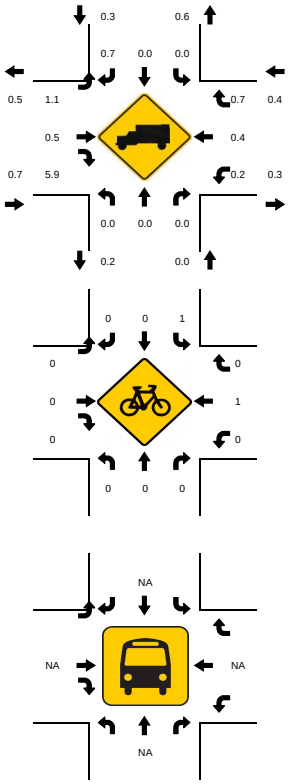
LOCATION: SW 60th Ave & SW College Rd_SR 200
CITY/STATE: Ocala

PROJECT ID: 16-3221-002
DATE: Tue, Jul 26, 2016

Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







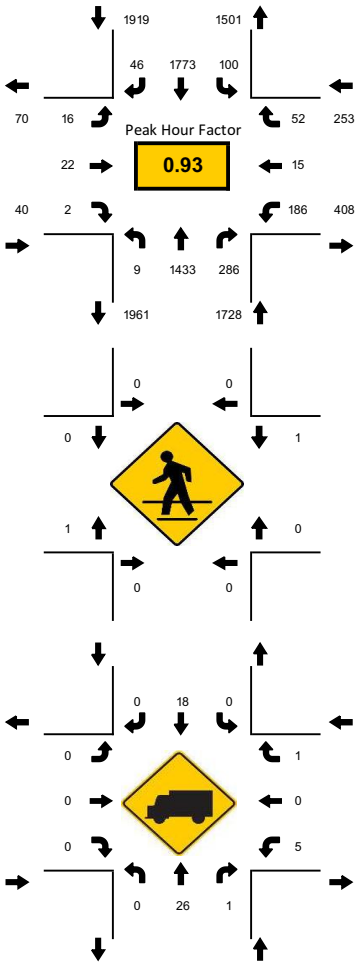
15-Min Count Period Beginning At	SW 60th Ave Northbound					SW 60th Ave Southbound					SW College Rd_SR 200 Eastbound					SW College Rd_SR 200 Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	13	38	77	0	47	57	70	79	0	58	53	185	3	1	0	129	282	42	1	0	1028	4119
04:15 PM	9	33	72	0	41	49	60	64	0	53	61	231	4	2	0	120	325	43	0	0	1071	4192
04:30 PM	9	39	85	0	39	33	65	66	0	47	51	246	2	4	0	132	264	43	0	0	1035	4218
04:45 PM	10	33	83	0	37	40	80	65	0	48	49	194	3	1	0	130	258	40	0	0	985	4237
05:00 PM	10	38	71	0	45	44	52	70	0	56	54	266	5	0	0	127	318	46	0	0	1101	4109
05:15 PM	6	40	88	0	54	43	99	78	0	45	34	216	2	1	0	145	320	26	0	0	1097	3008
05:30 PM	9	39	70	0	45	42	75	74	0	48	40	188	7	2	0	154	318	38	0	0	1054	1911
05:45 PM	11	28	57	0	30	30	52	49	0	39	36	180	7	1	0	116	256	35	0	0	857	857

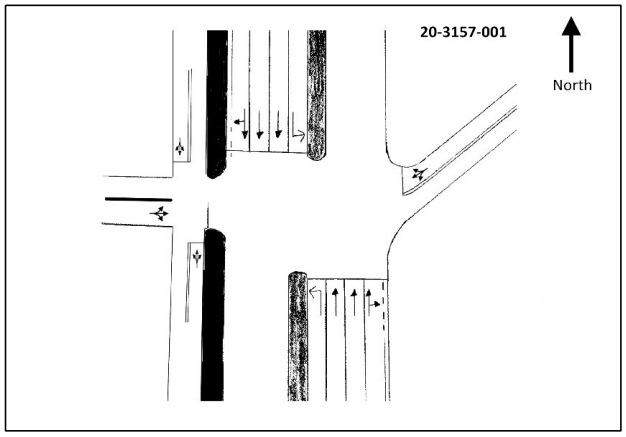
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	40	160	352	0	216	176	396	312	0	224	216	1064	28	8	0	616	1280	184	0	0	**4824**
Heavy Trucks	0	0	0			0	0	8			4	8	4			4	8	4			**40**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0			4	0	0			0	0	0			0	4	0			**8**
Railroad Stopped Buses																					

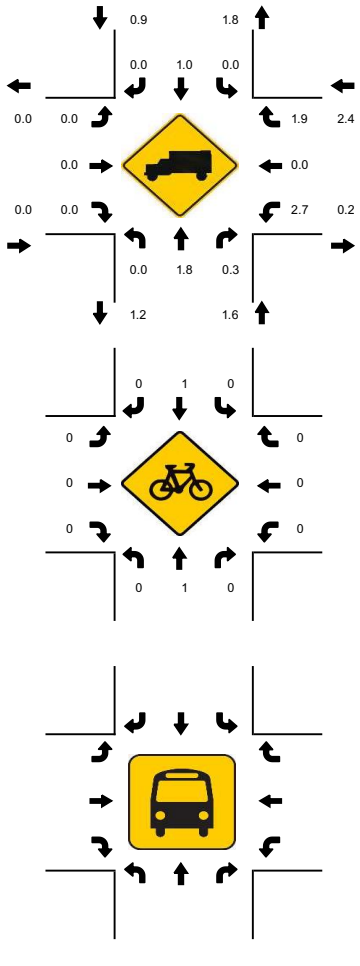
LOCATION: SR 200/SW College Rd & SW 58th Ct/SW 66th St
CITY/STATE: Ocala, FL

PROJECT ID: 20-03157-001
DATE: 03/10/2020

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







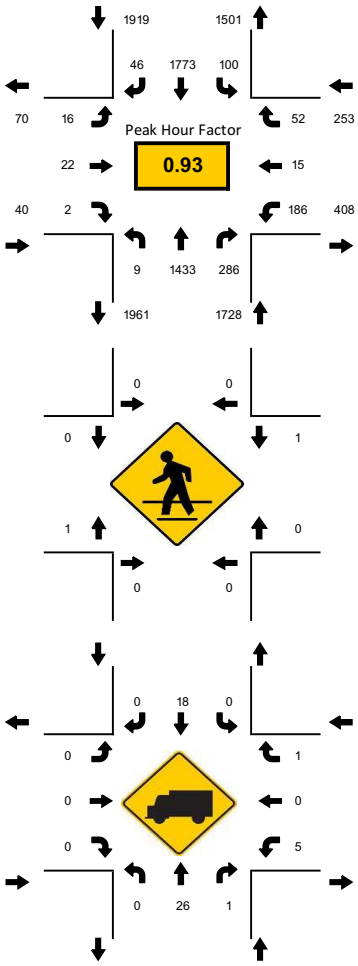
15-Min Count Period Beginning At	SR 200/SW College Rd Northbound					SR 200/SW College Rd Southbound					SW 58th Ct/SW 66th St Eastbound					SW 58th Ct/SW 66th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	311	64	3		10	397	8	1		3	4	1	0		38	8	11	0		859	3736
04:15 PM	0	343	61	3		16	448	7	0		6	4	0	0		55	8	16	0		967	3849
04:30 PM	1	363	68	1		15	416	13	1		5	6	1	0		44	4	15	0		953	3940
04:45 PM	1	312	53	2		34	468	10	2		4	8	0	0		49	4	10	0		957	3873
05:00 PM	0	354	75	3		24	424	15	1		6	5	0	0		49	4	12	0		972	3781
05:15 PM	1	404	90	0		23	465	8	0		1	3	1	0		44	3	15	0		1058	2809
05:30 PM	1	282	56	2		21	416	12	0		4	7	0	0		68	5	12	0		886	1751
05:45 PM	2	299	51	3		11	418	14	0		4	0	0	0		46	4	13	0		865	865

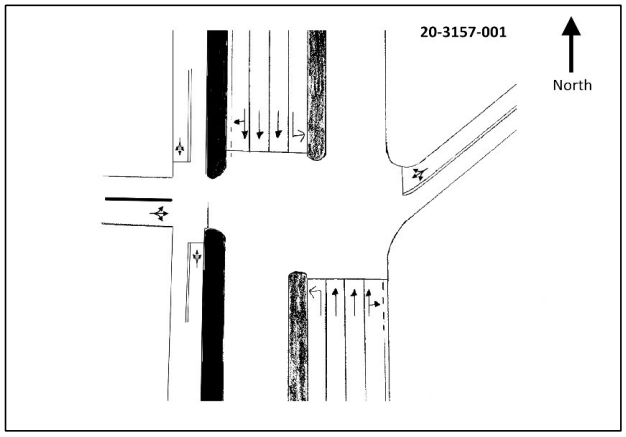
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	1616	360	12		136	1872	60	8		24	32	4	0		196	16	60	0		**4400**
Heavy Trucks	0	44	4			0	24	0			0	0	0			8	0	4			**84**
Pedestrians		0					0					4					4				**8**
Bicycles	0	4	0			0	4	0			0	0	0			0	0	0			**8**
Railroad Stopped Buses																					

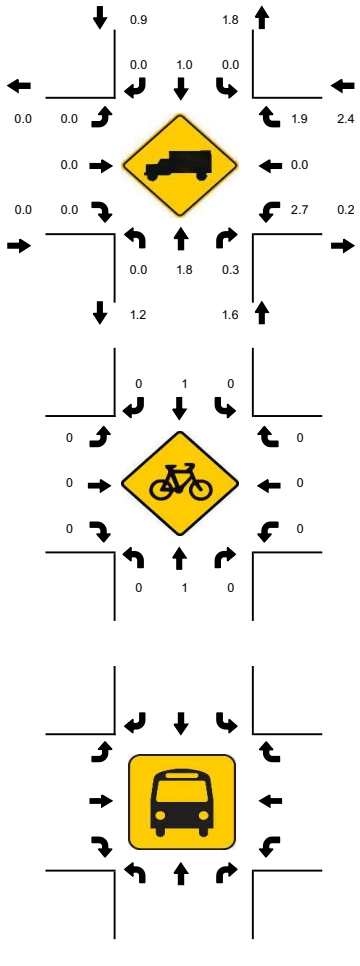
LOCATION: SR 200/SW College Rd & SW 58th Ct/SW 66th St
CITY/STATE: Ocala, FL

PROJECT ID: 20-03157-001
DATE: 03/10/2020

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







15-Min Count Period Beginning At	SR 200/SW College Rd Northbound					SR 200/SW College Rd Southbound					SW 58th Ct/SW 66th St Eastbound					SW 58th Ct/SW 66th St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	311	64	3		10	397	8	1		3	4	1	0		38	8	11	0		859	3736
04:15 PM	0	343	61	3		16	448	7	0		6	4	0	0		55	8	16	0		967	3849
04:30 PM	1	363	68	1		15	416	13	1		5	6	1	0		44	4	15	0		953	3940
04:45 PM	1	312	53	2		34	468	10	2		4	8	0	0		49	4	10	0		957	3873
05:00 PM	0	354	75	3		24	424	15	1		6	5	0	0		49	4	12	0		972	3781
05:15 PM	1	404	90	0		23	465	8	0		1	3	1	0		44	3	15	0		1058	2809
05:30 PM	1	282	56	2		21	416	12	0		4	7	0	0		68	5	12	0		886	1751
05:45 PM	2	299	51	3		11	418	14	0		4	0	0	0		46	4	13	0		865	865

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	4	1616	360	12		136	1872	60	8		24	32	4	0		196	16	60	0		**4400**
Heavy Trucks	0	44	4			0	24	0			0	0	0			8	0	4			**84**
Pedestrians		0					0					4					4				**8**
Bicycles	0	4	0			0	4	0			0	0	0			0	0	0			**8**
Railroad Stopped Buses																					

Intersection Turning Movement Count

City/County: Ocala/Marion
Weather: Light Mist 5:30-6pm
Comments:

File Name : SR200&43rd
Site Code : 1701006
Start Date : 8/27/2019
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SW 43RD STREET ROAD Southbound					SR 200 Westbound					SW 43RD STREET ROAD Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	9	2	0	0	11	49	361	2	0	412	146	1	15	23	185	8	266	81	49	404	1012
04:15 PM	10	5	0	0	15	52	379	2	1	434	127	4	11	30	172	17	265	71	29	382	1003
04:30 PM	8	1	0	2	11	50	316	2	0	368	174	2	18	28	222	13	282	59	38	392	993
04:45 PM	8	4	0	2	14	50	326	2	0	378	146	5	10	36	197	7	220	104	55	386	975
Total	35	12	0	4	51	201	1382	8	1	1592	593	12	54	117	776	45	1033	315	171	1564	3983
05:00 PM	6	7	1	0	14	54	365	1	0	420	156	6	15	38	215	17	300	62	45	424	1073
05:15 PM	11	7	2	0	20	59	383	4	1	447	211	8	29	25	273	9	323	74	39	445	1185
05:30 PM	8	5	0	0	13	47	396	2	0	445	164	3	12	15	194	16	299	49	43	407	1059
05:45 PM	7	3	0	0	10	42	340	8	1	391	162	8	32	20	222	11	227	56	32	326	949
Total	32	22	3	0	57	202	1484	15	2	1703	693	25	88	98	904	53	1149	241	159	1602	4266
06:00 PM	9	3	0	2	14	45	323	4	0	372	133	3	17	24	177	15	245	60	31	351	914
Grand Total	261	150	6	22	439	1324	9584	73	11	10992	4080	119	533	734	5466	371	9808	2382	1209	13770	30667
Apprch %	59.5	34.2	1.4	5		12	87.2	0.7	0.1		74.6	2.2	9.8	13.4		2.7	71.2	17.3	8.8		
Total %	0.9	0.5	0	0.1	1.4	4.3	31.3	0.2	0	35.8	13.3	0.4	1.7	2.4	17.8	1.2	32	7.8	3.9	44.9	
Passenger Vehicles	249	146	6	22	423	1227	9352	73	11	10663	4003	118	505	722	5348	152	9585	2333	1194	13264	29698
% Passenger Vehicles	95.4	97.3	100	100	96.4	92.7	97.6	100	100	97	98.1	99.2	94.7	98.4	97.8	41	97.7	97.9	98.8	96.3	96.8
Heavy Vehicles	12	4	0	0	16	49	232	0	0	281	75	1	28	12	116	5	223	49	15	292	705
% Heavy Vehicles	4.6	2.7	0	0	3.6	3.7	2.4	0	0	2.6	1.8	0.8	5.3	1.6	2.1	1.3	2.3	2.1	1.2	2.1	2.3
UTurns	0	0	0	0	0	48	0	0	0	48	2	0	0	0	2	214	0	0	0	214	264
% UTurns	0	0	0	0	0	3.6	0	0	0	0.4	0	0	0	0	0	57.7	0	0	0	1.6	0.9

	SW 43RD STREET ROAD Southbound					SR 200 Westbound					SW 43RD STREET ROAD Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	5	2	0	0	7	48	163	4	1	216	99	4	16	18	137	8	408	119	59	594	954
07:30 AM	11	2	0	0	13	60	199	2	0	261	82	2	13	35	132	3	432	132	84	651	1057
07:45 AM	7	3	1	0	11	45	242	4	0	291	123	2	10	17	152	5	473	112	65	655	1109
08:00 AM	5	7	0	1	13	30	212	1	0	243	119	7	8	28	162	11	358	69	41	479	897
Total Volume	28	14	1	1	44	183	816	11	1	1011	423	15	47	98	583	27	1671	432	249	2379	4017
% App. Total	63.6	31.8	2.3	2.3		18.1	80.7	1.1	0.1		72.6	2.6	8.1	16.8		1.1	70.2	18.2	10.5		
PHF	.636	.500	.250	.250	.846	.763	.843	.688	.250	.869	.860	.536	.734	.700	.900	.614	.883	.818	.741	.908	.906
Passenger Vehicles	27	14	1	1	43	169	780	11	1	961	417	15	44	97	573	11	1645	424	248	2328	3905
% Passenger Vehicles	96.4	100	100	100	97.7	92.3	95.6	100	100	95.1	98.6	100	93.6	99.0	98.3	40.7	98.4	98.1	99.6	97.9	97.2
Heavy Vehicles	1	0	0	0	1	9	36	0	0	45	6	0	3	1	10	0	26	8	1	35	91

% Heavy Vehicles	3.6	0	0	0	2.3	4.9	4.4	0	0	4.5	1.4	0	6.4	1.0	1.7	0	1.6	1.9	0.4	1.5	2.3
UTurns	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	16	0	0	0	16	21
% UTurns	0	0	0	0	0	2.7	0	0	0	0.5	0	0	0	0	0	59.3	0	0	0	0.7	0.5

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					08:00 AM					07:15 AM				
+0 mins.	5	7	0	1	13	60	199	2	0	261	119	7	8	28	162	8	408	119	59	594
+15 mins.	9	3	1	1	14	45	242	4	0	291	119	3	15	17	154	3	432	132	84	651
+30 mins.	6	8	0	0	14	30	212	1	0	243	122	2	14	25	163	5	473	112	65	655
+45 mins.	7	3	0	3	13	33	200	2	1	236	119	3	20	15	157	11	358	69	41	479
Total Volume	27	21	1	5	54	168	853	9	1	1031	479	15	57	85	636	27	1671	432	249	2379
% App. Total	50	38.9	1.9	9.3		16.3	82.7	0.9	0.1		75.3	2.4	9	13.4		1.1	70.2	18.2	10.5	
PHF	.750	.656	.250	.417	.964	.700	.881	.563	.250	.886	.982	.536	.713	.759	.975	.614	.883	.818	.741	.908
Passenger Vehicles	26	21	1	5	53	156	812	9	1	978	462	15	54	83	614	11	1645	424	248	2328
% Passenger Vehicles	96.3	100	100	100	98.1	92.9	95.2	100	100	94.9	96.5	100	94.7	97.6	96.5	40.7	98.4	98.1	99.6	97.9
Heavy Vehicles	1	0	0	0	1	9	41	0	0	50	16	0	3	2	21	0	26	8	1	35
% Heavy Vehicles	3.7	0	0	0	1.9	5.4	4.8	0	0	4.8	3.3	0	5.3	2.4	3.3	0	1.6	1.9	0.4	1.5
UTurns	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	16	0	0	0	16
% UTurns	0	0	0	0	0	1.8	0	0	0	0.3	0.2	0	0	0	0.2	59.3	0	0	0	0.7

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:00 PM

12:00 PM	5	9	0	1	15	36	356	1	0	393	109	3	25	12	149	18	353	68	32	471	1028
12:15 PM	9	9	0	1	19	39	322	1	0	362	109	6	19	26	160	18	326	69	23	436	977
12:30 PM	16	6	0	2	24	38	374	5	0	417	128	3	18	12	161	23	315	59	34	431	1033
12:45 PM	7	6	0	1	14	53	342	3	0	398	90	3	13	29	135	16	350	84	27	477	1024
Total Volume	37	30	0	5	72	166	1394	10	0	1570	436	15	75	79	605	75	1344	280	116	1815	4062
% App. Total	51.4	41.7	0	6.9		10.6	88.8	0.6	0		72.1	2.5	12.4	13.1		4.1	74	15.4	6.4		
PHF	.578	.833	.000	.625	.750	.783	.932	.500	.000	.941	.852	.625	.750	.681	.939	.815	.952	.833	.853	.951	.983
Passenger Vehicles	35	30	0	5	70	151	1357	10	0	1518	426	15	71	76	588	19	1314	272	114	1719	3895
% Passenger Vehicles	94.6	100	0	100	97.2	91.0	97.3	100	0	96.7	97.7	100	94.7	96.2	97.2	25.3	97.8	97.1	98.3	94.7	95.9
Heavy Vehicles	2	0	0	0	2	8	37	0	0	45	9	0	4	3	16	1	30	8	2	41	104
% Heavy Vehicles	5.4	0	0	0	2.8	4.8	2.7	0	0	2.9	2.1	0	5.3	3.8	2.6	1.3	2.2	2.9	1.7	2.3	2.6
UTurns	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	55	0	0	0	55	63
% UTurns	0	0	0	0	0	4.2	0	0	0	0.4	0.2	0	0	0	0.2	73.3	0	0	0	3.0	1.6

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:15 PM					12:30 PM					12:30 PM					12:00 PM				
+0 mins.	9	9	0	1	19	38	374	5	0	417	128	3	18	12	161	18	353	68	32	471
+15 mins.	16	6	0	2	24	53	342	3	0	398	90	3	13	29	135	18	326	69	23	436
+30 mins.	7	6	0	1	14	37	353	3	0	393	116	3	8	21	148	23	315	59	34	431
+45 mins.	10	6	0	2	18	41	333	4	0	378	143	3	25	22	193	16	350	84	27	477
Total Volume	42	27	0	6	75	169	1402	15	0	1586	477	12	64	84	637	75	1344	280	116	1815
% App. Total	56	36	0	8		10.7	88.4	0.9	0		74.9	1.9	10	13.2		4.1	74	15.4	6.4	
PHF	.656	.750	.000	.750	.781	.797	.937	.750	.000	.951	.834	1.000	.640	.724	.825	.815	.952	.833	.853	.951
Passenger Vehicles	40	27	0	6	73	158	1371	15	0	1544	466	12	60	81	619	19	1314	272	114	1719
% Passenger Vehicles	95.2	100	0	100	97.3	93.5	97.8	100	0	97.4	97.7	100	93.8	96.4	97.2	25.3	97.8	97.1	98.3	94.7
Heavy Vehicles	2	0	0	0	2	5	31	0	0	36	11	0	4	3	18	1	30	8	2	41

% Heavy Vehicles	4.8	0	0	0	2.7	3	2.2	0	0	2.3	2.3	0	6.2	3.6	2.8	1.3	2.2	2.9	1.7	2.3	
UTurns	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	55	0	0	0	55	
% UTurns	0	0	0	0	0	3.6	0	0	0	0.4	0	0	0	0	0	73.3	0	0	0	3	

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	8	4	0	2	14	50	326	2	0	378	146	5	10	36	197	7	220	104	55	386	975
05:00 PM	6	7	1	0	14	54	365	1	0	420	156	6	15	38	215	17	300	62	45	424	1073
05:15 PM	11	7	2	0	20	59	383	4	1	447	211	8	29	25	273	9	323	74	39	445	1185
05:30 PM	8	5	0	0	13	47	396	2	0	445	164	3	12	15	194	16	299	49	43	407	1059
Total Volume	33	23	3	2	61	210	1470	9	1	1690	677	22	66	114	879	49	1142	289	182	1662	4292
% App. Total	54.1	37.7	4.9	3.3		12.4	87	0.5	0.1		77	2.5	7.5	13		2.9	68.7	17.4	11		
PHF	.750	.821	.375	.250	.763	.890	.928	.563	.250	.945	.802	.688	.569	.750	.805	.721	.884	.695	.827	.934	.905
Passenger Vehicles	30	22	3	2	57	203	1452	9	1	1665	671	22	63	114	870	19	1125	284	180	1608	4200
% Passenger Vehicles	90.9	95.7	100	100	93.4	96.7	98.8	100	100	98.5	99.1	100	95.5	100	99.0	38.8	98.5	98.3	98.9	96.8	97.9
Heavy Vehicles	3	1	0	0	4	1	18	0	0	19	6	0	3	0	9	1	17	5	2	25	57
% Heavy Vehicles	9.1	4.3	0	0	6.6	0.5	1.2	0	0	1.1	0.9	0	4.5	0	1.0	2.0	1.5	1.7	1.1	1.5	1.3
UTurns	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	29	0	0	0	29	35
% UTurns	0	0	0	0	0	2.9	0	0	0	0.4	0	0	0	0	0	59.2	0	0	0	1.7	0.8

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					05:00 PM					04:30 PM					04:45 PM				
+0 mins.	8	10	0	0	18	54	365	1	0	420	174	2	18	28	222	7	220	104	55	386
+15 mins.	15	7	0	0	22	59	383	4	1	447	146	5	10	36	197	17	300	62	45	424
+30 mins.	9	2	0	0	11	47	396	2	0	445	156	6	15	38	215	9	323	74	39	445
+45 mins.	10	5	0	0	15	42	340	8	1	391	211	8	29	25	273	16	299	49	43	407
Total Volume	42	24	0	0	66	202	1484	15	2	1703	687	21	72	127	907	49	1142	289	182	1662
% App. Total	63.6	36.4	0	0		11.9	87.1	0.9	0.1		75.7	2.3	7.9	14		2.9	68.7	17.4	11	
PHF	.700	.600	.000	.000	.750	.856	.937	.469	.500	.952	.814	.656	.621	.836	.831	.721	.884	.695	.827	.934
Passenger Vehicles	42	23	0	0	65	194	1469	15	2	1680	680	21	68	127	896	19	1125	284	180	1608
% Passenger Vehicles	100	95.8	0	0	98.5	96	99	100	100	98.6	99	100	94.4	100	98.8	38.8	98.5	98.3	98.9	96.8
Heavy Vehicles	0	1	0	0	1	1	15	0	0	16	7	0	4	0	11	1	17	5	2	25
% Heavy Vehicles	0	4.2	0	0	1.5	0.5	1	0	0	0.9	1	0	5.6	0	1.2	2	1.5	1.7	1.1	1.5
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	29	0	0	0	29
% UTurns	0	0	0	0	0	3.5	0	0	0	0.4	0	0	0	0	0	59.2	0	0	0	1.7

Intersection Turning Movement Count

City/County: Ocala/Marion
Weather: Clear
Comments:

File Name : SR200&38th
Site Code : 1701006
Start Date : 8/22/2019
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SW 38TH COURT Southbound					SR 200 Westbound					SW 38TH COURT Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	96	15	22	20	153	34	331	75	4	444	19	11	26	3	59	59	302	12	2	375	1031
04:15 PM	110	15	22	12	159	25	437	82	4	548	19	13	15	12	59	47	273	11	1	332	1098
04:30 PM	116	16	40	14	186	34	352	88	6	480	17	11	14	14	56	53	279	20	0	352	1074
04:45 PM	77	12	21	33	143	33	376	69	4	482	15	12	12	3	42	44	294	12	0	350	1017
Total	399	58	105	79	641	126	1496	314	18	1954	70	47	67	32	216	203	1148	55	3	1409	4220
05:00 PM	94	18	35	9	156	44	380	80	0	504	20	14	16	6	56	46	287	8	0	341	1057
05:15 PM	93	15	29	17	154	27	366	99	14	506	8	15	27	4	54	53	362	20	1	436	1150
05:30 PM	79	13	28	18	138	24	401	104	1	530	14	9	12	11	46	52	328	15	1	396	1110
05:45 PM	89	25	19	8	141	35	353	93	4	485	14	11	13	7	45	61	247	9	3	320	991
Total	355	71	111	52	589	130	1500	376	19	2025	56	49	68	28	201	212	1224	52	5	1493	4308
06:00 PM	64	11	13	17	105	23	291	57	8	379	16	18	23	12	69	51	293	11	0	355	908
Grand Total	2796	458	691	471	4416	875	9829	2071	150	12925	410	392	522	212	1536	1545	10097	512	41	12195	31072
Apprch %	63.3	10.4	15.6	10.7		6.8	76	16	1.2		26.7	25.5	34	13.8		12.7	82.8	4.2	0.3		
Total %	9	1.5	2.2	1.5	14.2	2.8	31.6	6.7	0.5	41.6	1.3	1.3	1.7	0.7	4.9	5	32.5	1.6	0.1	39.2	
Passenger Vehicles	2747	452	674	459	4332	664	9637	2036	150	12487	408	390	512	212	1522	1399	9875	506	38	11818	30159
% Passenger Vehicles	98.2	98.7	97.5	97.5	98.1	75.9	98	98.3	100	96.6	99.5	99.5	98.1	100	99.1	90.6	97.8	98.8	92.7	96.9	97.1
Heavy Vehicles	48	6	17	12	83	7	192	35	0	234	2	2	10	0	14	23	222	6	3	254	585
% Heavy Vehicles	1.7	1.3	2.5	2.5	1.9	0.8	2	1.7	0	1.8	0.5	0.5	1.9	0	0.9	1.5	2.2	1.2	7.3	2.1	1.9
UTurns	1	0	0	0	1	204	0	0	0	204	0	0	0	0	0	123	0	0	0	123	328
% UTurns	0	0	0	0	0	23.3	0	0	0	1.6	0	0	0	0	0	8	0	0	0	1	1.1

	SW 38TH COURT Southbound					SR 200 Westbound					SW 38TH COURT Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	80	10	15	12	117	10	221	44	1	276	4	8	6	3	21	43	446	12	2	503	917
07:30 AM	104	10	19	11	144	21	227	35	3	286	5	9	12	6	32	37	434	9	1	481	943
07:45 AM	92	13	27	18	150	14	271	33	2	320	8	8	9	6	31	40	425	10	0	475	976
08:00 AM	75	8	8	28	119	19	246	29	1	295	3	7	9	6	25	47	358	10	1	416	855
Total Volume	351	41	69	69	530	64	965	141	7	1177	20	32	36	21	109	167	1663	41	4	1875	3691
% App. Total	66.2	7.7	13	13		5.4	82	12	0.6		18.3	29.4	33	19.3		8.9	88.7	2.2	0.2		
PHF	.844	.788	.639	.616	.883	.762	.890	.801	.583	.920	.625	.889	.750	.875	.852	.888	.932	.854	.500	.932	.945
Passenger Vehicles	344	41	67	68	520	36	914	133	7	1090	19	32	35	21	107	156	1641	41	3	1841	3558
% Passenger Vehicles	98.0	100	97.1	98.6	98.1	56.3	94.7	94.3	100	92.6	95.0	100	97.2	100	98.2	93.4	98.7	100	75.0	98.2	96.4
Heavy Vehicles	7	0	2	1	10	1	51	8	0	60	1	0	1	0	2	1	22	0	1	24	96

% Heavy Vehicles	2.0	0	2.9	1.4	1.9	1.6	5.3	5.7	0	5.1	5.0	0	2.8	0	1.8	0.6	1.3	0	25.0	1.3	2.6
UTurns	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	10	0	0	0	10	37
% UTurns	0	0	0	0	0	42.2	0	0	0	2.3	0	0	0	0	0	6.0	0	0	0	0.5	1.0

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM					07:30 AM					08:00 AM					07:15 AM				
+0 mins.	80	12	22	11	125	21	227	35	3	286	3	7	9	6	25	43	446	12	2	503
+15 mins.	92	19	13	15	139	14	271	33	2	320	9	11	10	1	31	37	434	9	1	481
+30 mins.	89	11	27	12	139	19	246	29	1	295	8	12	10	1	31	40	425	10	0	475
+45 mins.	103	11	16	12	142	22	226	29	2	279	10	14	16	6	46	47	358	10	1	416
Total Volume	364	53	78	50	545	76	970	126	8	1180	30	44	45	14	133	167	1663	41	4	1875
% App. Total	66.8	9.7	14.3	9.2		6.4	82.2	10.7	0.7		22.6	33.1	33.8	10.5		8.9	88.7	2.2	0.2	
PHF	.883	.697	.722	.833	.960	.864	.895	.900	.667	.922	.750	.786	.703	.583	.723	.888	.932	.854	.500	.932
Passenger Vehicles	356	53	75	50	534	45	922	118	8	1093	29	44	43	14	130	156	1641	41	3	1841
% Passenger Vehicles	97.8	100	96.2	100	98	59.2	95.1	93.7	100	92.6	96.7	100	95.6	100	97.7	93.4	98.7	100	75	98.2
Heavy Vehicles	7	0	3	0	10	0	48	8	0	56	1	0	2	0	3	1	22	0	1	24
% Heavy Vehicles	1.9	0	3.8	0	1.8	0	4.9	6.3	0	4.7	3.3	0	4.4	0	2.3	0.6	1.3	0	25	1.3
UTurns	1	0	0	0	1	31	0	0	0	31	0	0	0	0	0	10	0	0	0	10
% UTurns	0.3	0	0	0	0.2	40.8	0	0	0	2.6	0	0	0	0	0	6	0	0	0	0.5

Peak Hour Analysis From 10:00 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:30 PM

12:30 PM	79	16	26	8	129	40	328	75	12	455	13	24	25	7	69	62	311	17	1	391	1044
12:45 PM	85	18	8	16	127	37	323	70	6	436	18	12	18	12	60	57	297	26	2	382	1005
01:00 PM	94	12	24	11	141	42	325	62	4	433	11	18	34	6	69	41	329	22	4	396	1039
01:15 PM	86	11	19	20	136	35	339	88	3	465	20	17	21	9	67	58	345	18	3	424	1092
Total Volume	344	57	77	55	533	154	1315	295	25	1789	62	71	98	34	265	218	1282	83	10	1593	4180
% App. Total	64.5	10.7	14.4	10.3		8.6	73.5	16.5	1.4		23.4	26.8	37	12.8		13.7	80.5	5.2	0.6		
PHF	.915	.792	.740	.688	.945	.917	.970	.838	.521	.962	.775	.740	.721	.708	.960	.879	.929	.798	.625	.939	.957
Passenger Vehicles	338	57	76	55	526	118	1297	289	25	1729	62	71	96	34	263	197	1251	81	10	1539	4057
% Passenger Vehicles	98.3	100	98.7	100	98.7	76.6	98.6	98.0	100	96.6	100	100	98.0	100	99.2	90.4	97.6	97.6	100	96.6	97.1
Heavy Vehicles	6	0	1	0	7	1	18	6	0	25	0	0	2	0	2	1	31	2	0	34	68
% Heavy Vehicles	1.7	0	1.3	0	1.3	0.6	1.4	2.0	0	1.4	0	0	2.0	0	0.8	0.5	2.4	2.4	0	2.1	1.6
UTurns	0	0	0	0	0	35	0	0	0	35	0	0	0	0	0	20	0	0	0	20	55
% UTurns	0	0	0	0	0	22.7	0	0	0	2.0	0	0	0	0	0	9.2	0	0	0	1.3	1.3

Peak Hour Analysis From 10:00 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM					12:15 PM					12:30 PM					12:30 PM				
+0 mins.	77	27	19	10	133	41	374	76	7	498	13	24	25	7	69	62	311	17	1	391
+15 mins.	84	10	30	21	145	40	328	75	12	455	18	12	18	12	60	57	297	26	2	382
+30 mins.	78	26	26	10	140	37	323	70	6	436	11	18	34	6	69	41	329	22	4	396
+45 mins.	86	15	34	2	137	42	325	62	4	433	20	17	21	9	67	58	345	18	3	424
Total Volume	325	78	109	43	555	160	1350	283	29	1822	62	71	98	34	265	218	1282	83	10	1593
% App. Total	58.6	14.1	19.6	7.7		8.8	74.1	15.5	1.6		23.4	26.8	37	12.8		13.7	80.5	5.2	0.6	
PHF	.945	.722	.801	.512	.957	.952	.902	.931	.604	.915	.775	.740	.721	.708	.960	.879	.929	.798	.625	.939
Passenger Vehicles	318	74	104	41	537	122	1329	279	29	1759	62	71	96	34	263	197	1251	81	10	1539
% Passenger Vehicles	97.8	94.9	95.4	95.3	96.8	76.2	98.4	98.6	100	96.5	100	100	98	100	99.2	90.4	97.6	97.6	100	96.6
Heavy Vehicles	7	4	5	2	18	1	21	4	0	26	0	0	2	0	2	1	31	2	0	34

% Heavy Vehicles	2.2	5.1	4.6	4.7	3.2	0.6	1.6	1.4	0	1.4	0	0	2	0	0.8	0.5	2.4	2.4	0	2.1	
UTurns	0	0	0	0	0	37	0	0	0	37	0	0	0	0	0	20	0	0	0	20	
% UTurns	0	0	0	0	0	23.1	0	0	0	2	0	0	0	0	0	9.2	0	0	0	1.3	

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	77	12	21	33	143	33	376	69	4	482	15	12	12	3	42	44	294	12	0	350	1017
05:00 PM	94	18	35	9	156	44	380	80	0	504	20	14	16	6	56	46	287	8	0	341	1057
05:15 PM	93	15	29	17	154	27	366	99	14	506	8	15	27	4	54	53	362	20	1	436	1150
05:30 PM	79	13	28	18	138	24	401	104	1	530	14	9	12	11	46	52	328	15	1	396	1110
Total Volume	343	58	113	77	591	128	1523	352	19	2022	57	50	67	24	198	195	1271	55	2	1523	4334
% App. Total	58	9.8	19.1	13		6.3	75.3	17.4	0.9		28.8	25.3	33.8	12.1		12.8	83.5	3.6	0.1		
PHF	.912	.806	.807	.583	.947	.727	.950	.846	.339	.954	.713	.833	.620	.545	.884	.920	.878	.688	.500	.873	.942
Passenger Vehicles	341	57	112	77	587	100	1512	347	19	1978	57	50	67	24	198	176	1248	55	2	1481	4244
% Passenger Vehicles	99.4	98.3	99.1	100	99.3	78.1	99.3	98.6	100	97.8	100	100	100	100	100	90.3	98.2	100	100	97.2	97.9
Heavy Vehicles	2	1	1	0	4	1	11	5	0	17	0	0	0	0	0	2	23	0	0	25	46
% Heavy Vehicles	0.6	1.7	0.9	0	0.7	0.8	0.7	1.4	0	0.8	0	0	0	0	0	1.0	1.8	0	0	1.6	1.1
UTurns	0	0	0	0	0	27	0	0	0	27	0	0	0	0	0	17	0	0	0	17	44
% UTurns	0	0	0	0	0	21.1	0	0	0	1.3	0	0	0	0	0	8.7	0	0	0	1.1	1.0

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM					05:00 PM					03:45 PM					04:45 PM					
+0 mins.	110	15	22	12	159	44	380	80	0	504	18	11	24	7	60	44	294	12	0	350	
+15 mins.	116	16	40	14	186	27	366	99	14	506	19	11	26	3	59	46	287	8	0	341	
+30 mins.	77	12	21	33	143	24	401	104	1	530	19	13	15	12	59	53	362	20	1	436	
+45 mins.	94	18	35	9	156	35	353	93	4	485	17	11	14	14	56	52	328	15	1	396	
Total Volume	397	61	118	68	644	130	1500	376	19	2025	73	46	79	36	234	195	1271	55	2	1523	
% App. Total	61.6	9.5	18.3	10.6		6.4	74.1	18.6	0.9		31.2	19.7	33.8	15.4		12.8	83.5	3.6	0.1		
PHF	.856	.847	.738	.515	.866	.739	.935	.904	.339	.955	.961	.885	.760	.643	.975	.920	.878	.688	.500	.873	
Passenger Vehicles	396	61	117	67	641	104	1486	371	19	1980	73	46	78	36	233	176	1248	55	2	1481	
% Passenger Vehicles	99.7	100	99.2	98.5	99.5	80	99.1	98.7	100	97.8	100	100	98.7	100	99.6	90.3	98.2	100	100	97.2	
Heavy Vehicles	1	0	1	1	3	0	14	5	0	19	0	0	1	0	1	2	23	0	0	25	
% Heavy Vehicles	0.3	0	0.8	1.5	0.5	0	0.9	1.3	0	0.9	0	0	1.3	0	0.4	1	1.8	0	0	1.6	
UTurns	0	0	0	0	0	26	0	0	0	26	0	0	0	0	0	17	0	0	0	17	
% UTurns	0	0	0	0	0	20	0	0	0	1.3	0	0	0	0	0	8.7	0	0	0	1.1	

Intersection Turning Movement Count

	I-75 SOUTHBOUND RAMPS Southbound				SR 200 Westbound				SR 200 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15 AM													
07:15 AM	27	0	89	116	46	193	0	239	0	418	70	488	843
07:30 AM	44	0	104	148	37	197	0	234	0	538	46	584	966
07:45 AM	57	0	91	148	30	246	0	276	0	562	48	610	1034
08:00 AM	38	0	77	115	37	228	0	265	0	427	51	478	858
Total Volume	166	0	361	527	150	864	0	1014	0	1945	215	2160	3701
% App. Total	31.5	0	68.5		14.8	85.2	0		0	90	10		
PHF	.728	.000	.868	.890	.815	.878	.000	.918	.000	.865	.768	.885	.895
Passenger Vehicles	160	0	348	508	129	829	0	958	0	1919	207	2126	3592
% Passenger Vehicles	96.4	0	96.4	96.4	86.0	95.9	0	94.5	0	98.7	96.3	98.4	97.1
Heavy Vehicles	6	0	13	19	18	35	0	53	0	26	8	34	106
% Heavy Vehicles	3.6	0	3.6	3.6	12.0	4.1	0	5.2	0	1.3	3.7	1.6	2.9
UTurns	0	0	0	0	3	0	0	3	0	0	0	0	3
% UTurns	0	0	0	0	2.0	0	0	0.3	0	0	0	0	0.1

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				08:15 AM				07:15 AM				
+0 mins.	27	0	89	116	32	213	0	245	0	418	70	488	
+15 mins.	44	0	104	148	46	207	0	253	0	538	46	584	
+30 mins.	57	0	91	148	44	235	0	279	0	562	48	610	
+45 mins.	38	0	77	115	50	220	0	270	0	427	51	478	
Total Volume	166	0	361	527	172	875	0	1047	0	1945	215	2160	
% App. Total	31.5	0	68.5		16.4	83.6	0		0	90	10		
PHF	.728	.000	.868	.890	.860	.931	.000	.938	.000	.865	.768	.885	
Passenger Vehicles	160	0	348	508	155	846	0	1001	0	1919	207	2126	
% Passenger Vehicles	96.4	0	96.4	96.4	90.1	96.7	0	95.6	0	98.7	96.3	98.4	
Heavy Vehicles	6	0	13	19	14	29	0	43	0	26	8	34	
% Heavy Vehicles	3.6	0	3.6	3.6	8.1	3.3	0	4.1	0	1.3	3.7	1.6	
UTurns	0	0	0	0	3	0	0	3	0	0	0	0	
% UTurns	0	0	0	0	1.7	0	0	0.3	0	0	0	0	

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 11:30 AM

11:30 AM	49	0	67	116	34	374	0	408	0	445	43	488	1012
11:45 AM	58	0	77	135	69	376	0	445	0	394	38	432	1012
12:00 PM	58	0	82	140	50	357	0	407	0	429	54	483	1030
12:15 PM	46	0	67	113	54	395	0	449	0	424	61	485	1047
Total Volume	211	0	293	504	207	1502	0	1709	0	1692	196	1888	4101
% App. Total	41.9	0	58.1		12.1	87.9	0		0	89.6	10.4		
PHF	.909	.000	.893	.900	.750	.951	.000	.952	.000	.951	.803	.967	.979
Passenger Vehicles	203	0	276	479	193	1475	0	1668	0	1673	181	1854	4001
% Passenger Vehicles	96.2	0	94.2	95.0	93.2	98.2	0	97.6	0	98.9	92.3	98.2	97.6
Heavy Vehicles	8	0	17	25	13	27	0	40	0	19	15	34	99
% Heavy Vehicles	3.8	0	5.8	5.0	6.3	1.8	0	2.3	0	1.1	7.7	1.8	2.4
UTurns	0	0	0	0	1	0	0	1	0	0	0	0	1
% UTurns	0	0	0	0	0.5	0	0	0.1	0	0	0	0	0.0

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM				12:15 PM				11:30 AM				
+0 mins.	57	0	76	133	54	395	0	449	0	445	43	488	
+15 mins.	46	0	74	120	57	380	0	437	0	394	38	432	
+30 mins.	57	0	70	127	59	373	0	432	0	429	54	483	
+45 mins.	54	0	88	142	88	384	0	472	0	424	61	485	
Total Volume	214	0	308	522	258	1532	0	1790	0	1692	196	1888	
% App. Total	41	0	59		14.4	85.6	0		0	89.6	10.4		
PHF	.939	.000	.875	.919	.733	.970	.000	.948	.000	.951	.803	.967	
Passenger Vehicles	209	0	298	507	236	1503	0	1739	0	1673	181	1854	
% Passenger Vehicles	97.7	0	96.8	97.1	91.5	98.1	0	97.2	0	98.9	92.3	98.2	
Heavy Vehicles	5	0	10	15	20	29	0	49	0	19	15	34	
% Heavy Vehicles	2.3	0	3.2	2.9	7.8	1.9	0	2.7	0	1.1	7.7	1.8	
UTurns	0	0	0	0	2	0	0	2	0	0	0	0	
% UTurns	0	0	0	0	0.8	0	0	0.1	0	0	0	0	

Intersection Turning Movement Count

City/County: Ocala/Marion
Weather: Light Mist 5:30-6pm
Comments:

File Name : SR200&I75SB
Site Code : 1701006
Start Date : 8/27/2019
Page No : 3

	I-75 SOUTHBOUND RAMPS Southbound				SR 200 Westbound				SR 200 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	46	0	80	126	83	383	0	466	0	345	77	422	1014
04:45 PM	47	0	100	147	82	355	0	437	0	318	54	372	956
05:00 PM	43	0	104	147	90	423	0	513	0	306	75	381	1041
05:15 PM	66	0	133	199	83	443	0	526	0	411	75	486	1211
Total Volume	202	0	417	619	338	1604	0	1942	0	1380	281	1661	4222
% App. Total	32.6	0	67.4		17.4	82.6	0		0	83.1	16.9		
PHF	.765	.000	.784	.778	.939	.905	.000	.923	.000	.839	.912	.854	.872
Passenger Vehicles	196	0	409	605	320	1589	0	1909	0	1357	274	1631	4145
% Passenger Vehicles	97.0	0	98.1	97.7	94.7	99.1	0	98.3	0	98.3	97.5	98.2	98.2
Heavy Vehicles	6	0	8	14	14	15	0	29	0	23	7	30	73
% Heavy Vehicles	3.0	0	1.9	2.3	4.1	0.9	0	1.5	0	1.7	2.5	1.8	1.7
UTurns	0	0	0	0	4	0	0	4	0	0	0	0	4
% UTurns	0	0	0	0	1.2	0	0	0.2	0	0	0	0	0.1

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:15 PM				05:00 PM				04:30 PM			
+0 mins.	66	0	133	199	90	423	0	513	0	345	77	422
+15 mins.	61	0	94	155	83	443	0	526	0	318	54	372
+30 mins.	38	0	103	141	64	403	0	467	0	306	75	381
+45 mins.	42	0	113	155	66	407	0	473	0	411	75	486
Total Volume	207	0	443	650	303	1676	0	1979	0	1380	281	1661
% App. Total	31.8	0	68.2		15.3	84.7	0		0	83.1	16.9	
PHF	.784	.000	.833	.817	.842	.946	.000	.941	.000	.839	.912	.854
Passenger Vehicles	199	0	435	634	289	1663	0	1952	0	1357	274	1631
% Passenger Vehicles	96.1	0	98.2	97.5	95.4	99.2	0	98.6	0	98.3	97.5	98.2
Heavy Vehicles	8	0	8	16	10	13	0	23	0	23	7	30
% Heavy Vehicles	3.9	0	1.8	2.5	3.3	0.8	0	1.2	0	1.7	2.5	1.8
UTurns	0	0	0	0	4	0	0	4	0	0	0	0
% UTurns	0	0	0	0	1.3	0	0	0.2	0	0	0	0

% Heavy Vehicles	0	1.9	2.3	2	5.8	0	4.2	4	4.7	3	1.3	0	1.6	2.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	SR 200 Westbound				I-75 NORTHBOUND RAMPS Northbound					SR 200 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:15 AM														
07:15 AM	0	163	33	196	50	0	60	51	161	117	374	0	491	848
07:30 AM	0	175	31	206	52	0	59	49	160	116	440	0	556	922
07:45 AM	0	206	34	240	49	1	77	29	156	119	455	0	574	970
08:00 AM	0	194	34	228	59	0	56	54	169	85	402	0	487	884
Total Volume	0	738	132	870	210	1	252	183	646	437	1671	0	2108	3624
% App. Total	0	84.8	15.2		32.5	0.2	39	28.3		20.7	79.3	0		
PHF	.000	.896	.971	.906	.890	.250	.818	.847	.956	.918	.918	.000	.918	.934
Passenger Vehicles	0	703	128	831	194	1	240	177	612	433	1655	0	2088	3531
% Passenger Vehicles	0	95.3	97.0	95.5	92.4	100	95.2	96.7	94.7	99.1	99.0	0	99.1	97.4
Heavy Vehicles	0	35	4	39	16	0	12	6	34	4	16	0	20	93
% Heavy Vehicles	0	4.7	3.0	4.5	7.6	0	4.8	3.3	5.3	0.9	1.0	0	0.9	2.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:15 AM				07:15 AM					07:15 AM				
+0 mins.	0	204	40	244	50	0	60	51	161	117	374	0	491	
+15 mins.	0	190	26	216	52	0	59	49	160	116	440	0	556	
+30 mins.	0	194	47	241	49	1	77	29	156	119	455	0	574	
+45 mins.	0	235	32	267	59	0	56	54	169	85	402	0	487	
Total Volume	0	823	145	968	210	1	252	183	646	437	1671	0	2108	
% App. Total	0	85	15		32.5	0.2	39	28.3		20.7	79.3	0		
PHF	.000	.876	.771	.906	.890	.250	.818	.847	.956	.918	.918	.000	.918	
Passenger Vehicles	0	791	140	931	194	1	240	177	612	433	1655	0	2088	
% Passenger Vehicles	0	96.1	96.6	96.2	92.4	100	95.2	96.7	94.7	99.1	99	0	99.1	
Heavy Vehicles	0	32	5	37	16	0	12	6	34	4	16	0	20	
% Heavy Vehicles	0	3.9	3.4	3.8	7.6	0	4.8	3.3	5.3	0.9	1	0	0.9	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 12:15 PM														
12:15 PM	0	446	70	516	38	0	45	47	130	55	406	0	461	1107
12:30 PM	0	424	70	494	64	0	56	40	160	58	368	0	426	1080
12:45 PM	0	427	66	493	33	0	53	45	131	67	388	0	455	1079
01:00 PM	0	415	71	486	39	0	63	23	125	54	393	0	447	1058
Total Volume	0	1712	277	1989	174	0	217	155	546	234	1555	0	1789	4324
% App. Total	0	86.1	13.9		31.9	0	39.7	28.4		13.1	86.9	0		
PHF	.000	.960	.975	.964	.680	.000	.861	.824	.853	.873	.958	.000	.970	.977
Passenger Vehicles	0	1680	274	1954	165	0	209	150	524	220	1534	0	1754	4232
% Passenger Vehicles	0	98.1	98.9	98.2	94.8	0	96.3	96.8	96.0	94.0	98.6	0	98.0	97.9
Heavy Vehicles	0	32	3	35	9	0	8	5	22	14	21	0	35	92
% Heavy Vehicles	0	1.9	1.1	1.8	5.2	0	3.7	3.2	4.0	6.0	1.4	0	2.0	2.1
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

City/County: Ocala/Marion
Weather: Clear
Comments:

File Name : SR200&I75NB
Site Code : 1701006
Start Date : 8/22/2019
Page No : 3

	SR 200 Westbound				I-75 NORTHBOUND RAMPS Northbound					SR 200 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	12:15 PM				12:15 PM					11:30 AM				
+0 mins.	0	446	70	516	38	0	45	47	130	50	439	0	489	
+15 mins.	0	424	70	494	64	0	56	40	160	52	343	0	395	
+30 mins.	0	427	66	493	33	0	53	45	131	52	441	0	493	
+45 mins.	0	415	71	486	39	0	63	23	125	55	406	0	461	
Total Volume	0	1712	277	1989	174	0	217	155	546	209	1629	0	1838	
% App. Total	0	86.1	13.9		31.9	0	39.7	28.4		11.4	88.6	0		
PHF	.000	.960	.975	.964	.680	.000	.861	.824	.853	.950	.923	.000	.932	
Passenger Vehicles	0	1680	274	1954	165	0	209	150	524	199	1596	0	1795	
% Passenger Vehicles	0	98.1	98.9	98.2	94.8	0	96.3	96.8	96	95.2	98	0	97.7	
Heavy Vehicles	0	32	3	35	9	0	8	5	22	10	33	0	43	
% Heavy Vehicles	0	1.9	1.1	1.8	5.2	0	3.7	3.2	4	4.8	2	0	2.3	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 04:30 PM														
04:30 PM	0	466	61	527	66	0	43	45	154	54	365	0	419	1100
04:45 PM	0	388	60	448	50	0	16	48	114	80	301	0	381	943
05:00 PM	0	476	69	545	64	0	21	52	137	66	316	0	382	1064
05:15 PM	0	505	58	563	56	0	32	63	151	98	355	0	453	1167
Total Volume	0	1835	248	2083	236	0	112	208	556	298	1337	0	1635	4274
% App. Total	0	88.1	11.9		42.4	0	20.1	37.4		18.2	81.8	0		
PHF	.000	.908	.899	.925	.894	.000	.651	.825	.903	.760	.916	.000	.902	.916
Passenger Vehicles	0	1824	244	2068	226	0	102	200	528	293	1327	0	1620	4216
% Passenger Vehicles	0	99.4	98.4	99.3	95.8	0	91.1	96.2	95.0	98.3	99.3	0	99.1	98.6
Heavy Vehicles	0	11	4	15	10	0	10	8	28	5	10	0	15	58
% Heavy Vehicles	0	0.6	1.6	0.7	4.2	0	8.9	3.8	5.0	1.7	0.7	0	0.9	1.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	SR 200 Westbound				I-75 NORTHBOUND RAMPS Northbound					SR 200 Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1														
Peak Hour for Each Approach Begins at:														
	05:00 PM				05:00 PM					03:45 PM				
+0 mins.	0	476	69	545	64	0	21	52	137	63	336	0	399	
+15 mins.	0	505	58	563	56	0	32	63	151	78	351	0	429	
+30 mins.	0	431	68	499	65	0	59	35	159	53	350	0	403	
+45 mins.	0	445	67	512	47	0	31	39	117	54	365	0	419	
Total Volume	0	1857	262	2119	232	0	143	189	564	248	1402	0	1650	
% App. Total	0	87.6	12.4		41.1	0	25.4	33.5		15	85	0		
PHF	.000	.919	.949	.941	.892	.000	.606	.750	.887	.795	.960	.000	.962	
Passenger Vehicles	0	1843	258	2101	219	0	136	182	537	240	1386	0	1626	
% Passenger Vehicles	0	99.2	98.5	99.2	94.4	0	95.1	96.3	95.2	96.8	98.9	0	98.5	
Heavy Vehicles	0	14	4	18	13	0	7	7	27	8	16	0	24	
% Heavy Vehicles	0	0.8	1.5	0.8	5.6	0	4.9	3.7	4.8	3.2	1.1	0	1.5	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

City/County: Ocala/Marion
Weather: Clear
Comments:

File Name : SR200&27th
Site Code : 1701006
Start Date : 8/20/2019
Page No : 2

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	SW 27TH AVENUE Southbound					SR 200 Westbound					SW 27TH AVENUE Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	19	123	26	21	189	21	315	13	0	349	78	109	12	18	217	31	274	57	6	368	1123
04:15 PM	27	132	38	11	208	29	306	8	1	344	55	108	13	15	191	39	248	39	6	332	1075
04:30 PM	21	147	43	14	225	28	285	9	2	324	72	140	16	21	249	55	232	33	12	332	1130
04:45 PM	22	123	41	17	203	33	337	10	1	381	75	125	18	12	230	53	273	35	8	369	1183
Total	89	525	148	63	825	111	1243	40	4	1398	280	482	59	66	887	178	1027	164	32	1401	4511
05:00 PM	26	170	29	23	248	40	315	10	1	366	51	131	24	13	219	50	244	26	6	326	1159
05:15 PM	13	158	41	16	228	21	367	5	1	394	80	139	19	13	251	33	251	37	7	328	1201
05:30 PM	22	112	43	20	197	31	292	9	4	336	67	99	15	8	189	47	257	42	4	350	1072
05:45 PM	18	144	48	12	222	29	268	7	4	308	83	101	12	15	211	35	188	25	7	255	996
Total	79	584	161	71	895	121	1242	31	10	1404	281	470	70	49	870	165	940	130	24	1259	4428
06:00 PM	16	142	28	17	203	32	270	5	2	309	60	115	18	4	197	29	227	35	6	297	1006
Grand Total	526	3659	1103	618	5906	772	8394	236	76	9478	1961	3234	457	441	6093	1184	8625	1096	231	11136	32613
Apprch %	8.9	62	18.7	10.5		8.1	88.6	2.5	0.8		32.2	53.1	7.5	7.2		10.6	77.5	9.8	2.1		
Total %	1.6	11.2	3.4	1.9	18.1	2.4	25.7	0.7	0.2	29.1	6	9.9	1.4	1.4	18.7	3.6	26.4	3.4	0.7	34.1	
Passenger Vehicles	520	3596	1086	607	5809	748	8236	232	75	9291	1947	3159	451	430	5987	1162	8464	1084	229	10939	32026
% Passenger Vehicles	98.9	98.3	98.5	98.2	98.4	96.9	98.1	98.3	98.7	98	99.3	97.7	98.7	97.5	98.3	98.1	98.1	98.9	99.1	98.2	98.2
Heavy Vehicles	6	63	17	11	97	8	158	4	1	171	14	75	6	11	106	18	161	12	2	193	567
% Heavy Vehicles	1.1	1.7	1.5	1.8	1.6	1	1.9	1.7	1.3	1.8	0.7	2.3	1.3	2.5	1.7	1.5	1.9	1.1	0.9	1.7	1.7
UTurns	0	0	0	0	0	16	0	0	0	16	0	0	0	0	0	4	0	0	0	4	20
% UTurns	0	0	0	0	0	2.1	0	0	0	0.2	0	0	0	0	0	0.3	0	0	0	0	0.1

	SW 27TH AVENUE Southbound					SR 200 Westbound					SW 27TH AVENUE Northbound					SR 200 Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	83	17	37	142	10	194	2	3	209	26	94	10	13	143	20	387	17	5	429	923
07:45 AM	6	90	30	30	156	11	261	8	1	281	35	92	4	12	143	30	426	21	5	482	1062
08:00 AM	8	79	22	21	130	16	224	8	1	249	33	81	10	11	135	18	272	18	3	311	825
08:15 AM	7	76	26	23	132	17	187	3	3	210	39	79	6	14	138	25	250	19	11	305	785
Total Volume	26	328	95	111	560	54	866	21	8	949	133	346	30	50	559	93	1335	75	24	1527	3595
% App. Total	4.6	58.6	17	19.8		5.7	91.3	2.2	0.8		23.8	61.9	5.4	8.9		6.1	87.4	4.9	1.6		
PHF	.813	.911	.792	.750	.897	.794	.830	.656	.667	.844	.853	.920	.750	.893	.977	.775	.783	.893	.545	.792	.846
Passenger Vehicles	24	318	92	108	542	51	836	21	8	916	131	332	29	50	542	91	1320	73	24	1508	3508
% Passenger Vehicles	92.3	97.0	96.8	97.3	96.8	94.4	96.5	100	100	96.5	98.5	96.0	96.7	100	97.0	97.8	98.9	97.3	100	98.8	97.6
Heavy Vehicles	2	10	3	3	18	2	30	0	0	32	2	14	1	0	17	2	15	2	0	19	86

% Heavy Vehicles	7.7	3.0	3.2	2.7	3.2	3.7	3.5	0	0	3.4	1.5	4.0	3.3	0	3.0	2.2	1.1	2.7	0	1.2	2.4
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% UTurns	0	0	0	0	0	1.9	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.0

Peak Hour Analysis From 06:45 AM to 09:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					07:30 AM					07:30 AM					07:15 AM				
+0 mins.	6	90	30	30	156	10	194	2	3	209	26	94	10	13	143	26	296	9	2	333
+15 mins.	8	79	22	21	130	11	261	8	1	281	35	92	4	12	143	20	387	17	5	429
+30 mins.	7	76	26	23	132	16	224	8	1	249	33	81	10	11	135	30	426	21	5	482
+45 mins.	7	98	37	26	168	17	187	3	3	210	39	79	6	14	138	18	272	18	3	311
Total Volume	28	343	115	100	586	54	866	21	8	949	133	346	30	50	559	94	1381	65	15	1555
% App. Total	4.8	58.5	19.6	17.1		5.7	91.3	2.2	0.8		23.8	61.9	5.4	8.9		6	88.8	4.2	1	
PHF	.875	.875	.777	.833	.872	.794	.830	.656	.667	.844	.853	.920	.750	.893	.977	.783	.810	.774	.750	.807
Passenger Vehicles	25	333	112	97	567	51	836	21	8	916	131	332	29	50	542	94	1366	63	15	1538
% Passenger Vehicles	89.3	97.1	97.4	97	96.8	94.4	96.5	100	100	96.5	98.5	96	96.7	100	97	100	98.9	96.9	100	98.9
Heavy Vehicles	3	10	3	3	19	2	30	0	0	32	2	14	1	0	17	0	15	2	0	17
% Heavy Vehicles	10.7	2.9	2.6	3	3.2	3.7	3.5	0	0	3.4	1.5	4	3.3	0	3	0	1.1	3.1	0	1.1
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	1.9	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 12:15 PM

12:15 PM	25	147	33	29	234	30	330	7	1	368	88	87	9	19	203	55	281	57	11	404	1209
12:30 PM	29	130	55	20	234	31	298	9	7	345	91	110	26	21	248	42	256	41	7	346	1173
12:45 PM	18	123	54	17	212	35	282	12	3	332	82	109	25	17	233	53	362	50	11	476	1253
01:00 PM	26	113	51	17	207	35	295	10	4	344	75	107	11	16	209	43	313	52	13	421	1181
Total Volume	98	513	193	83	887	131	1205	38	15	1389	336	413	71	73	893	193	1212	200	42	1647	4816
% App. Total	11	57.8	21.8	9.4		9.4	86.8	2.7	1.1		37.6	46.2	8	8.2		11.7	73.6	12.1	2.6		
PHF	.845	.872	.877	.716	.948	.936	.913	.792	.536	.944	.923	.939	.683	.869	.900	.877	.837	.877	.808	.865	.961
Passenger Vehicles	97	506	189	82	874	126	1173	36	14	1349	334	402	70	68	874	193	1190	198	42	1623	4720
% Passenger Vehicles	99.0	98.6	97.9	98.8	98.5	96.2	97.3	94.7	93.3	97.1	99.4	97.3	98.6	93.2	97.9	100	98.2	99.0	100	98.5	98.0
Heavy Vehicles	1	7	4	1	13	2	32	2	1	37	2	11	1	5	19	0	22	2	0	24	93
% Heavy Vehicles	1.0	1.4	2.1	1.2	1.5	1.5	2.7	5.3	6.7	2.7	0.6	2.7	1.4	6.8	2.1	0	1.8	1.0	0	1.5	1.9
UTurns	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% UTurns	0	0	0	0	0	2.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 11:30 AM to 01:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:30 PM					12:15 PM					12:00 PM					12:15 PM				
+0 mins.	29	130	55	20	234	30	330	7	1	368	94	115	17	22	248	55	281	57	11	404
+15 mins.	18	123	54	17	212	31	298	9	7	345	88	87	9	19	203	42	256	41	7	346
+30 mins.	26	113	51	17	207	35	282	12	3	332	91	110	26	21	248	53	362	50	11	476
+45 mins.	31	134	51	20	236	35	295	10	4	344	82	109	25	17	233	43	313	52	13	421
Total Volume	104	500	211	74	889	131	1205	38	15	1389	355	421	77	79	932	193	1212	200	42	1647
% App. Total	11.7	56.2	23.7	8.3		9.4	86.8	2.7	1.1		38.1	45.2	8.3	8.5		11.7	73.6	12.1	2.6	
PHF	.839	.933	.959	.925	.942	.936	.913	.792	.536	.944	.944	.915	.740	.898	.940	.877	.837	.877	.808	.865
Passenger Vehicles	103	494	205	73	875	126	1173	36	14	1349	353	410	76	74	913	193	1190	198	42	1623
% Passenger Vehicles	99	98.8	97.2	98.6	98.4	96.2	97.3	94.7	93.3	97.1	99.4	97.4	98.7	93.7	98	100	98.2	99	100	98.5
Heavy Vehicles	1	6	6	1	14	2	32	2	1	37	2	11	1	5	19	0	22	2	0	24

% Heavy Vehicles	1	1.2	2.8	1.4	1.6	1.5	2.7	5.3	6.7	2.7	0.6	2.6	1.3	6.3	2	0	1.8	1	0	1.5	
UTurns	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	2.3	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	21	147	43	14	225	28	285	9	2	324	72	140	16	21	249	55	232	33	12	332	1130
04:45 PM	22	123	41	17	203	33	337	10	1	381	75	125	18	12	230	53	273	35	8	369	1183
05:00 PM	26	170	29	23	248	40	315	10	1	366	51	131	24	13	219	50	244	26	6	326	1159
05:15 PM	13	158	41	16	228	21	367	5	1	394	80	139	19	13	251	33	251	37	7	328	1201
Total Volume	82	598	154	70	904	122	1304	34	5	1465	278	535	77	59	949	191	1000	131	33	1355	4673
% App. Total	9.1	66.2	17	7.7		8.3	89	2.3	0.3		29.3	56.4	8.1	6.2		14.1	73.8	9.7	2.4		
PHF	.788	.879	.895	.761	.911	.763	.888	.850	.625	.930	.869	.955	.802	.702	.945	.868	.916	.885	.688	.918	.973
Passenger Vehicles	81	598	153	68	900	119	1299	34	5	1457	276	527	77	59	939	187	988	131	33	1339	4635
% Passenger Vehicles	98.8	100	99.4	97.1	99.6	97.5	99.6	100	100	99.5	99.3	98.5	100	100	98.9	97.9	98.8	100	100	98.8	99.2
Heavy Vehicles	1	0	1	2	4	1	5	0	0	6	2	8	0	0	10	4	12	0	0	16	36
% Heavy Vehicles	1.2	0	0.6	2.9	0.4	0.8	0.4	0	0	0.4	0.7	1.5	0	0	1.1	2.1	1.2	0	0	1.2	0.8
UTurns	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% UTurns	0	0	0	0	0	1.6	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.0

Peak Hour Analysis From 02:45 PM to 06:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					04:30 PM					02:45 PM				
+0 mins.	21	147	43	14	225	33	337	10	1	381	72	140	16	21	249	33	269	37	9	348
+15 mins.	22	123	41	17	203	40	315	10	1	366	75	125	18	12	230	45	268	47	5	365
+30 mins.	26	170	29	23	248	21	367	5	1	394	51	131	24	13	219	38	243	42	19	342
+45 mins.	13	158	41	16	228	31	292	9	4	336	80	139	19	13	251	48	291	50	11	400
Total Volume	82	598	154	70	904	125	1311	34	7	1477	278	535	77	59	949	164	1071	176	44	1455
% App. Total	9.1	66.2	17	7.7		8.5	88.8	2.3	0.5		29.3	56.4	8.1	6.2		11.3	73.6	12.1	3	
PHF	.788	.879	.895	.761	.911	.781	.893	.850	.438	.937	.869	.955	.802	.702	.945	.854	.920	.880	.579	.909
Passenger Vehicles	81	598	153	68	900	123	1305	34	7	1469	276	527	77	59	939	160	1048	176	43	1427
% Passenger Vehicles	98.8	100	99.4	97.1	99.6	98.4	99.5	100	100	99.5	99.3	98.5	100	100	98.9	97.6	97.9	100	97.7	98.1
Heavy Vehicles	1	0	1	2	4	1	6	0	0	7	2	8	0	0	10	2	23	0	1	26
% Heavy Vehicles	1.2	0	0.6	2.9	0.4	0.8	0.5	0	0	0.5	0.7	1.5	0	0	1.1	1.2	2.1	0	2.3	1.8
UTurns	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2
% UTurns	0	0	0	0	0	0.8	0	0	0	0.1	0	0	0	0	0	1.2	0	0	0	0.1

Type of peak hour being reported: Intersection Peak

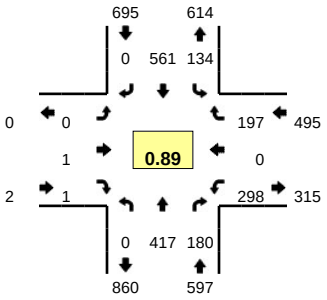
Method for determining peak hour: Total Entering Volume

LOCATION: SW 60th Ave -- SW 20th St

CITY/STATE: Marion, FL

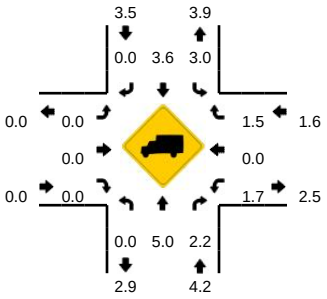
QC JOB #: 14452318

DATE: Tue, Jun 27 2017

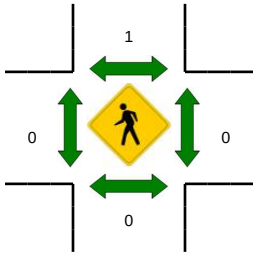


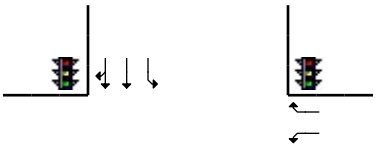
Peak-Hour: 4:30 PM -- 5:30 PM

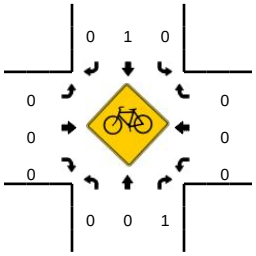
Peak 15-Min: 5:00 PM -- 5:15 PM

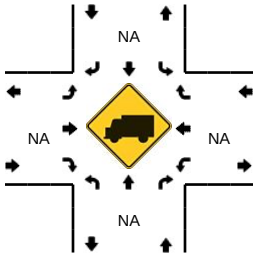


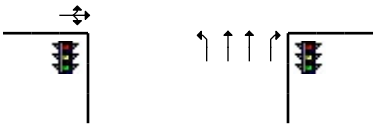


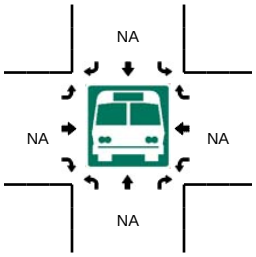












R* = RTOR

15-Min Count Period Beginning At	SW 60th Ave (Northbound)					SW 60th Ave (Southbound)					SW 20th St (Eastbound)					SW 20th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	0	106	34	1	10	19	100	0	0	0	0	0	0	0	0	64	0	31	0	31	396	
4:15 PM	0	121	24	0	13	24	121	0	0	0	0	0	1	0	0	62	0	20	0	31	417	
4:30 PM	0	103	15	0	28	35	144	0	0	0	0	1	0	0	0	73	0	14	0	26	439	
4:45 PM	0	99	37	0	7	37	122	0	0	0	0	0	0	0	0	47	0	13	0	31	393	1645
5:00 PM	0	108	38	0	16	31	162	0	0	0	0	0	0	0	1	89	0	28	0	31	504	1753
5:15 PM	0	107	25	0	14	31	133	0	0	0	0	0	0	0	0	89	0	15	0	39	453	1789
5:30 PM	0	91	44	0	21	22	111	0	0	0	0	0	0	0	0	77	0	15	0	26	407	1757
5:45 PM	0	78	38	0	3	16	98	0	0	0	0	0	0	0	0	40	0	21	0	27	321	1685

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	0	432	152	0	64	124	648	0	0	0	0	0	0	0	4	356	0	112	0	124	2016
Heavy Trucks	0	24	4			4	24	0			0	0	0			0	0	0			56
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 7/3/2017 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

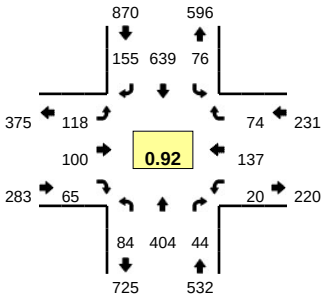
Method for determining peak hour: Total Entering Volume

LOCATION: SW 60th Ave -- SW 38th St

CITY/STATE: Marion, FL

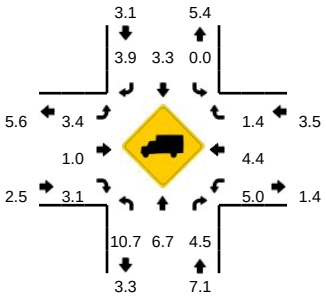
QC JOB #: 14452320

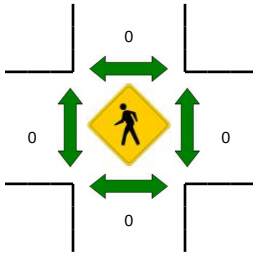
DATE: Tue, Jun 27 2017

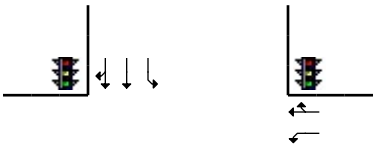


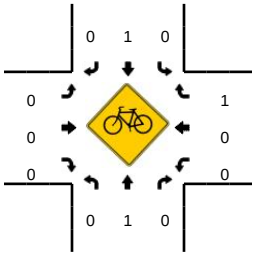
Peak-Hour: 4:45 PM -- 5:45 PM

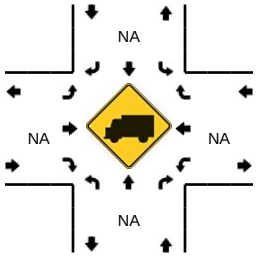
Peak 15-Min: 5:00 PM -- 5:15 PM

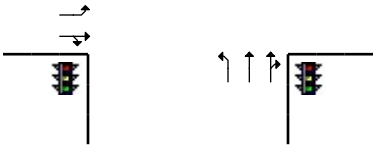


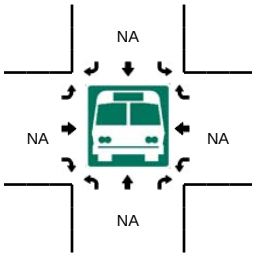












R* = RTOR

15-Min Count Period Beginning At	SW 60th Ave (Northbound)					SW 60th Ave (Southbound)					SW 38th St (Eastbound)					SW 38th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	16	108	5	0	0	15	148	25	0	2	30	36	20	0	5	6	30	8	0	5	459	
4:15 PM	9	106	10	1	2	14	128	31	0	1	26	25	13	0	5	7	28	14	0	7	427	
4:30 PM	19	91	10	0	0	13	183	29	0	8	17	21	21	0	5	6	37	13	0	5	478	
4:45 PM	16	91	11	1	2	16	137	21	0	4	34	20	7	0	4	5	33	10	0	5	417	1781
5:00 PM	18	112	7	0	2	28	178	32	0	10	29	30	10	0	10	5	28	14	0	6	519	1841
5:15 PM	24	92	9	0	3	18	181	43	0	6	27	24	10	0	4	4	33	18	0	3	499	1913
5:30 PM	25	109	9	0	1	14	143	36	0	3	28	26	16	0	4	6	43	16	0	2	481	1916
5:45 PM	25	76	3	0	0	10	108	18	0	8	11	32	13	0	6	5	30	10	0	2	357	1856

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	72	448	28	0	8	112	712	128	0	40	116	120	40	0	40	20	112	56	0	24	2076
Heavy Trucks	12	28	0			0	16	4			0	4	0			0	4	0			68
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 7/3/2017 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Kimley-Horn

101 East Silver Springs Boulevard, Suite 400
Ocala, Florida 34470
(352) 438-3000

Winding Oaks Construction Phase Services
Tuesday, June 25, 2019
PM Peak Hour: 4:00PM - 6:00PM
Marion County, Florida

File Name : PM Peak Hour SW 60th Avenue & SW 73rd Street Road
Site Code : 00000123
Start Date : 6/25/2019
Page No : 1

Groups Printed- Cars - Trucks

	SW 60th Avenue From North				N/A From East				SW 60th Avenue From South				SW 73rd Street Road From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
04:00 PM	1	206	0	207	0	0	1	1	0	113	6	119	15	0	8	23	350
04:15 PM	2	224	0	226	0	0	0	0	0	123	4	127	16	0	4	20	373
04:30 PM	1	189	0	190	0	0	0	0	0	128	6	134	20	0	5	25	349
04:45 PM	2	228	0	230	0	0	0	0	0	150	5	155	19	0	5	24	409
Total	6	847	0	853	0	0	1	1	0	514	21	535	70	0	22	92	1481
05:00 PM	0	253	0	253	0	0	0	0	0	130	5	135	34	0	5	39	427
05:15 PM	1	290	0	291	0	0	0	0	0	132	5	137	24	0	6	30	458
05:30 PM	0	285	0	285	0	0	0	0	0	128	7	135	23	0	4	27	447
05:45 PM	0	211	0	211	0	0	0	0	0	123	2	125	15	0	2	17	353
Total	1	1039	0	1040	0	0	0	0	0	513	19	532	96	0	17	113	1685
Grand Total	7	1886	0	1893	0	0	1	1	0	1027	40	1067	166	0	39	205	3166
Apprch %	0.4	99.6	0		0	0	100		0	96.3	3.7		81	0	19		
Total %	0.2	59.6	0	59.8	0	0	0	0	0	32.4	1.3	33.7	5.2	0	1.2	6.5	
Cars	7	1877	0	1884	0	0	1	1	0	996	39	1035	166	0	39	205	3125
% Cars	100	99.5	0	99.5	0	0	100	100	0	97	97.5	97	100	0	100	100	98.7
Trucks	0	9	0	9	0	0	0	0	0	31	1	32	0	0	0	0	41
% Trucks	0	0.5	0	0.5	0	0	0	0	0	3	2.5	3	0	0	0	0	1.3

	SW 60th Avenue From North				N/A From East				SW 60th Avenue From South				SW 73rd Street Road From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	**2**	228	0	230	0	0	0	0	0	**150**	5	**155**	19	0	5	24	409
05:00 PM	0	253	0	253	0	0	0	0	0	130	5	135	**34**	0	5	**39**	427
05:15 PM	1	**290**	0	**291**	0	0	0	0	0	132	5	137	24	0	**6**	30	**458**
05:30 PM	0	285	0	285	0	0	0	0	0	128	**7**	135	23	0	4	27	447
Total Volume	3	1056	0	1059	0	0	0	0	0	540	22	562	100	0	20	120	1741
% App. Total	0.3	99.7	0		0	0	0		0	96.1	3.9		83.3	0	16.7		
PHF	.375	.910	.000	.910	.000	.000	.000	.000	.000	.900	.786	.906	.735	.000	.833	.769	.950

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SW 60th Ave -- SW 80th St

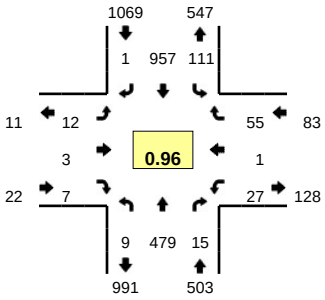
CITY/STATE: Marion, FL

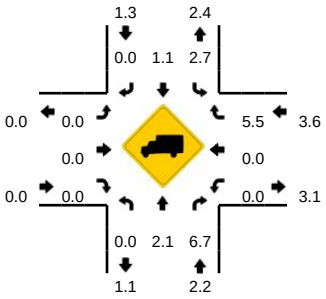
QC JOB #: 14102413

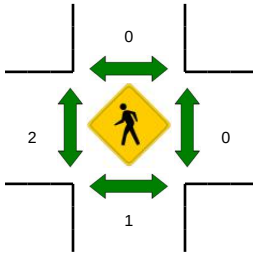
DATE: Thu, Jan 12 2017

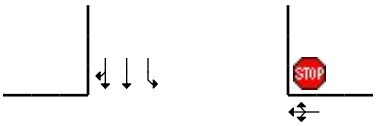
Peak-Hour: 5:00 PM -- 6:00 PM

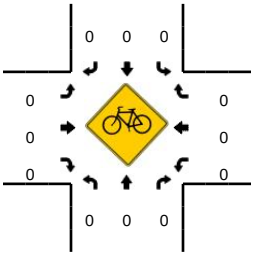
Peak 15-Min: 5:15 PM -- 5:30 PM

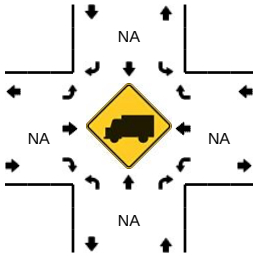


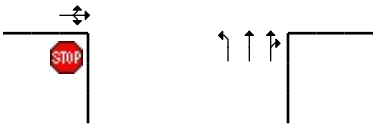


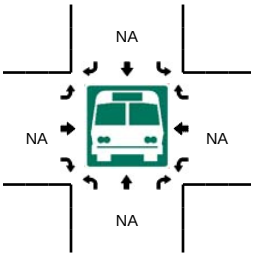












R* = RTOR

15-Min Count Period Beginning At	SW 60th Ave (Northbound)					SW 60th Ave (Southbound)					SW 80th St (Eastbound)					SW 80th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	2	120	3	0	0	20	209	1	1	0	5	1	2	0	0	12	0	15	0	0	391	
4:15 PM	0	130	3	0	0	20	169	0	1	0	1	1	0	0	0	2	0	12	0	0	339	
4:30 PM	1	114	5	0	0	29	231	2	0	0	3	0	0	0	0	5	0	10	0	0	400	
4:45 PM	1	122	3	0	0	20	203	0	0	0	3	1	2	0	0	5	0	16	0	0	376	1506
5:00 PM	3	109	3	0	0	28	241	0	0	0	5	1	2	0	0	4	0	14	0	0	410	1525
5:15 PM	1	133	5	0	0	25	246	0	1	0	4	1	1	0	0	7	1	12	0	0	437	1623
5:30 PM	3	120	2	0	0	24	248	0	0	0	3	1	3	0	0	11	0	16	0	0	431	1654
5:45 PM	2	117	5	0	0	33	222	1	0	0	0	0	1	0	0	5	0	13	0	0	399	1677

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	532	20	0	0	100	984	0	4	0	16	4	4	0	0	28	4	48	0	0	1748
Heavy Trucks	0	0	4			4	12	0			0	0	0			0	0	4			24
Pedestrians		0					0					4					0				4
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

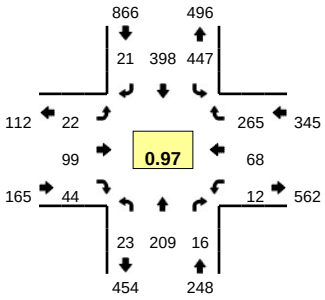
Method for determining peak hour: Total Entering Volume

LOCATION: SW 60th Ave -- SW 95th St

CITY/STATE: Ocala, FL

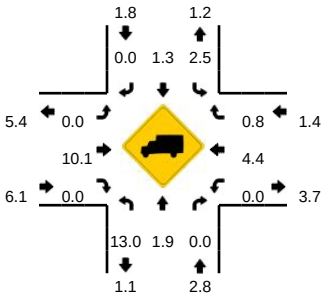
QC JOB #: 14102414

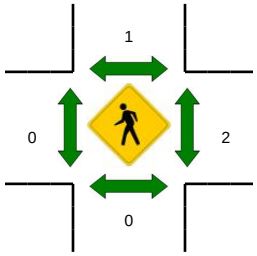
DATE: Thu, Jan 12 2017

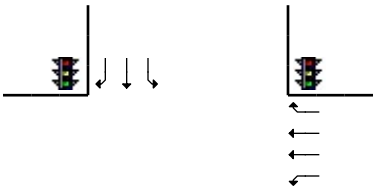


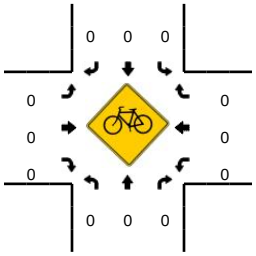
Peak-Hour: 4:45 PM -- 5:45 PM

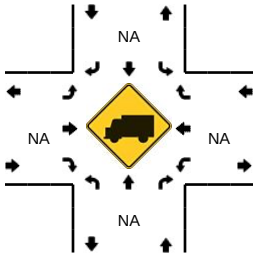
Peak 15-Min: 5:30 PM -- 5:45 PM

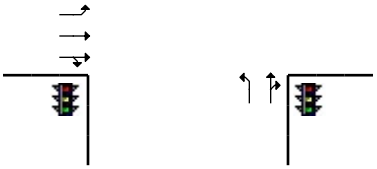


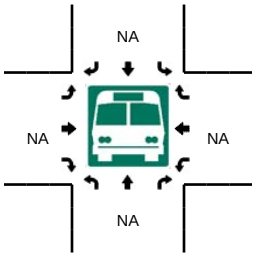












R* = RTOR

15-Min Count Period Beginning At	SW 60th Ave (Northbound)					SW 60th Ave (Southbound)					SW 95th St (Eastbound)					SW 95th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	47	0	0	0	97	104	8	0	3	5	30	12	0	7	3	10	21	1	36	389	
4:15 PM	7	43	2	0	1	84	65	1	0	1	6	26	7	0	3	2	17	46	0	25	336	
4:30 PM	4	48	4	0	2	97	101	3	0	1	6	26	9	0	7	5	19	37	0	30	399	
4:45 PM	6	49	2	0	2	99	103	4	0	0	3	34	6	0	5	3	22	30	0	29	397	1521
5:00 PM	8	55	4	0	0	113	81	8	0	0	4	26	8	0	7	2	17	29	0	29	391	1523
5:15 PM	4	49	4	0	1	117	105	4	0	0	10	19	6	0	1	6	14	44	0	33	417	1604
5:30 PM	5	56	2	0	1	118	109	4	0	1	5	20	8	0	3	1	15	28	0	43	419	1624
5:45 PM	5	58	1	0	0	109	92	4	0	1	5	18	7	0	3	2	22	22	0	34	383	1610

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	20	224	8	0	4	472	436	16	0	4	20	80	32	0	12	4	60	112	0	172	1676
Heavy Trucks	4	0	0			4	8	0			0	0	0			0	0	0			16
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : SW7thAve&SW32ndStPM
Site Code : 20_____
Start Date : 10/22/2013
Page No : 1

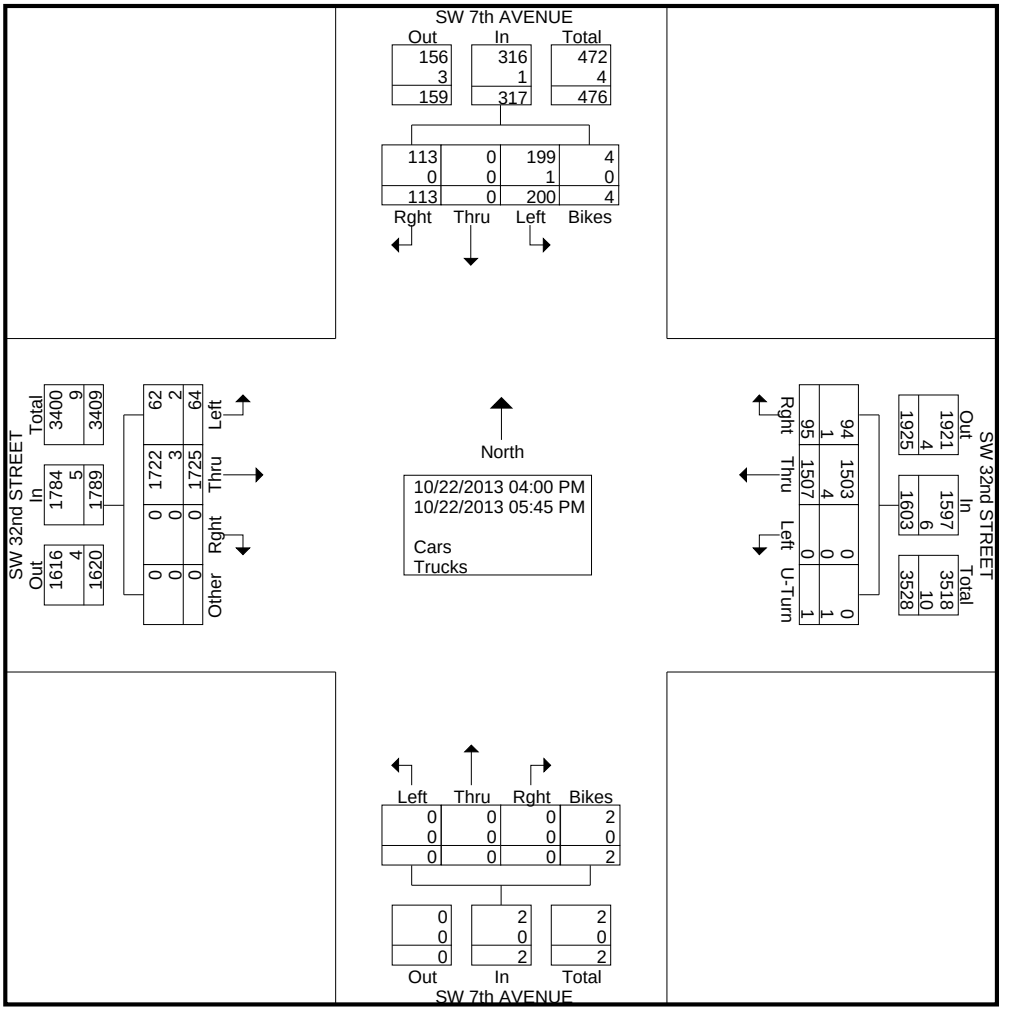
Groups Printed- Cars - Trucks

	SW 7th AVENUE Southbound					SW 32nd STREET Westbound					SW 7th AVENUE Northbound					SW 32nd STREET Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	U-Turn	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
04:00 PM	28	0	14	0	42	0	132	10	1	143	0	0	0	0	0	14	196	0	0	210	395
04:15 PM	17	0	12	0	29	0	167	14	0	181	0	0	0	1	1	7	199	0	0	206	417
04:30 PM	20	0	8	0	28	0	185	17	0	202	0	0	0	0	0	7	228	0	0	235	465
04:45 PM	28	0	12	0	40	0	188	14	0	202	0	0	0	0	0	10	219	0	0	229	471
Total	93	0	46	0	139	0	672	55	1	728	0	0	0	1	1	38	842	0	0	880	1748
05:00 PM	39	0	32	0	71	0	217	13	0	230	0	0	0	0	0	9	239	0	0	248	549
05:15 PM	26	0	11	0	37	0	253	6	0	259	0	0	0	0	0	6	239	0	0	245	541
05:30 PM	25	0	12	0	37	0	191	12	0	203	0	0	0	0	0	5	217	0	0	222	462
05:45 PM	17	0	12	4	33	0	174	9	0	183	0	0	0	1	1	6	188	0	0	194	411
Total	107	0	67	4	178	0	835	40	0	875	0	0	0	1	1	26	883	0	0	909	1963
Grand Total	200	0	113	4	317	0	1507	95	1	1603	0	0	0	2	2	64	1725	0	0	1789	3711
Apprch %	63.1	0	35.6	1.3		0	94	5.9	0.1		0	0	0	100		3.6	96.4	0	0		
Total %	5.4	0	3	0.1	8.5	0	40.6	2.6	0	43.2	0	0	0	0.1	0.1	1.7	46.5	0	0	48.2	
Cars	199	0	113	4	316	0	1503	94	0	1597	0	0	0	2	2	62	1722	0	0	1784	3699
% Cars	99.5	0	100	100	99.7	0	99.7	98.9	0	99.6	0	0	0	100	100	96.9	99.8	0	0	99.7	99.7
Trucks	1	0	0	0	1	0	4	1	1	6	0	0	0	0	0	2	3	0	0	5	12
% Trucks	0.5	0	0	0	0.3	0	0.3	1.1	100	0.4	0	0	0	0	0	3.1	0.2	0	0	0.3	0.3

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : SW7thAve&SW32ndStPM
Site Code : 20_____
Start Date : 10/22/2013
Page No : 2



All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : SW7thAve&SW32ndStPM
Site Code : 20_____
Start Date : 10/22/2013

	SW 7th AVENUE Southbound					SW 32nd STREET Westbound					SW 7th AVENUE Northbound					SW 32nd STREET Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	U-Turn	App. Total	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Other	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	20	0	8	0	28	0	185	**17**	0	202	0	0	0	0	0	7	228	0	0	235	465
04:45 PM	28	0	12	0	40	0	188	14	0	202	0	0	0	0	0	**10**	219	0	0	229	471
05:00 PM	**39**	0	**32**	0	**71**	0	217	13	0	230	0	0	0	0	0	9	**239**	0	0	**248**	**549**
05:15 PM	26	0	11	0	37	0	**253**	6	0	**259**	0	0	0	0	0	6	239	0	0	245	541
Total Volume	113	0	63	0	176	0	843	50	0	893	0	0	0	0	0	32	925	0	0	957	2026
% App. Total	64.2	0	35.8	0		0	94.4	5.6	0		0	0	0	0		3.3	96.7	0	0		
PHF	.724	.000	.492	.000	.620	.000	.833	.735	.000	.862	.000	.000	.000	.000	.000	.800	.968	.000	.000	.965	.923

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					04:45 PM					04:00 PM					04:30 PM				
+0 mins.	28	0	12	0	40	0	188	**14**	0	202	0	0	0	0	0	7	228	0	0	235
+15 mins.	**39**	0	**32**	0	**71**	0	217	13	0	230	0	0	0	**1**	**1**	**10**	219	0	0	229
+30 mins.	26	0	11	0	37	0	**253**	6	0	**259**	0	0	0	0	0	9	**239**	0	0	**248**
+45 mins.	25	0	12	0	37	0	191	12	0	203	0	0	0	0	0	6	239	0	0	245
Total Volume	118	0	67	0	185	0	849	45	0	894	0	0	0	1	1	32	925	0	0	957
% App. Total	63.8	0	36.2	0		0	95	5	0		0	0	0	100		3.3	96.7	0	0	
PHF	.756	.000	.523	.000	.651	.000	.839	.804	.000	.863	.000	.000	.000	.250	.250	.800	.968	.000	.000	.965

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : CR475&SW32ndStPM
Site Code : 21_____
Start Date : 10/22/2013
Page No : 1

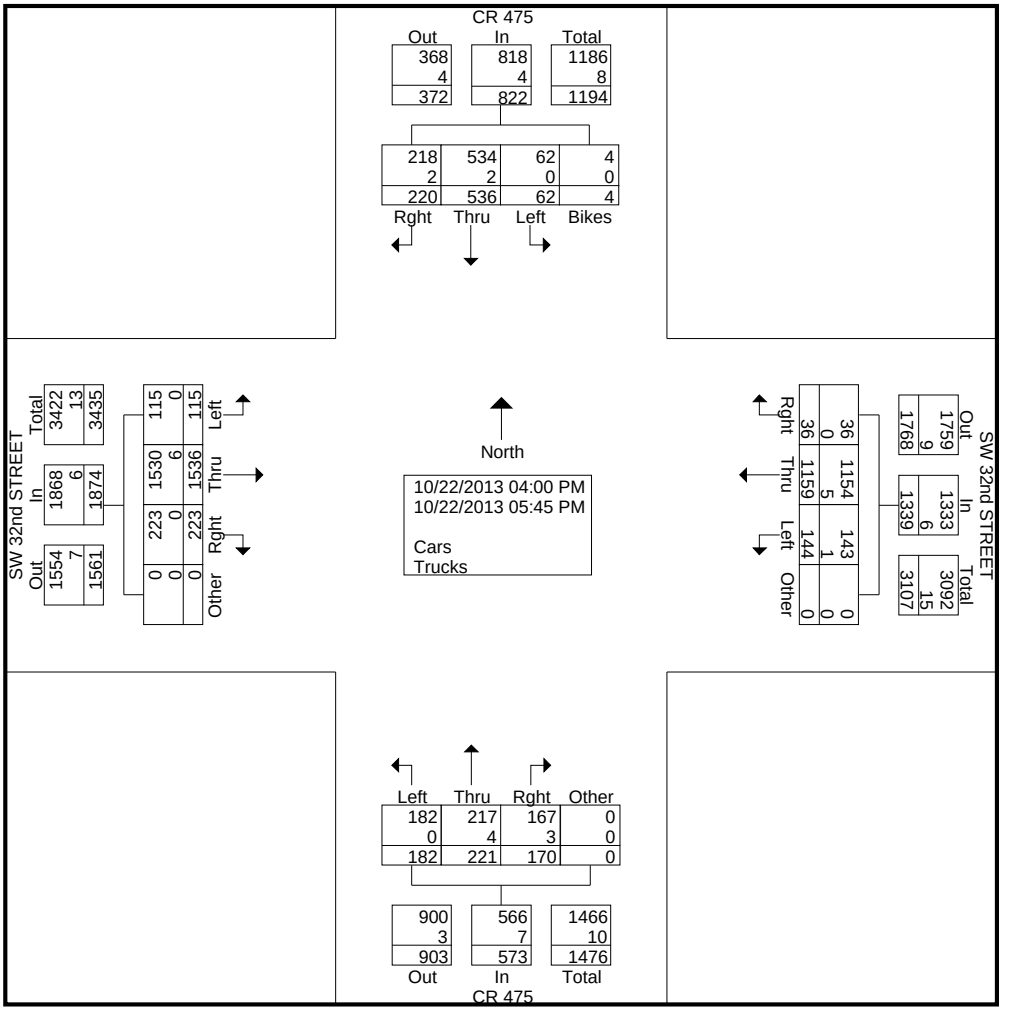
Groups Printed- Cars - Trucks

	CR 475 Southbound					SW 32nd STREET Westbound					CR 475 Northbound					SW 32nd STREET Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Int. Total
04:00 PM	6	53	14	0	73	15	103	8	0	126	23	26	18	0	67	15	157	28	0	200	466
04:15 PM	11	58	21	0	90	14	127	5	0	146	23	43	18	0	84	19	160	26	0	205	525
04:30 PM	10	69	33	1	113	23	155	4	0	182	19	27	17	0	63	17	203	29	0	249	607
04:45 PM	5	61	30	0	96	13	124	9	0	146	26	22	23	0	71	14	202	27	0	243	556
Total	32	241	98	1	372	65	509	26	0	600	91	118	76	0	285	65	722	110	0	897	2154
05:00 PM	13	80	32	0	125	19	178	4	0	201	29	31	23	0	83	12	221	29	0	262	671
05:15 PM	7	77	37	0	121	22	181	1	0	204	24	33	34	0	91	13	232	29	0	274	690
05:30 PM	6	76	31	1	114	14	149	1	0	164	17	26	18	0	61	11	180	27	0	218	557
05:45 PM	4	62	22	2	90	24	142	4	0	170	21	13	19	0	53	14	181	28	0	223	536
Total	30	295	122	3	450	79	650	10	0	739	91	103	94	0	288	50	814	113	0	977	2454
Grand Total	62	536	220	4	822	144	1159	36	0	1339	182	221	170	0	573	115	1536	223	0	1874	4608
Apprch %	7.5	65.2	26.8	0.5		10.8	86.6	2.7	0		31.8	38.6	29.7	0		6.1	82	11.9	0		
Total %	1.3	11.6	4.8	0.1	17.8	3.1	25.2	0.8	0	29.1	3.9	4.8	3.7	0	12.4	2.5	33.3	4.8	0	40.7	
Cars	62	534	218	4	818	143	1154	36	0	1333	182	217	167	0	566	115	1530	223	0	1868	4585
% Cars	100	99.6	99.1	100	99.5	99.3	99.6	100	0	99.6	100	98.2	98.2	0	98.8	100	99.6	100	0	99.7	99.5
Trucks	0	2	2	0	4	1	5	0	0	6	0	4	3	0	7	0	6	0	0	6	23
% Trucks	0	0.4	0.9	0	0.5	0.7	0.4	0	0	0.4	0	1.8	1.8	0	1.2	0	0.4	0	0	0.3	0.5

All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : CR475&SW32ndStPM
Site Code : 21_____
Start Date : 10/22/2013
Page No : 2



All Traffic Data Services, Inc

870 Misty Oak Drive
Orange Park, FL 32065
(904) 707-8618

File Name : CR475&SW32ndStPM
Site Code : 21_____
Start Date : 10/22/2013

	CR 475 Southbound					SW 32nd STREET Westbound					CR 475 Northbound					SW 32nd STREET Eastbound					
Start Time	Left	Thru	Rght	Bikes	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	App. Total	Left	Thru	Rght	Other	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	10	69	33	**1**	113	**23**	155	4	0	182	19	27	17	0	63	**17**	203	**29**	0	249	607
04:45 PM	5	61	30	0	96	13	124	**9**	0	146	26	22	23	0	71	14	202	27	0	243	556
05:00 PM	**13**	**80**	32	0	**125**	19	178	4	0	201	**29**	31	23	0	83	12	221	29	0	262	671
05:15 PM	7	77	**37**	0	121	22	**181**	1	0	**204**	24	**33**	**34**	0	**91**	13	**232**	29	0	**274**	**690**
Total Volume	35	287	132	1	455	77	638	18	0	733	98	113	97	0	308	56	858	114	0	1028	2524
% App. Total	7.7	63.1	29	0.2		10.5	87	2.5	0		31.8	36.7	31.5	0		5.4	83.5	11.1	0		
PHF	.673	.897	.892	.250	.910	.837	.881	.500	.000	.898	.845	.856	.713	.000	.846	.824	.925	.983	.000	.938	.914

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM					05:00 PM					04:30 PM					04:30 PM				
+0 mins.	5	61	30	0	96	19	178	**4**	0	201	19	27	17	0	63	**17**	203	**29**	0	249
+15 mins.	**13**	**80**	32	0	**125**	22	**181**	1	0	**204**	26	22	23	0	71	14	202	27	0	243
+30 mins.	7	77	**37**	0	121	14	149	1	0	164	**29**	31	23	0	83	12	221	29	0	262
+45 mins.	6	76	31	**1**	114	**24**	142	4	0	170	24	**33**	**34**	0	**91**	13	**232**	29	0	**274**
Total Volume	31	294	130	1	456	79	650	10	0	739	98	113	97	0	308	56	858	114	0	1028
% App. Total	6.8	64.5	28.5	0.2		10.7	88	1.4	0		31.8	36.7	31.5	0		5.4	83.5	11.1	0	
PHF	.596	.919	.878	.250	.912	.823	.898	.625	.000	.906	.845	.856	.713	.000	.846	.824	.925	.983	.000	.938

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

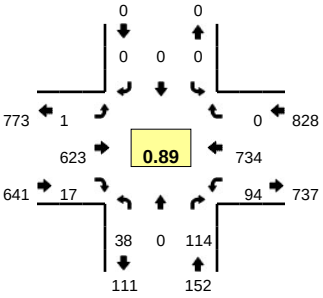
LOCATION: SW 40th Ave -- SW 43rd St Rd

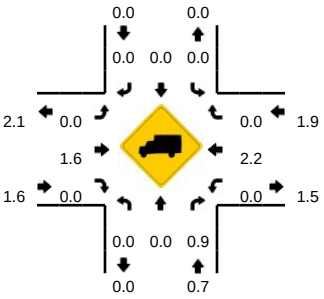
QC JOB #: 14102417

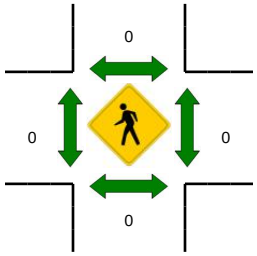
CITY/STATE: Ocala, FL

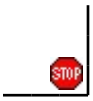
DATE: Thu, Jan 12 2017

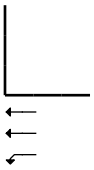
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

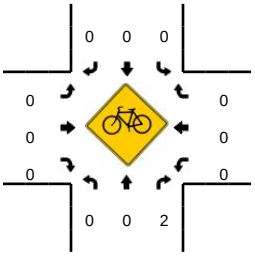


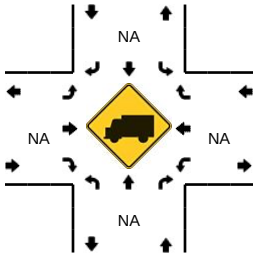


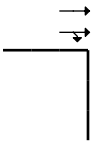


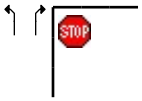


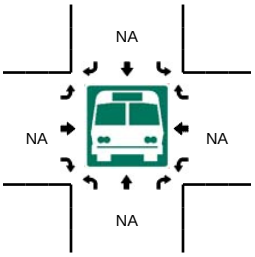












R* = RTOR

15-Min Count Period Beginning At	SW 40th Ave (Northbound)					SW 40th Ave (Southbound)					SW 43rd St Rd (Eastbound)					SW 43rd St Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	4	0	19	0	0	0	0	0	0	0	0	143	3	0	0	20	155	0	0	0	344	
4:15 PM	2	0	11	0	0	0	0	0	0	0	0	147	8	0	0	22	180	0	0	0	370	
4:30 PM	14	0	15	0	1	0	0	0	0	0	0	153	3	0	0	15	147	0	0	0	348	
4:45 PM	3	0	23	0	0	0	0	0	0	0	0	150	3	0	0	25	170	0	0	0	374	1436
5:00 PM	23	0	43	0	0	0	0	0	0	0	0	150	2	0	0	21	185	0	0	0	424	1516
5:15 PM	7	0	22	0	0	0	0	0	0	0	0	192	3	0	0	27	206	0	0	0	457	1603
5:30 PM	5	0	26	0	0	0	0	0	0	0	0	131	9	1	0	21	173	0	0	0	366	1621
5:45 PM	3	0	13	0	0	0	0	0	0	0	0	140	3	2	0	18	150	0	1	0	330	1577

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	0	88	0	0	0	0	0	0	0	0	768	12	0	0	108	824	0	0	0	1828
Heavy Trucks	0	0	0			0	0	0			0	12	0			0	16	0			28
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

2035 PM DESIGN HOURLY VOLUME ADJUSTMENT												
Case	SW 49th Ave Northbound			SW 49th Ave Southbound			SW 80th St Eastbound			SW 80th St Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Design Hourly Volumes [1]	126	510	26	30	692	146	164	8	193	22	4	19
2035 PM Design Hourly Volumes [1]	198	782	41	31	1047	147	164	8	298	34	4	19
Current Growth Rate (2020 to 2035)	3.8%	3.6%	3.8%	0.2%	3.4%	0.0%	0.0%	0.0%	3.6%	3.6%	0.0%	0.0%
Applied Growth Rate (2020 to 2035)	3.8%	3.6%	3.8%	1.0%	3.4%	1.0%	1.0%	1.0%	3.6%	3.6%	1.0%	1.0%
Adjusted 2035 PM Design Hourly Volumes	198	782	41	35	1047	168	189	9	298	34	5	22

AM DESIGN HOURLY VOLUME DEVELOPMENT												
Case	SW 49th Ave Northbound			SW 49th Ave Southbound			SW 80th St Eastbound			SW 80th St Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2020 PM Design Hourly Volumes	126	510	26	30	692	146	164	8	193	22	4	19
AM Peak Hour Adjustment Factor [2]	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
90% AM-adjusted	113	459	23	27	623	131	148	7	174	20	4	17
2020 AM Design Hourly Volumes [3]	174	623	20	17	459	148	131	4	113	23	7	27
2035 PM Design Hourly Volumes	198	782	41	35	1047	168	189	9	298	34	5	22
AM Peak Hour Adjustment Factor [2]	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%	90%
90% AM-adjusted	178	704	37	32	942	151	170	8	268	31	5	20
2035 AM Design Hourly Volumes [4]	268	942	31	20	704	170	151	5	178	37	8	32

Notes:

1. 2020 and 2035 PM Design Hourly Volumes were calculated using the FDOT TURNS5v2014 analysis spreadsheet.
2. The 90% AM adjustment factor was determined by calculating the ratio of existing AM-to-PM volumes along SW 80th Street.
3. 2020 AM volumes were calculated by reversing the directionality of the 2020 PM Design Hourly Volumes.
4. 2035 AM volumes were calculated by reversing the directionality of the 2035 PM Design Hourly Volumes.

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

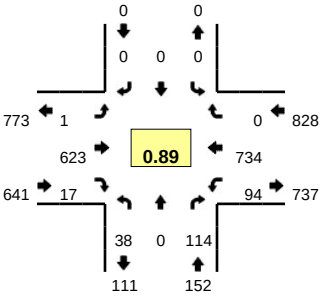
LOCATION: SW 40th Ave -- SW 43rd St Rd

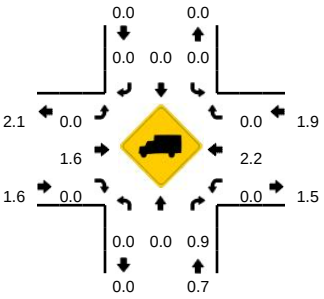
QC JOB #: 14102417

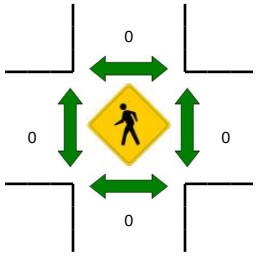
CITY/STATE: Ocala, FL

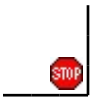
DATE: Thu, Jan 12 2017

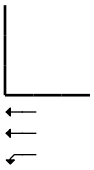
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

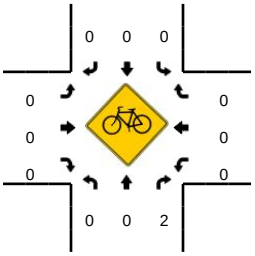


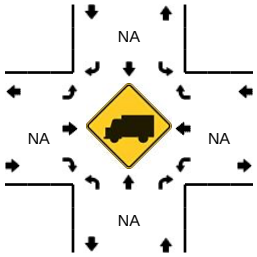


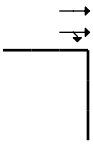


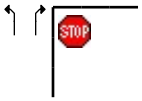


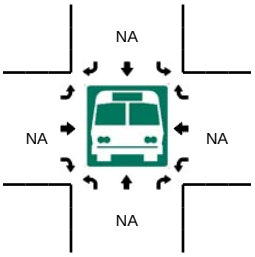












R* = RTOR

15-Min Count Period Beginning At	SW 40th Ave (Northbound)					SW 40th Ave (Southbound)					SW 43rd St Rd (Eastbound)					SW 43rd St Rd (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	4	0	19	0	0	0	0	0	0	0	0	143	3	0	0	20	155	0	0	0	344	
4:15 PM	2	0	11	0	0	0	0	0	0	0	0	147	8	0	0	22	180	0	0	0	370	
4:30 PM	14	0	15	0	1	0	0	0	0	0	0	153	3	0	0	15	147	0	0	0	348	
4:45 PM	3	0	23	0	0	0	0	0	0	0	0	150	3	0	0	25	170	0	0	0	374	1436
5:00 PM	23	0	43	0	0	0	0	0	0	0	0	150	2	0	0	21	185	0	0	0	424	1516
5:15 PM	7	0	22	0	0	0	0	0	0	0	0	192	3	0	0	27	206	0	0	0	457	1603
5:30 PM	5	0	26	0	0	0	0	0	0	0	0	131	9	1	0	21	173	0	0	0	366	1621
5:45 PM	3	0	13	0	0	0	0	0	0	0	0	140	3	2	0	18	150	0	1	0	330	1577

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	28	0	88	0	0	0	0	0	0	0	0	768	12	0	0	108	824	0	0	0	1828
Heavy Trucks	0	0	0			0	0	0			0	12	0			0	16	0			28
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

TURNS5 ANALYSIS SHEET - INPUT

Analyst:	KHA
Date:	19-Dec-13
Highway:	SW 49th Ave
Intersection:	SW 95th St
From:	
To:	
County:	Marion

Enter Yes or No

Is the Mainline Oriented North/South? (●) Yes ( ) No

K Factors	Mainline
	9.00%
	Sidestreet
	9.00%

D Factors	*Mainline*	
	43.0%	Northbound (NB)
	57.0%	Southbound (SB)
	Sidestreet	
	43.0%	Westbound (WB)
	57.0%	Eastbound (EB)

Do you have FTSUTMS Model Year traffic from which you would like to interpolate/extrapolate for project years? (Y/N)

Enter Yes or No: (●) Yes ( ) No

If "Yes" go to cell C47 — If "No" go to cell C31

Enter Year and Growth Rates from Base Year:

	Year	*Rate* (1.0% = 0.01) Mainline	Side Street
Base			
Opening			
Mid			
Design			

Mainline Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Side Street Growth Function: (●) Linear ( ) Exponential ( ) Decaying

Enter Base Year AADTs for Volume Comparison:

(growth rates are used to calculate other project years)

From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
0	0	0	0	0

Enter Project and Model Years

	Year
Base	2013
Opening	2015
Mid	2025
Design	2035
Model	2035

Enter Base and Model Year AADTs for Volume Comparison:

(volumes for other project years are calculated by interpolation)

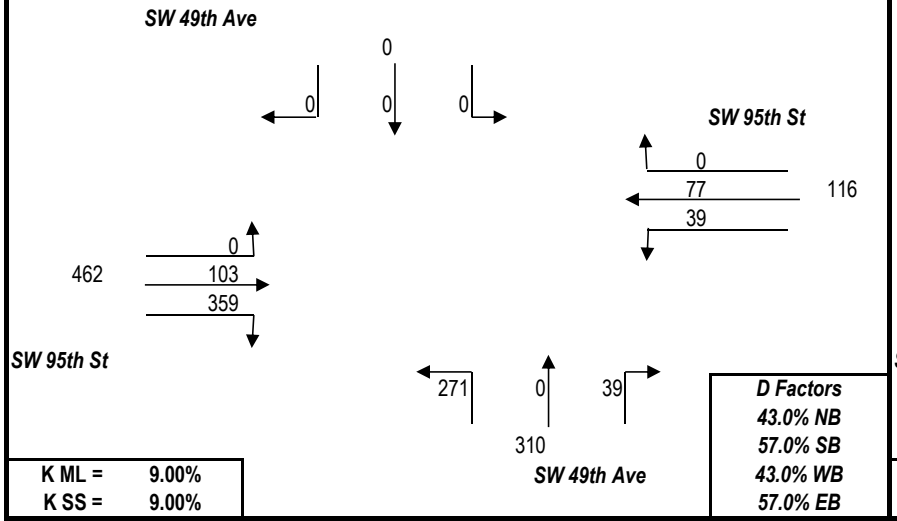
	From West: EB Approach	*From East: WB Approach*	*From North: SB Approach*	*From South: NB Approach*	***TOTAL***
2013	9000	3000	0	7900	19900
2035	28100	24400	24600	23100	100200

		1st Guess Turning %'s for AADT Balancing	**Actual/Counted Traffic for 2013**	
(EB LT)	*West-to-North*	0%	0	
(EB THRU)	*West-to-East*	36%	77	
(EB RT)	*West-to-South*	64%	460	
(WB LT)	*East-to-South*	33%	73	(must be done manually)
(WB THRU)	*East-to-West*	67%	71	
(WB RT)	*East-to-North*	0%	0	
(SB LT)	*North-to-East*	15%	0	
(SB THRU)	*North-to-South*	29%	0	
(SB RT)	*North-to-West*	56%	0	
(NB LT)	*South-to-West*	78%	233	
(NB THRU)	*South-to-North*	1%	1	
(NB RT)	*South-to-East*	21%	31	

Desired Closure: 0.01

PROJECT TRAFFIC FOR SW 49th Ave AT SW 95th St: TO

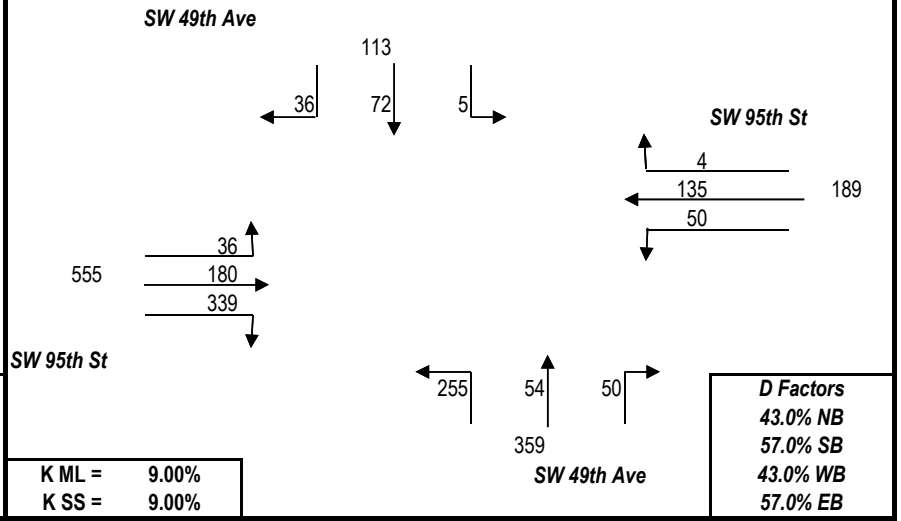
1-WAY DESIGN HOUR TURNING MOVEMENTS IN YEAR 2013



K ML =	9.00%
K SS =	9.00%

D Factors
43.0% NB
57.0% SB
43.0% WB
57.0% EB

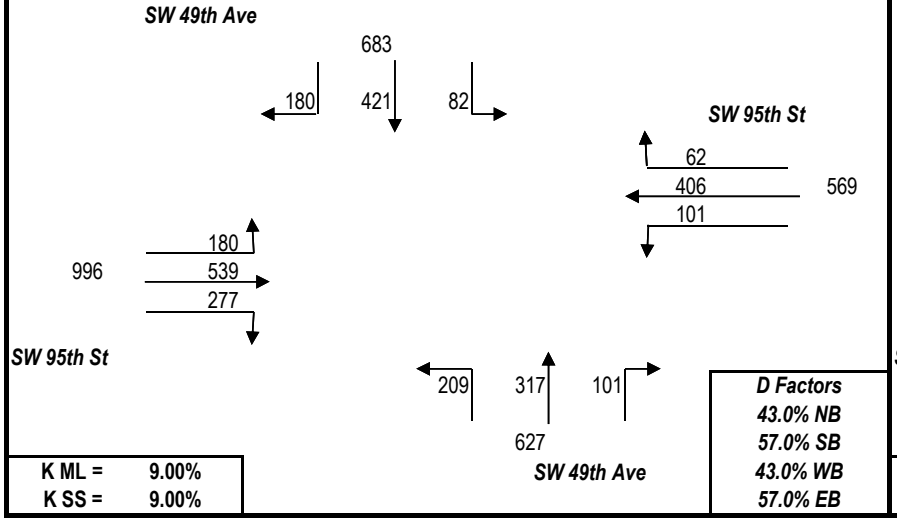
1-WAY DESIGN HOUR TURNING MOVEMENTS IN YEAR 2015



K ML =	9.00%
K SS =	9.00%

D Factors
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57.0% SB
43.0% WB
57.0% EB

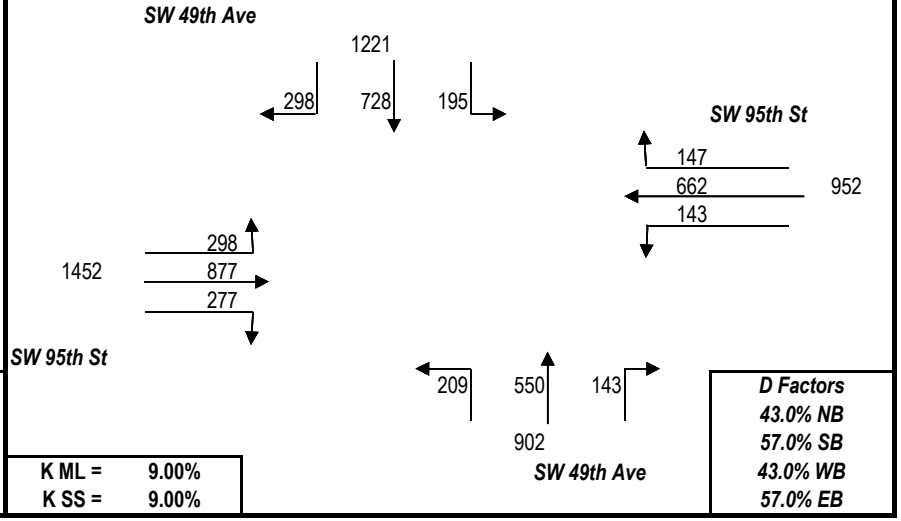
1-WAY DESIGN HOUR TURNING MOVEMENTS IN YEAR 2025



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D Factors
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57.0% SB
43.0% WB
57.0% EB

1-WAY DESIGN HOUR TURNING MOVEMENTS IN YEAR 2035



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D Factors
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57.0% SB
43.0% WB
57.0% EB

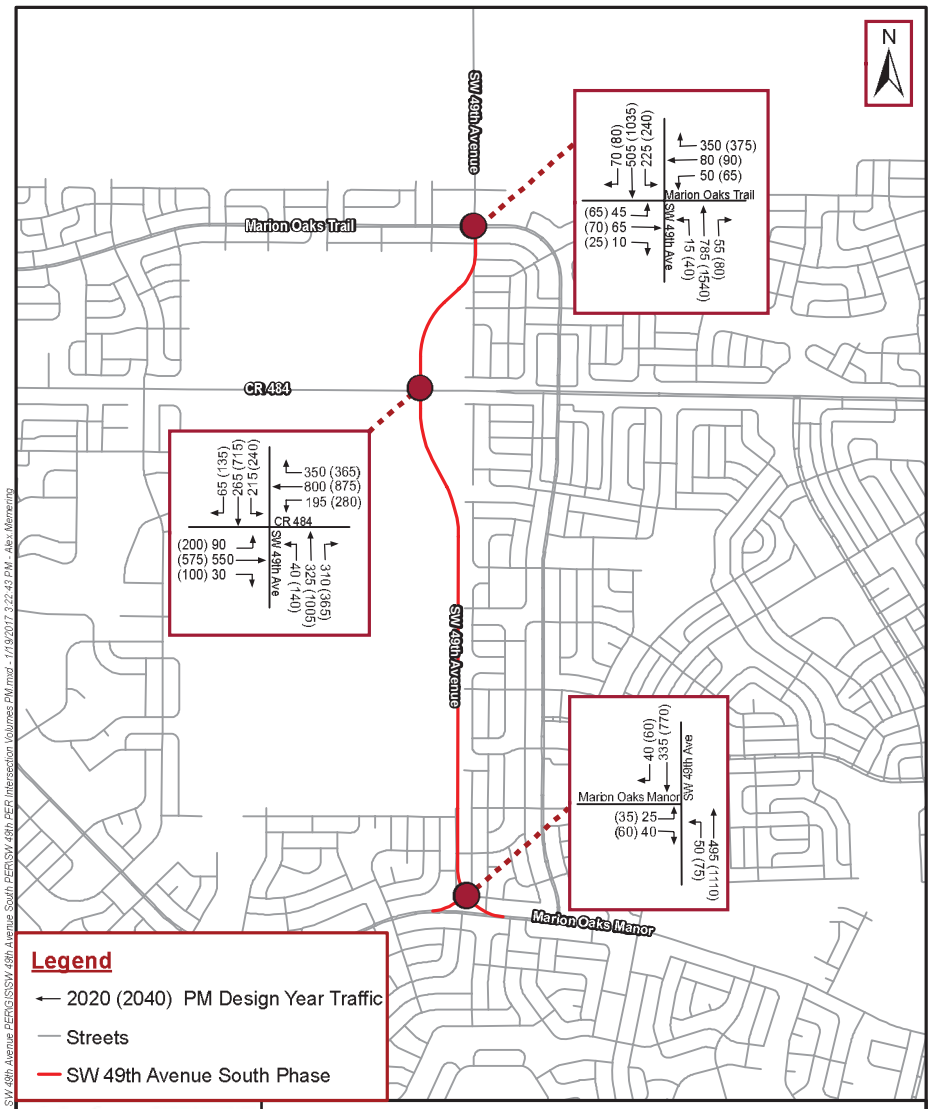


FIGURE 3 - PROJECTED PM DESIGN HOUR TRAFFIC VOLUMES

SW 49TH AVENUE SOUTH PHASE PER MARION COUNTY, FLORIDA

Project No: 040997049	Not To Scale	January 2017	Page 13

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Phone: 352 438 3000
www.kimley-horn.com CA 00000696

K:\OCA_Civil\040997049 - SW 49th Avenue South PER\SIS\SW 49th Avenue South PER\SW 49th PER Intersection Volumes PM.mxd - 1/19/2017 3:22:43 PM - Alex Mennerng

FUTURE YEAR BUILD CONDITIONS

Roadway Segment Evaluation

The opening year 2020, mid-year 2030, and design year 2040 AADT and design hour directional volumes for SW 49th Avenue were compared to the service volume of the roadway with the four-lane build geometry. The service volume was determined using the FDOT Quality/Level of Service Tables and LOS standard "E". SW 49th Avenue is expected to operate with acceptable LOS "C" for opening year 2020, mid-year 2030, and design year 2040 projected traffic volumes. **Table 4** presents the future conditions roadway segment analysis.

Table 4: Future Conditions Build Roadway Segment Analysis

Roadway			Daily Service Volume	Opening Year 2020		Mid Year 2030		Design Year 2040		Peak Direction Service Volume	Opening Year 2020		Mid Year 2030		Design Year 2040	
From	To			AADT	LOS	AADT	LOS	AADT	LOS		DDHV	LOS	DDHV	LOS	DDHV	LOS
SW 49th Avenue																
Marion Oaks Trail	CR 484		35,820	15,000	C	23,000	C	30,000	C	1,800	780	C	1,200	C	1,570	C
CR 484	Marion Oaks Manor		35,820	13,000	C	21,000	C	29,000	C	1,800	680	C	1,100	C	1,510	C

K:\OCA_Civil\040997049 - SW 49th Avenue PER\Traffic\calcs\[SW 49th Ave Traffic Analysis Tables.xlsx]T6

Intersection Evaluation

The intersections within the study area were evaluated using the Synchro 9 software package, which implements the procedures of the 2010 Highway Capacity Manual. The opening year 2020 and design year 2040 scenarios were evaluated to identify the required intersection geometry and control to support the projected traffic volumes. The intersections were evaluated for the AM design hour and PM design hour.

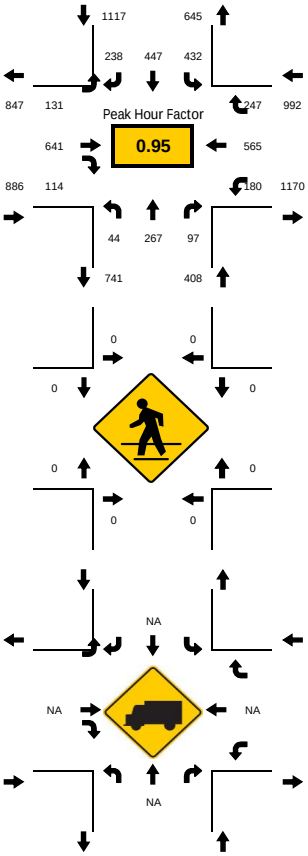
Peak hour factors were utilized for each intersection approach consistent with existing traffic operations and guidance in the Synchro software manual. The percent trucks were input as outlined previously in **Table 2**. The intersection geometry and control necessary to provide acceptable intersection operations within the 2020 opening year and 2040 design year were identified.

The results of the Synchro analysis show that the intersection of SW 49th Avenue and Marion Oaks Trail will need to operate with signalized control to accommodate the projected 2020 opening year traffic volumes. The intersection of SW 49th Avenue and CR 484 will also need to operate under signalized control in the 2020 opening year. The intersection of SW 49th Avenue and Marion Oaks Manor is shown to have acceptable operations in the 2020 opening year and 2040 design year with stop-control for the eastbound minor street approach on Marion Oaks Manor.

Figure 4 illustrates the intersection geometry needed to accommodate the anticipated traffic volumes in the 2020 opening year and 2040 design year. The intersection of SW 49th Avenue and CR 484 is shown to have acceptable operations with a single left-turn lane for the southbound and westbound approaches in the 2020 opening year. However, prior to the design year 2040, a second southbound left-turn lane and second westbound left-turn lane will be needed based on the design year traffic projections. **Table 5** presents a summary of the future conditions intersection analysis, considering the intersection geometry illustrated in ***Figure 4***.

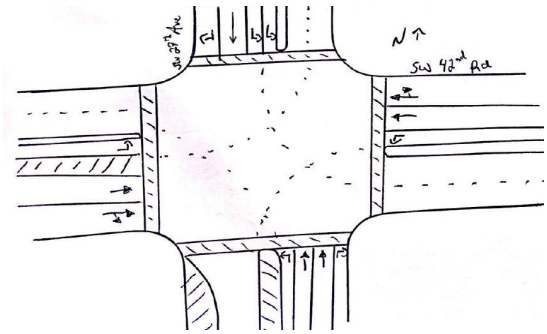
LOCATION: SW 27th Ave & SW 42nd St
CITY/STATE: Ocala

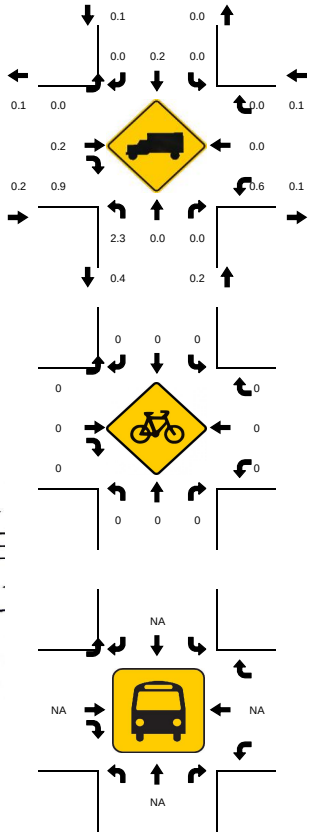
PROJECT ID: 16-3341-004
DATE: Tue, Oct 11, 2016



Peak-Hour: 04:45 PM - 05:45 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

National Data & Surveying Services





15-Min Count Period Beginning At	SW 27th Ave Northbound					SW 27th Ave Southbound					SW 42nd St Eastbound					SW 42nd St Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	13	63	22	0	4	83	122	56	2	15	33	113	31	0	1	39	122	68	0	7	765	3167
04:15 PM	17	69	30	0	7	105	119	59	7	14	38	137	19	0	0	38	115	51	0	6	797	3275
04:30 PM	14	50	23	0	1	90	108	60	3	16	37	142	24	1	0	44	131	61	0	2	784	3373
04:45 PM	13	58	31	0	9	103	117	56	5	22	31	140	36	0	2	31	136	69	0	9	821	3403
05:00 PM	7	77	19	0	6	113	128	61	2	21	40	159	30	0	9	54	129	56	0	4	873	3372
05:15 PM	15	53	30	0	9	116	98	56	8	15	26	194	20	0	2	45	175	67	0	1	895	2499
05:30 PM	9	79	17	0	3	100	104	65	2	10	34	148	28	1	4	50	125	55	1	2	814	1604
05:45 PM	11	60	27	0	11	100	101	45	11	22	25	148	36	0	0	41	132	64	1	8	790	790

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	
All Vehicles	60	316	124	0	36	464	512	260	32	88	160	776	144	4	36	216	700	276	4	36	**4008**
Heavy Trucks	4	0	0			0	4	0			0	4	4			4	0	0			**20**
Pedestrians		0					0					0					0				**0**
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			**0**
Railroad Stopped Buses																					

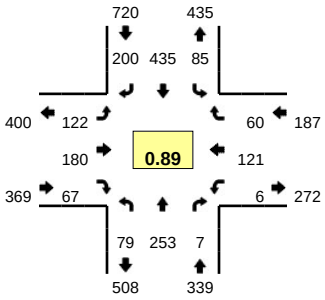
Type of peak hour being reported: Intersection Peak

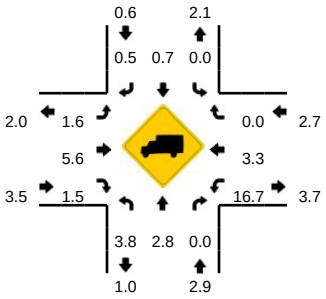
Method for determining peak hour: Total Entering Volume

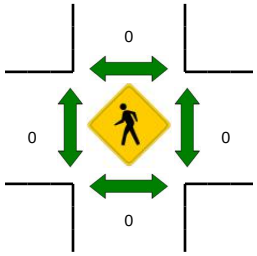
LOCATION: CR 475A -- SW 66th St
CITY/STATE: Marion, FL

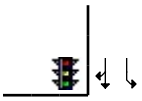
QC JOB #: 14102418
DATE: Thu, Jan 12 2017

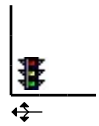
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

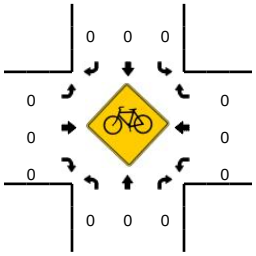


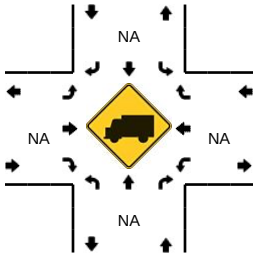


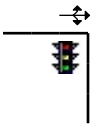




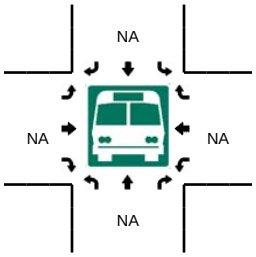












R* = RTOR

15-Min Count Period Beginning At	CR 475A (Northbound)					CR 475A (Southbound)					SW 66th St (Eastbound)					SW 66th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	16	57	1	0	1	27	86	47	0	2	19	31	21	0	3	0	39	15	0	3	368	
4:15 PM	21	72	0	0	0	17	98	53	0	5	17	41	20	0	5	0	21	7	0	2	379	
4:30 PM	16	44	1	0	0	23	86	40	0	3	29	50	21	0	5	0	19	8	0	6	351	
4:45 PM	14	52	1	0	0	17	96	31	0	0	36	54	16	0	0	2	27	14	0	0	360	1458
5:00 PM	28	64	1	0	0	21	112	45	0	1	27	35	15	0	2	1	36	12	0	8	408	1498
5:15 PM	20	74	1	0	0	26	124	63	0	4	36	42	22	0	2	1	31	6	0	3	455	1574
5:30 PM	17	63	4	0	0	21	103	51	0	5	23	49	7	0	3	2	27	12	0	5	392	1615
5:45 PM	19	44	2	0	1	27	97	37	0	2	23	27	22	0	6	1	26	13	0	3	350	1605

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	80	296	4	0	0	104	496	252	0	16	144	168	88	0	8	4	124	24	0	12	1820
Heavy Trucks	0	12	0			0	4	4			8	12	4			0	4	0			48
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

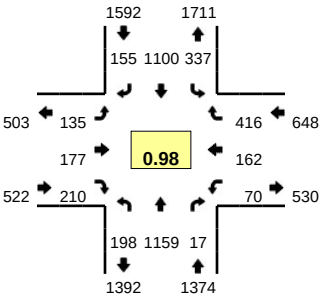
Type of peak hour being reported: Intersection Peak

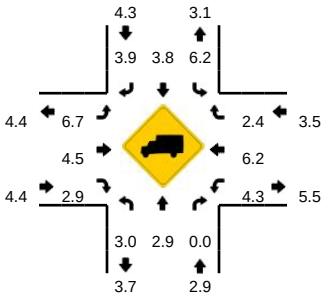
Method for determining peak hour: Total Entering Volume

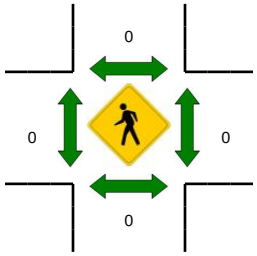
LOCATION: SR 200/SW College Rd -- SW 60th Ave
CITY/STATE: Ocala, FL

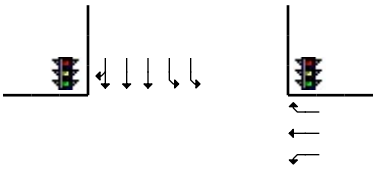
QC JOB #: 14102420
DATE: Thu, Jan 12 2017

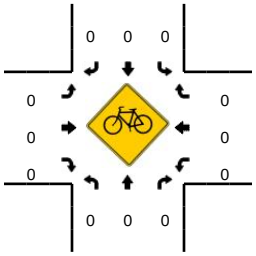
Peak-Hour: 11:15 AM -- 12:15 PM
Peak 15-Min: 11:45 AM -- 12:00 PM

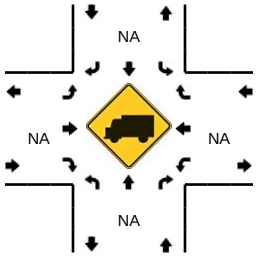


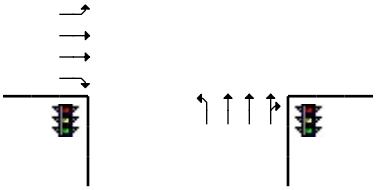


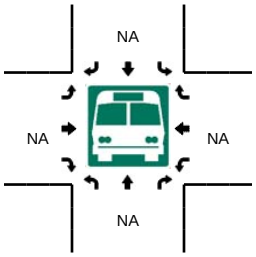












R* = RTOR

15-Min Count Period Beginning At	SR 200/SW College Rd (Northbound)					SR 200/SW College Rd (Southbound)					SW 60th Ave (Eastbound)					SW 60th Ave (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	41	259	1	2	0	62	201	30	1	0	37	40	26	0	24	16	43	103	0	23	909	
11:15 AM	55	267	1	2	0	94	249	34	0	0	34	39	37	0	24	14	37	106	0	8	1001	
11:30 AM	47	268	4	5	0	93	271	38	0	0	34	42	27	0	32	24	38	92	0	18	1033	
11:45 AM	39	317	8	1	0	65	304	48	1	0	35	40	20	0	34	14	42	71	0	15	1054	3997
12:00 PM	45	307	4	4	0	84	276	35	0	0	32	56	18	0	18	18	45	93	0	13	1048	4136
12:15 PM	40	244	4	1	0	74	206	30	1	0	34	39	22	0	26	16	44	83	0	19	883	4018
12:30 PM	42	327	3	4	0	105	293	37	0	0	33	40	14	0	33	15	36	79	0	13	1074	4059
12:45 PM	54	306	6	3	0	90	284	54	0	0	32	41	33	0	17	16	36	74	0	16	1062	4067

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	156	1268	32	4	0	260	1216	192	4	0	140	160	80	0	136	56	168	284	0	60	4216
Heavy Trucks	4	36	0			12	52	4			4	8	8			4	4	12			148
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad																					
Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: SR 200/SW College Rd -- SW 66th St

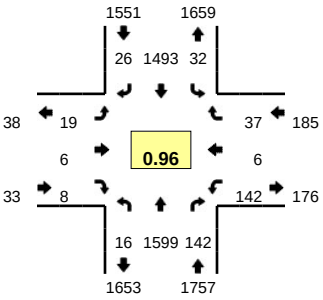
CITY/STATE: Ocala, FL

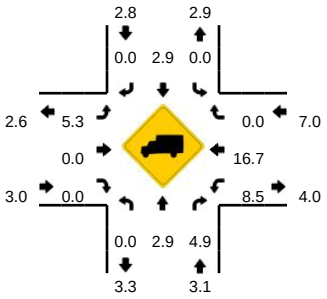
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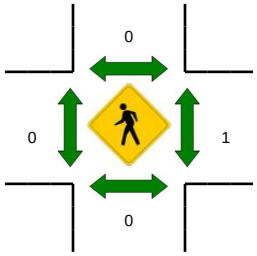
DATE: Thu, Jan 12 2017

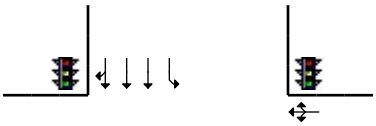
Peak-Hour: 12:00 PM -- 1:00 PM

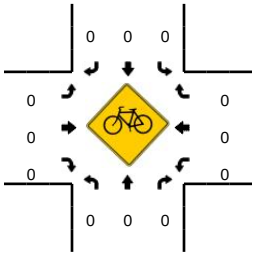
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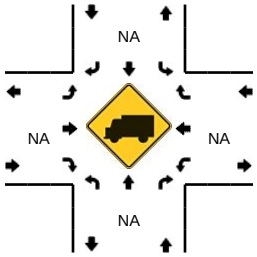


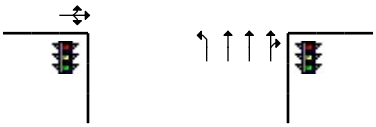


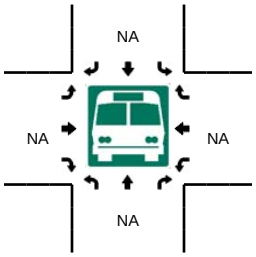












R* = RTOR

15-Min Count Period Beginning At	SR 200/SW College Rd (Northbound)					SR 200/SW College Rd (Southbound)					SW 66th St (Eastbound)					SW 66th St (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
11:00 AM	2	375	33	3	3	7	276	2	2	2	5	1	0	0	2	32	1	4	0	2	752	
11:15 AM	1	403	49	2	5	3	351	5	3	0	7	0	0	0	0	31	0	3	0	1	864	
11:30 AM	0	383	54	1	2	9	387	4	3	0	3	0	0	0	0	38	0	3	0	0	887	
11:45 AM	0	373	28	3	1	7	349	1	0	0	6	2	3	0	1	38	2	8	0	3	825	3328
12:00 PM	3	382	36	5	2	10	334	9	0	0	6	2	1	0	0	36	2	5	0	4	837	3413
12:15 PM	2	390	22	1	7	6	380	6	0	0	5	2	1	0	1	40	3	10	0	0	876	3425
12:30 PM	0	421	37	1	5	4	381	4	2	0	3	1	1	0	1	27	1	5	0	4	898	3436
12:45 PM	1	406	33	3	0	8	398	6	2	1	5	1	2	0	1	39	0	8	0	1	915	3526

Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	
All Vehicles	4	1624	132	12	0	32	1592	24	8	4	20	4	8	0	4	156	0	32	0	4	3660
Heavy Trucks	0	32	0			0	28	0			4	0	0			20	0	0			84
Pedestrians		0					0					0					0				0
Bicycles	0	0	0			0	0	0			0	0	0			0	0	0			0
Railroad Stopped Buses																					

Comments:

Report generated on 1/20/2017 7:26 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

APPENDIX D: HISTORIC GROWTH CALCULATIONS

Table X: Growth Rates for Intersection Turning Movement Counts to Adjust to 2020 Existing Year

Int. #	TMC Date	Cross Street 1	2013 AADT	2016 AADT	2017 AADT	2019 AADT	Growth Rate	Cross Street 1	2013 AADT	2016 AADT	2017 AADT	2019 AADT	Growth Rate	Weighted Avg Growth Rate	Applied Growth Rate	Notes
1	2019	SR 200				5324		SW 95th St Rd				1074		--	--	2019 TMC is within 12-months and was used
1	2017	SR 200			5275			SW 95th St Rd			815					without adjustment
2	2016	SR 200	37500	44000	44000	48000	3.03%	SW 60th Ave N	12500		16200	16600	1.23%	3.63%	1.00%	Based on Growth along SR 200 Corridor
2								SW 60th Ave S	15300		16900	17300	1.18%			
6	2016	SR 200	37500	44000	44000	48000	3.03%	SW 66th Street	6400		5300	5300	0.00%	4.06%	1.00%	Based on Growth along SR 200 Corridor
6																
7	2019	SR 200	36000	41500	41500	42000	0.40%	SW 42nd Street	12100	13100	17900	18400	13.49%	2.19%	--	2019 TMC is within 12-months and was used
7																without adjustment
8	2019	SR 200	43000		47500	43500	-4.21%	SW 38th Street	7600		6400	7600	9.38%	-2.60%	--	2019 TMC is within 12-months and was used
8								SW 38th Court								without adjustment
9	2017	SR 200	43000		47500	43500	-4.21%	I-75 SB Ramps	7200		8300	8000	-1.81%	-3.75%	--	2019 TMC is within 12-months and was used
9								I-75 SB Ramps	6000		7400	7400	0.00%			without adjustment
10	2017	SR 200	43000		47500	43500	-4.21%	I-75 NB Ramps	7300		8500	8200	-1.76%	-3.90%	--	2019 TMC is within 12-months and was used
10								I-75 NB Ramps	6400		7900	7500	-2.53%			without adjustment
11	2017	SR 200	39000		39500	40500	1.27%	SW 27th Avenue	21000		21500	19600	-4.42%	-0.75%	--	2019 TMC is within 12-months and was used
11		SR 200	38500		37500	38500	1.33%									without adjustment
12	2017	SW 60th Avenue	12600		16100	16500	1.24%	SW 20th Street	10700		12700	13100	1.57%	1.34%	1.34%	Intersection Growth Rate 2017 to 2019
12																
13	2017	SW 60th Avenue	12600		16100	16500	1.24%	SW 38th Street	5600		8900	8400	-2.81%	1.58%	1.58%	Intersection Growth Rate 2017 to 2019
13		SW 60th Avenue	12500		16200	16600	1.23%	SW 38th Street	7600		6400	7600	9.38%			
17	2017	SW 60th Avenue	15300		16900	17300	1.18%	SW 80th Street					--	1.18%	1.18%	Intersection Growth Rate 2017 to 2019
17													--			
18	2017	SW 60th Avenue	15300		16900	17300	1.18%	SW 95th Street	8500		8500	8900	2.35%	1.57%	1.57%	Intersection Growth Rate 2017 to 2019
18																
19	2013	SW 7th Avenue	2500		3900	3900	9.33%	SW 42nd Street	12100		17900	18400	8.68%	8.74%	1.26%	Based on recent counts along SW 42nd St Rd
19																
20	2013	CR 475	8300		7700	7400	-1.81%	SW 42nd Street	14300		20300	20500	7.23%	4.70%	4.70%	Intersection Growth Rate 2013 to 2019
20			6700		7100	7500	1.99%									
26	2016	CR 475A/SW 27th Ave	21000	20400	21500	19600	-1.31%	SW 42nd Street	12100	13100	17900	18400	13.49%	4.48%	4.48%	Intersection Growth Rate 2016 to 2019
26																
27	2017	CR 475A/SW 27th Ave	21000		21500	19600	-4.42%	SW 66th Street	6400		5300	5300	0.00%	-3.54%	1.00%	Minimum 1% growth rate
27																

Kimley»Horn

Table 3: Historic Growth Rates

Roadway From	To	Existing AADT	Count Station	Annual Growth Rate from 5-year Historic Data [1]	CFRPM Daily Volume [2] 2020	CFRPM Daily Volume [2] 2045	FSUTMS Growth Rate
SR 200							
SW 80th Ave	SW 60th Ave	30,400	G-8	14.48%	42,178	66,420	2.3%
SW 60th Ave	SW 48th Ave	47,000	0474	4.16%	42,348	63,709	2.0%
		41,000	0461	2.61%			
SW 48th Ave	I-75 East Ramps	34,000	G-10	-2.99%	49,733	82,238	2.6%
I-75 East Ramps	SW 27th Ave	38,000	0001	-2.14%	98,204	158,194	2.4%
		39,500	0122	-1.65%			
SW 27th Ave	MLK JR Ave	34,500	0062	-2.53%	34,291	62,972	3.3%
		24,000	0083	-2.09%			
SW 66th St / SW 80th St							
SR 200	SW 49th Avenue	3,800	8043	-2.10%	9,943	16,809	2.8%
		5,300	8032	-6.48%			
SW 49th Avenue	CR 475A	7,100	G-36	-2.46%	45,101	70,544	2.3%
NW / SW 60th Ave							
SR 40	SW 20th St	16,300	8065	6.04%	20,986	37,662	3.2%
SW 20th St	SW 38th St	16,100	G-28	8.60%	16,275	41,568	6.2%
		14,500	G-30	0.81%			
SW 38th St	SR 200	16,400	8066	6.36%	12,182	33,983	7.2%
SR 200	SW 80th St	17,100	7025	1.32%	12,731	40,226	8.6%
SW 80th St	SW 95th St	--	--		11,773	25,350	4.6%
SW 49th Ave							
SW 42nd St	SW 66th St	--	--		7,983	20,991	6.5%
SW 66th St	SW 80th St	--	--		5,641	43,759	27.0%
SW 80th St	SW 95th St	--	--		5,581	43,755	27.4%
SW 95th St	CR 484	18,100	8108	9.22%	12,245	48,736	11.9%
SW 42nd St							
SR 200	SW 27th Ave	17,600	E-28	22.65%	26,358	56,316	4.5%
		18,900	E-27	12.31%			
SW 27th Ave	SW 7th Ave	18,100	8006	9.22%	41,926	69,654	2.6%
		18,800	E-26	-0.50%			
SW 7th Ave	CR 475	20,500	8110	8.30%	41,926	69,654	2.6%
SW 95th St							
SW 80th Ave	SR 200	4,500	G-41	7.39%	9,614	20,669	4.6%
SR 200	SW 60th Ave	3,200	G-42	8.83%	5,429	34,138	21.2%
SW 60th Ave	SW 49th Ave	9,600	G-43	4.21%	6,611	18,966	7.5%
SW 27th Ave							
SR 200	SW 42nd St	20,500	E-20	0.37%	6,303	9,087	1.8%
CR 475A							
SW42nd St	SW 66th St	12,000	G-15	-0.46%	20,510	49,301	5.6%
SW 66th St	CR 475B	9,300	G-16	1.34%	11,014	29,518	6.7%
Weighted Average Growth Rate:		Historic:		3.5%	CFRPM Model:		3.8%
Vested / Committed Daily Project Traffic Total:		86,085		25-year AADT Increase (all roads):			617,333
BEBR Population Growth (2020-2045)		High:	1.65%	Med:	1.04%	Low:	0.44%
Proposed Background Growth Rate for Analysis:							1.04%

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Note 1: Growth Rates are from the Ocala/Marion County 2013-1017 Traffic Counts and Trends Manual and calculated growth rates from FDOT Historical AADT from Florida Traffic Online.

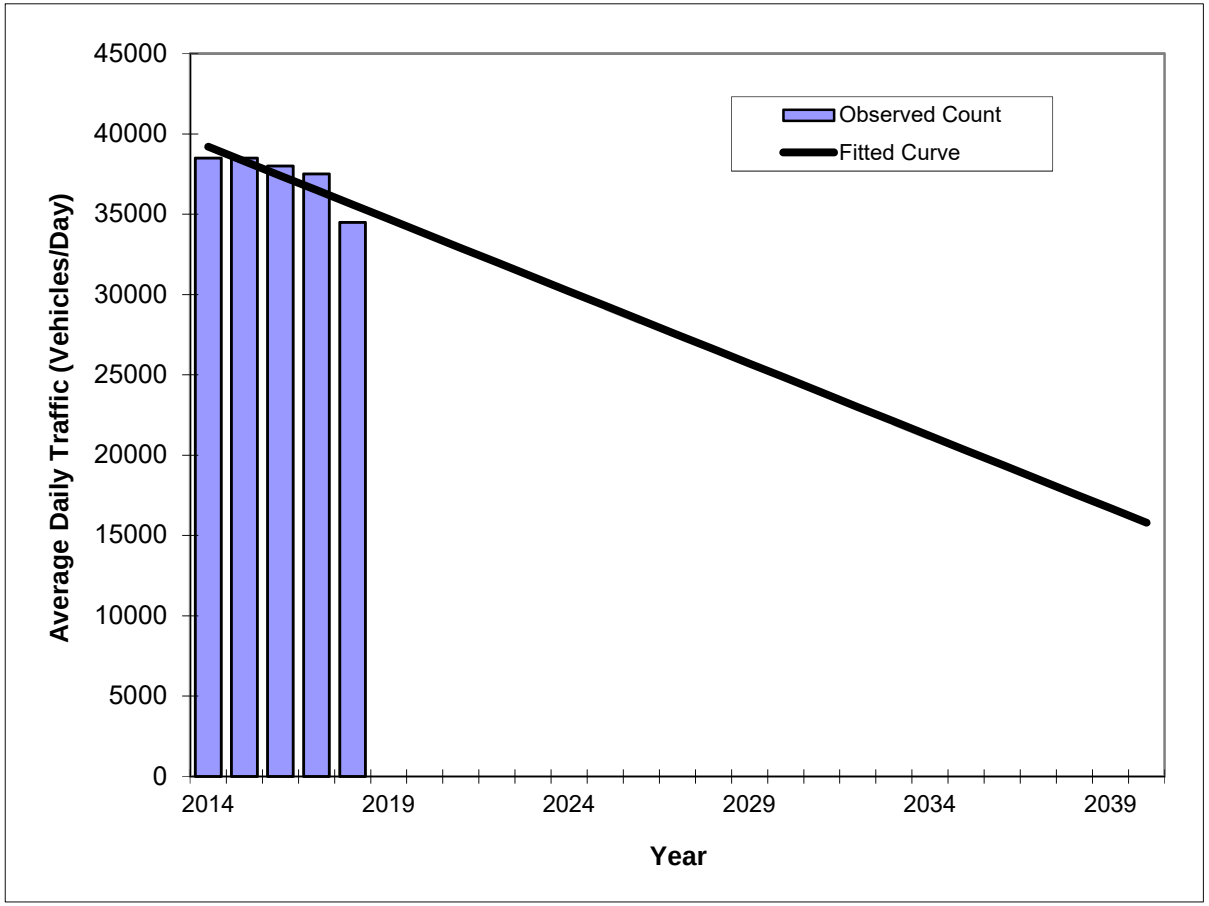
Note 2: Daily Traffic Volumes are from the CFRPM Version 6.1 output from the base 2020 and 2045 models.

Traffic Trends - V03.a

SR 200 -- SR 200, 0.26 MI SW of SR-200

FIN#	1234
Location	1

County:	Marion (36)
Station #:	0062
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	38500	39200
2015	38500	38300
2016	38000	37400
2017	37500	36500
2018	34500	35600
2020 Opening Year Trend		
2020	N/A	33800
2035 Mid-Year Trend		
2035	N/A	20300
2040 Design Year Trend		
2040	N/A	15800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-900
Trend R-squared:	72.32%
Trend Annual Historic Growth Rate:	-2.30%
Trend Growth Rate (2018 to Design Year):	-2.53%
Printed:	2-Jan-20

Straight Line Growth Option

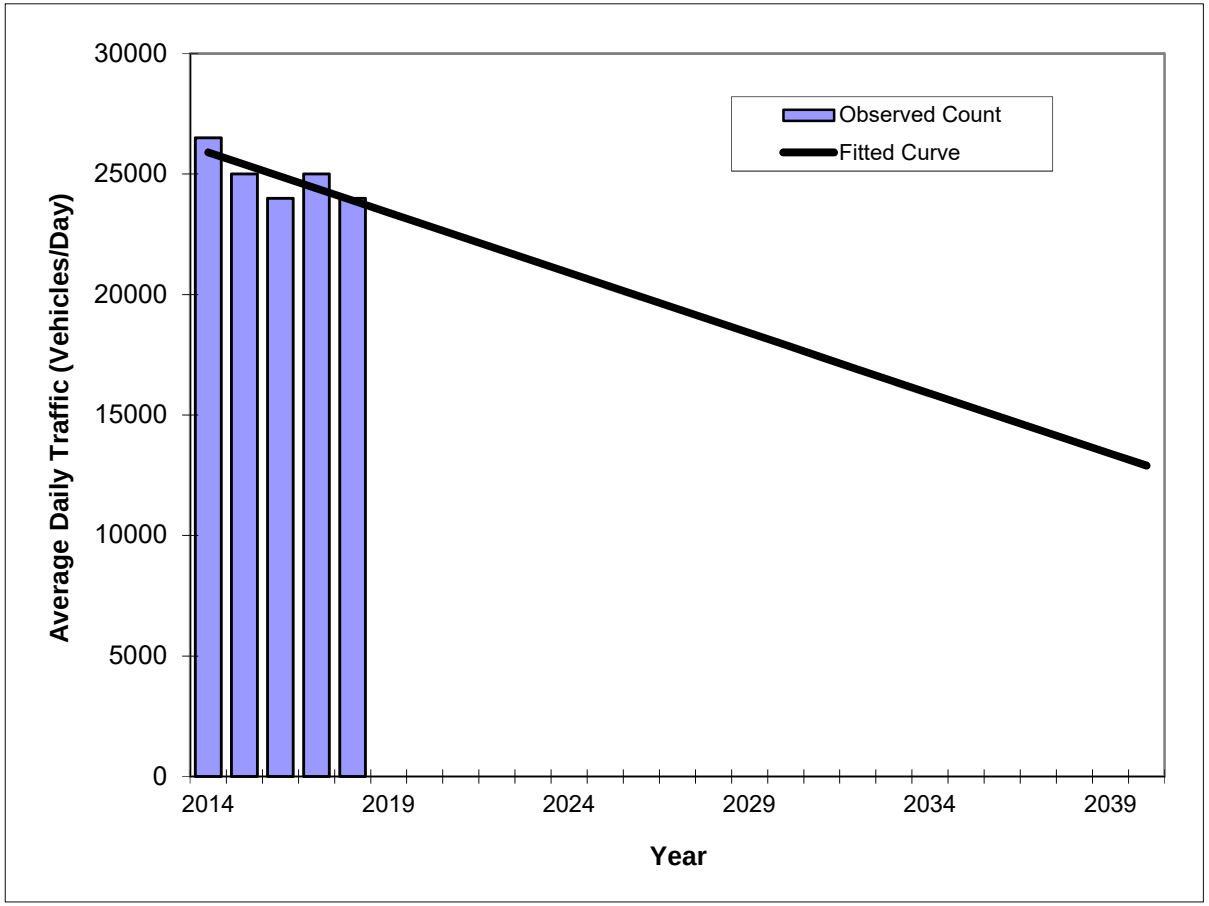
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0.9 MI SW of SW US-27

FIN#	0
Location	1

County:	Marion (36)
Station #:	0083
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	26500	25900
2015	25000	25400
2016	24000	24900
2017	25000	24400
2018	24000	23900
2020 Opening Year Trend		
2020	N/A	22900
2035 Mid-Year Trend		
2035	N/A	15400
2040 Design Year Trend		
2040	N/A	12900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-500
Trend R-squared:	59.52%
Trend Annual Historic Growth Rate:	-1.93%
Trend Growth Rate (2018 to Design Year):	-2.09%
Printed:	2-Jan-20

Straight Line Growth Option

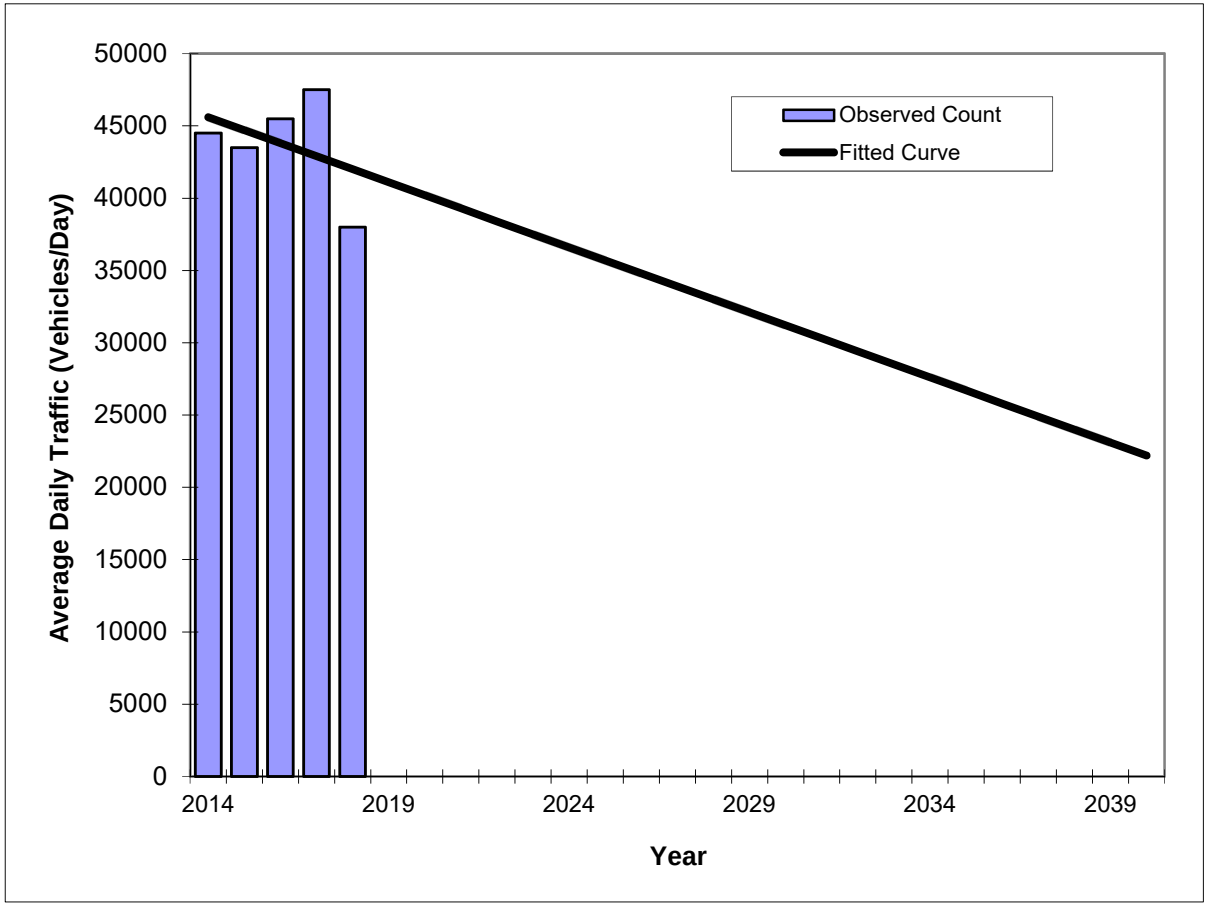
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0.5 MI E of I-75

FIN#	1234
Location	1

County:	Marion (36)
Station #:	0001
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	44500	45600
2015	43500	44700
2016	45500	43800
2017	47500	42900
2018	38000	42000
2020 Opening Year Trend		
2020	N/A	40200
2035 Mid-Year Trend		
2035	N/A	26700
2040 Design Year Trend		
2040	N/A	22200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-900
Trend R-squared:	15.94%
Trend Annual Historic Growth Rate:	-1.97%
Trend Growth Rate (2018 to Design Year):	-2.14%
Printed:	2-Jan-20

Straight Line Growth Option

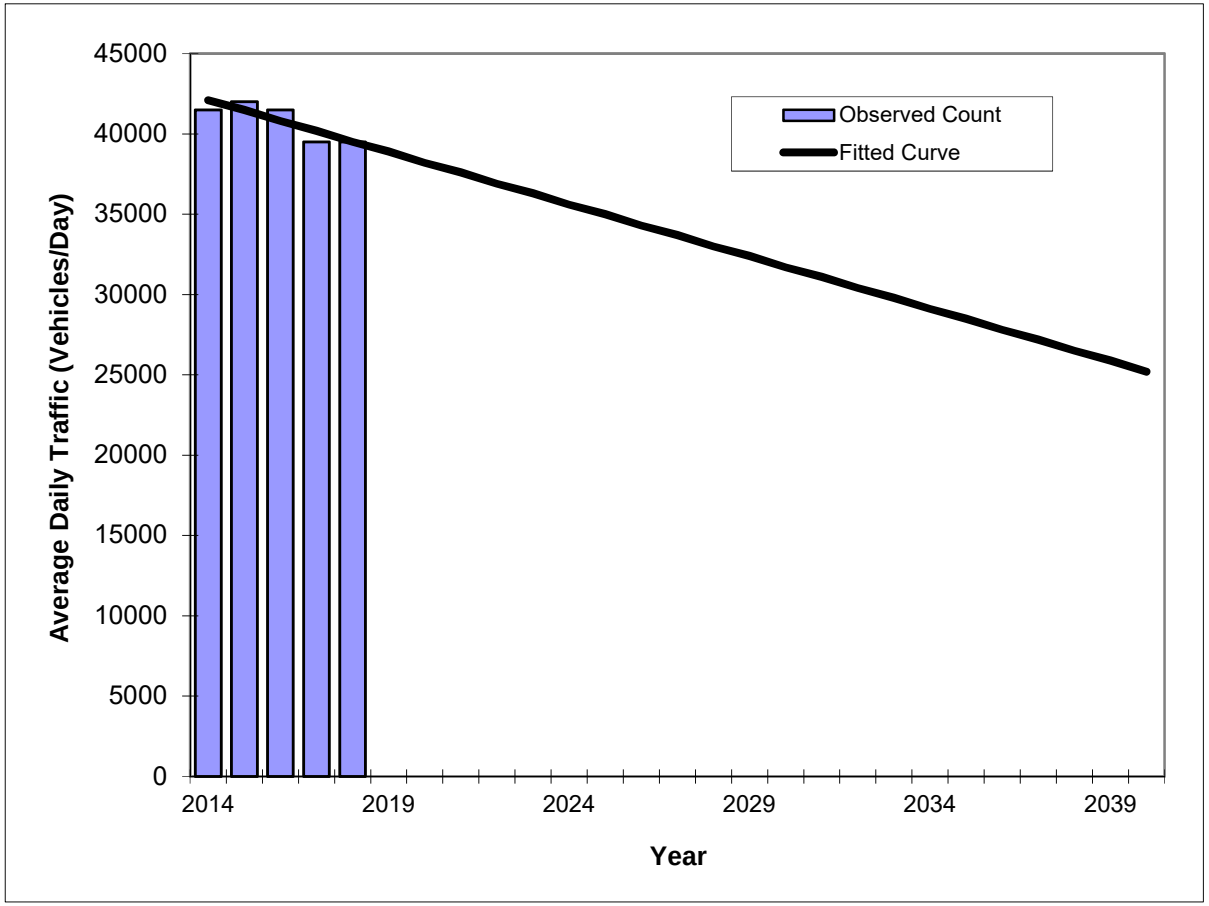
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 0516 MI SW OF CR-475A

FIN#	0
Location	1

County:	Marion (36)
Station #:	0122
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	41500	42100
2015	42000	41500
2016	41500	40800
2017	39500	40200
2018	39500	39500
2020 Opening Year Trend		
2020	N/A	38200
2035 Mid-Year Trend		
2035	N/A	28500
2040 Design Year Trend		
2040	N/A	25200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-650
Trend R-squared:	72.84%
Trend Annual Historic Growth Rate:	-1.54%
Trend Growth Rate (2018 to Design Year):	-1.65%
Printed:	2-Jan-20

Straight Line Growth Option

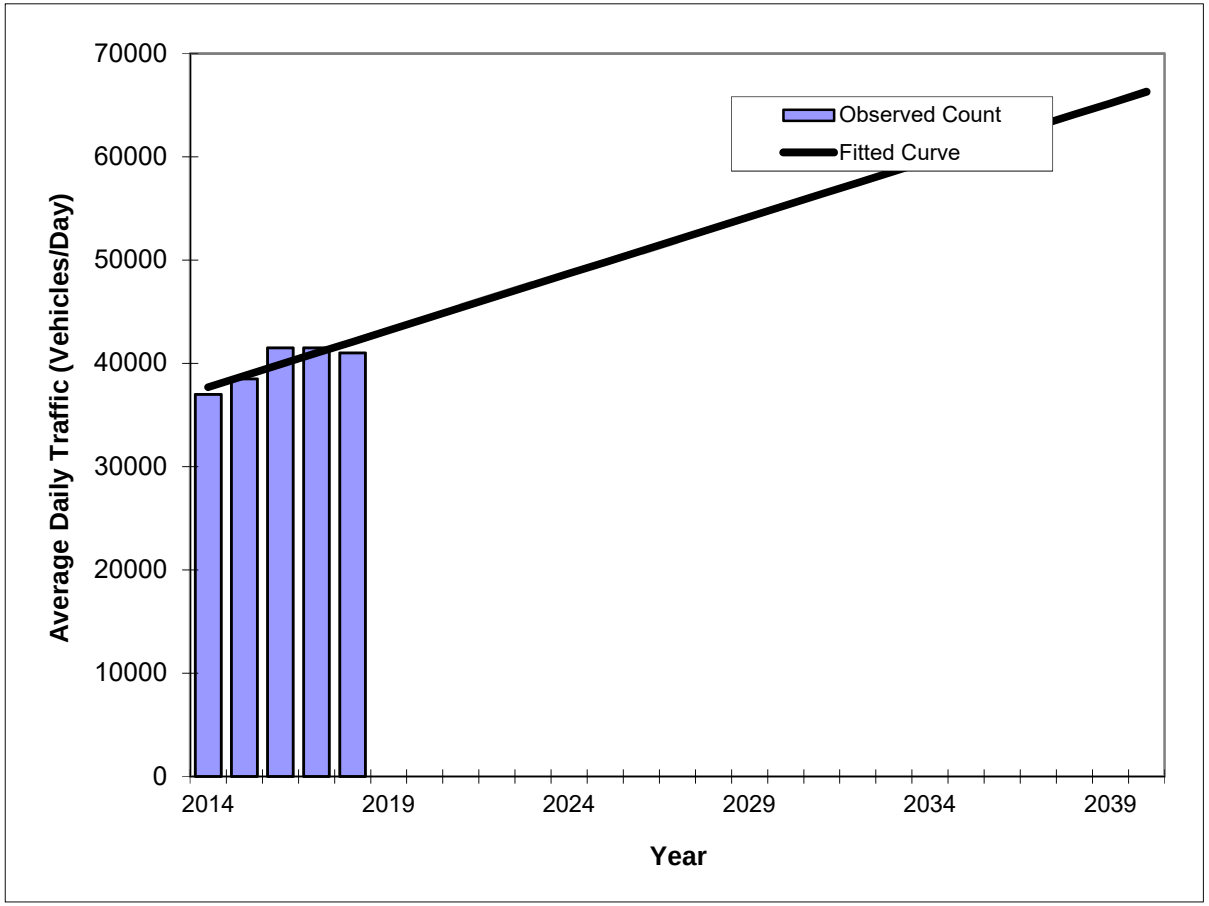
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 01.5 MI SW OF I-75

FIN#	0
Location	1

County:	Marion (36)
Station #:	0461
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	37000	37700
2015	38500	38800
2016	41500	39900
2017	41500	41000
2018	41000	42100
2020 Opening Year Trend		
2020	N/A	44300
2035 Mid-Year Trend		
2035	N/A	60800
2040 Design Year Trend		
2040	N/A	66300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,100
Trend R-squared:	72.46%
Trend Annual Historic Growth Rate:	2.92%
Trend Growth Rate (2018 to Design Year):	2.61%
Printed:	2-Jan-20

Straight Line Growth Option

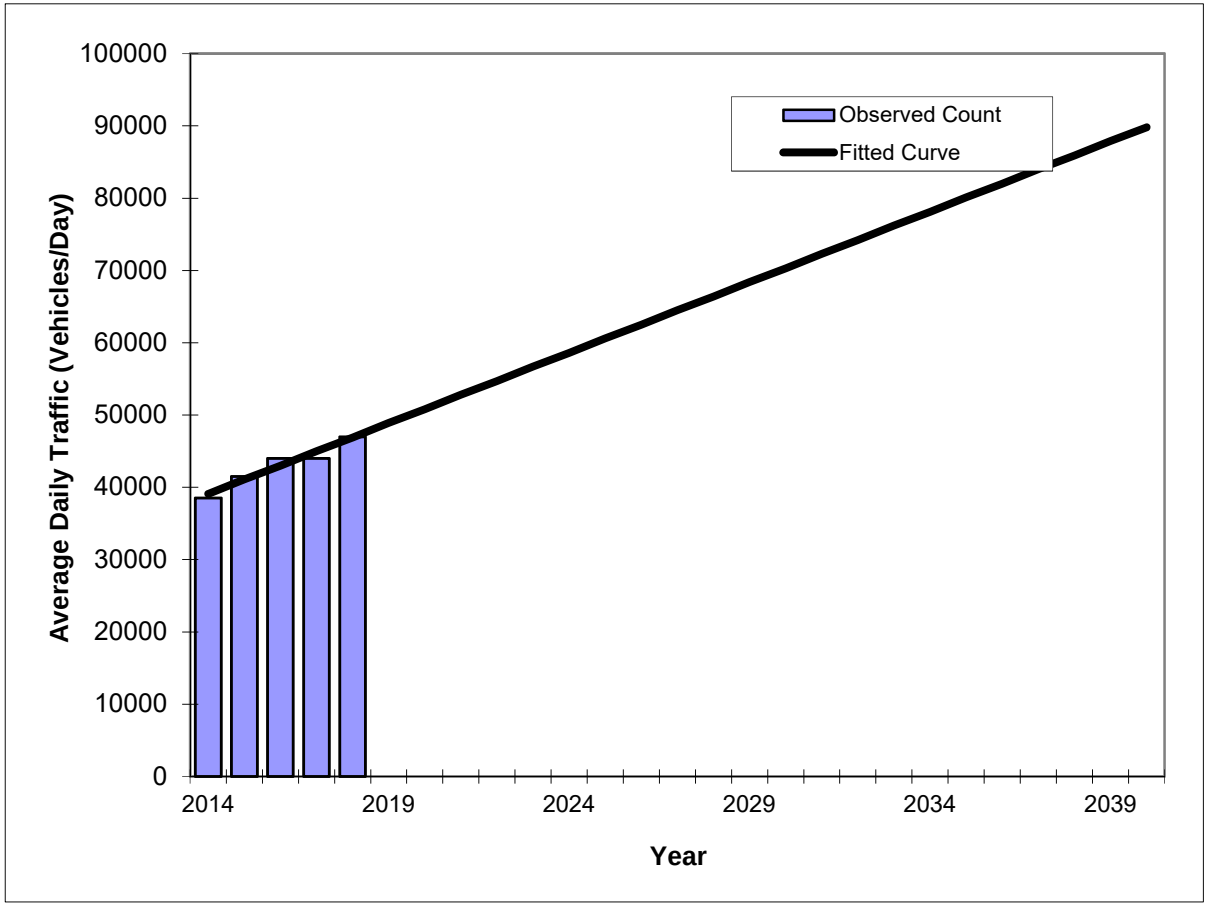
***Axle-Adjusted**

Traffic Trends - V03.a

SR 200 -- SR 200, 2.5 MI SW OF I-75

FIN#	0
Location	1

County:	Marion (36)
Station #:	0474
Highway:	SR 200



Year	Traffic (ADT/AADT) Count*	Trend**
2014	38500	39100
2015	41500	41100
2016	44000	43000
2017	44000	45000
2018	47000	46900
2020 Opening Year Trend		
2020	N/A	50800
2035 Mid-Year Trend		
2035	N/A	80100
2040 Design Year Trend		
2040	N/A	89800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,950
Trend R-squared:	93.89%
Trend Annual Historic Growth Rate:	4.99%
Trend Growth Rate (2018 to Design Year):	4.16%
Printed:	2-Jan-20

Straight Line Growth Option

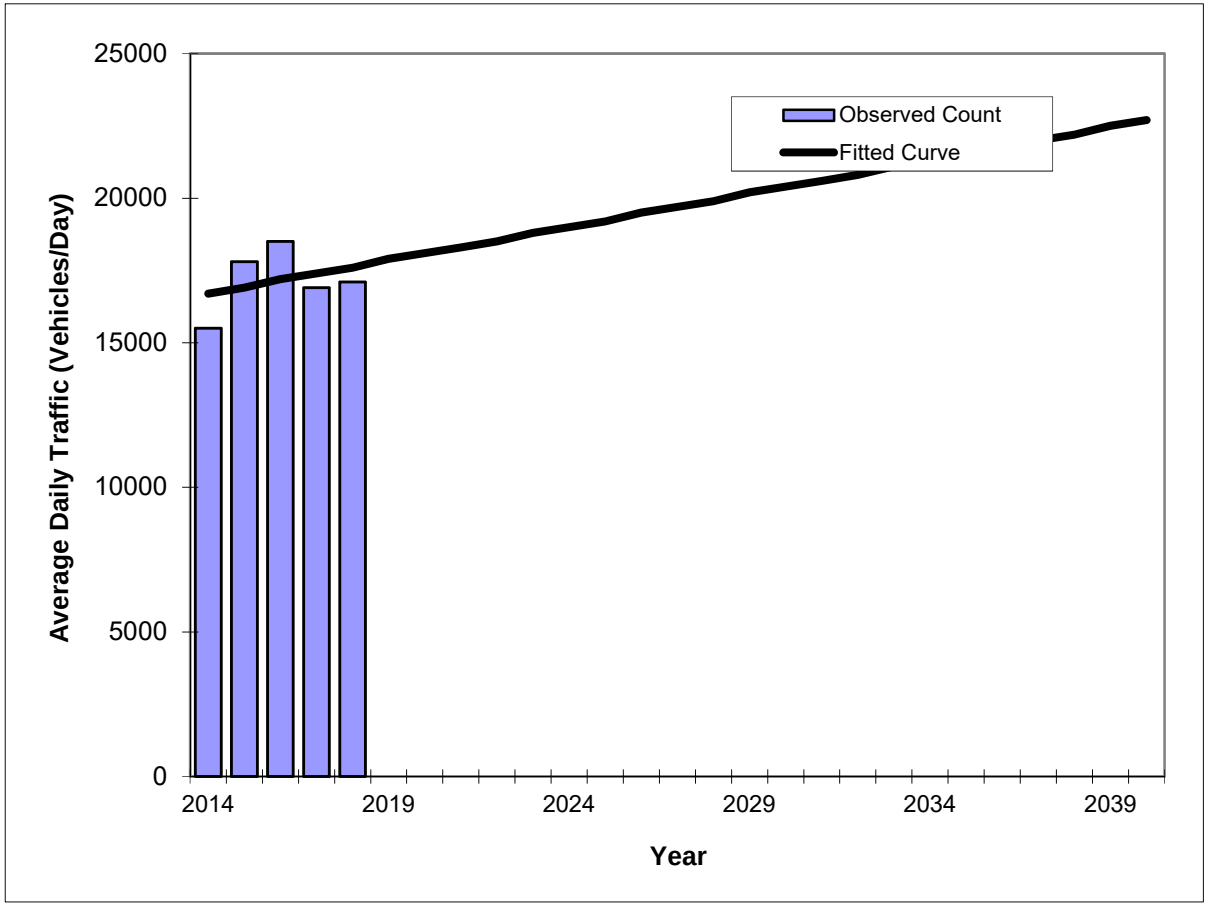
***Axle-Adjusted**

Traffic Trends - V03.a

SW 60th Avenue -- SW 60th Avenue, 0.075 MI N OF SW 80th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	7025
Highway:	SW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	15500	16700
2015	17800	16900
2016	18500	17200
2017	16900	17400
2018	17100	17600
2020 Opening Year Trend		
2020	N/A	18100
2035 Mid-Year Trend		
2035	N/A	21500
2040 Design Year Trend		
2040	N/A	22700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	230
Trend R-squared:	10.51%
Trend Annual Historic Growth Rate:	1.35%
Trend Growth Rate (2018 to Design Year):	1.32%
Printed:	2-Jan-20

Straight Line Growth Option

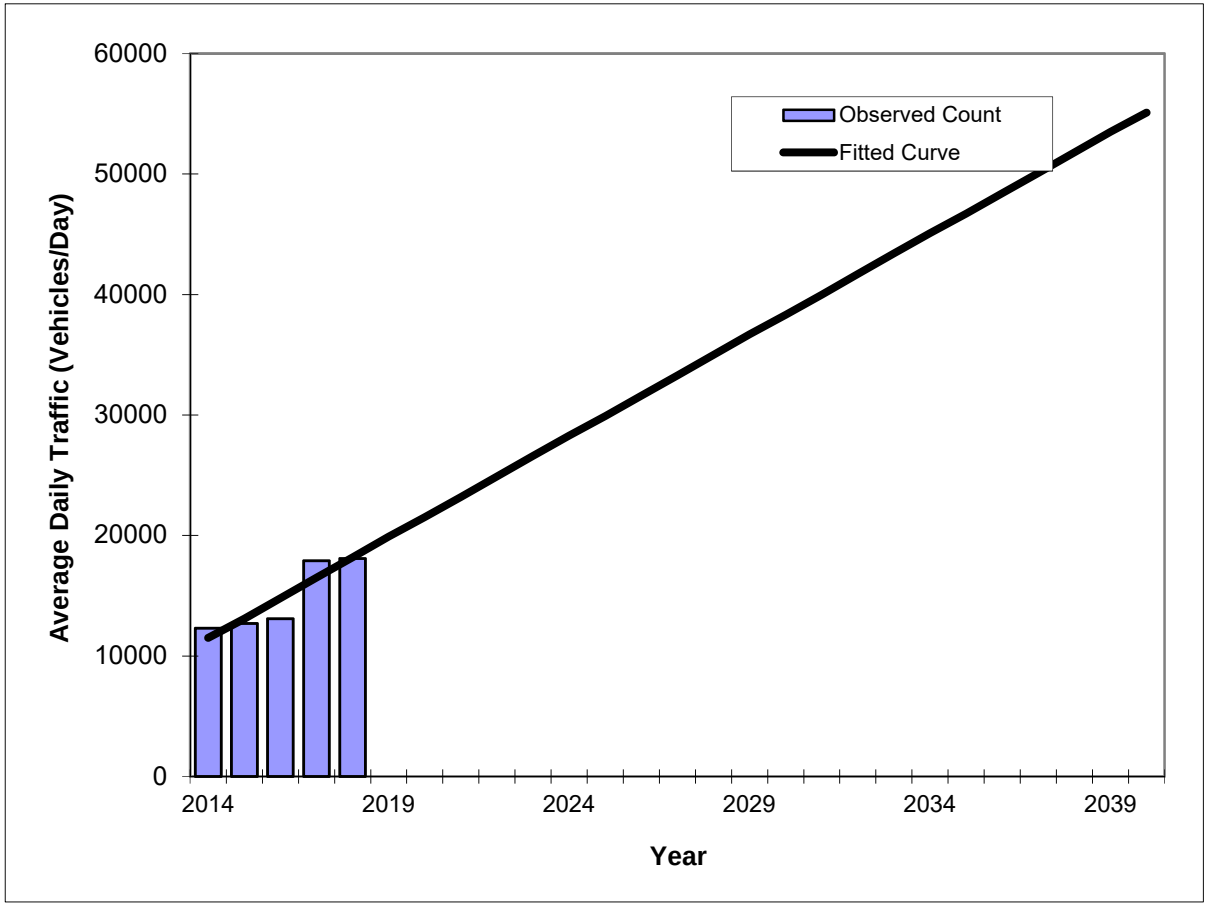
***Axle-Adjusted**

Traffic Trends - V03.a

SW 32nd St -- 300 FT W OF SW 7TH ST

FIN#	0
Location	1

County:	Marion (36)
Station #:	8006
Highway:	SW 32nd St



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12300	11500
2015	12700	13100
2016	13100	14800
2017	17900	16500
2018	18100	18200
2020 Opening Year Trend		
2020	N/A	21500
2035 Mid-Year Trend		
2035	N/A	46700
2040 Design Year Trend		
2040	N/A	55100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,680
Trend R-squared:	82.89%
Trend Annual Historic Growth Rate:	14.57%
Trend Growth Rate (2018 to Design Year):	9.22%
Printed:	2-Jan-20

Straight Line Growth Option

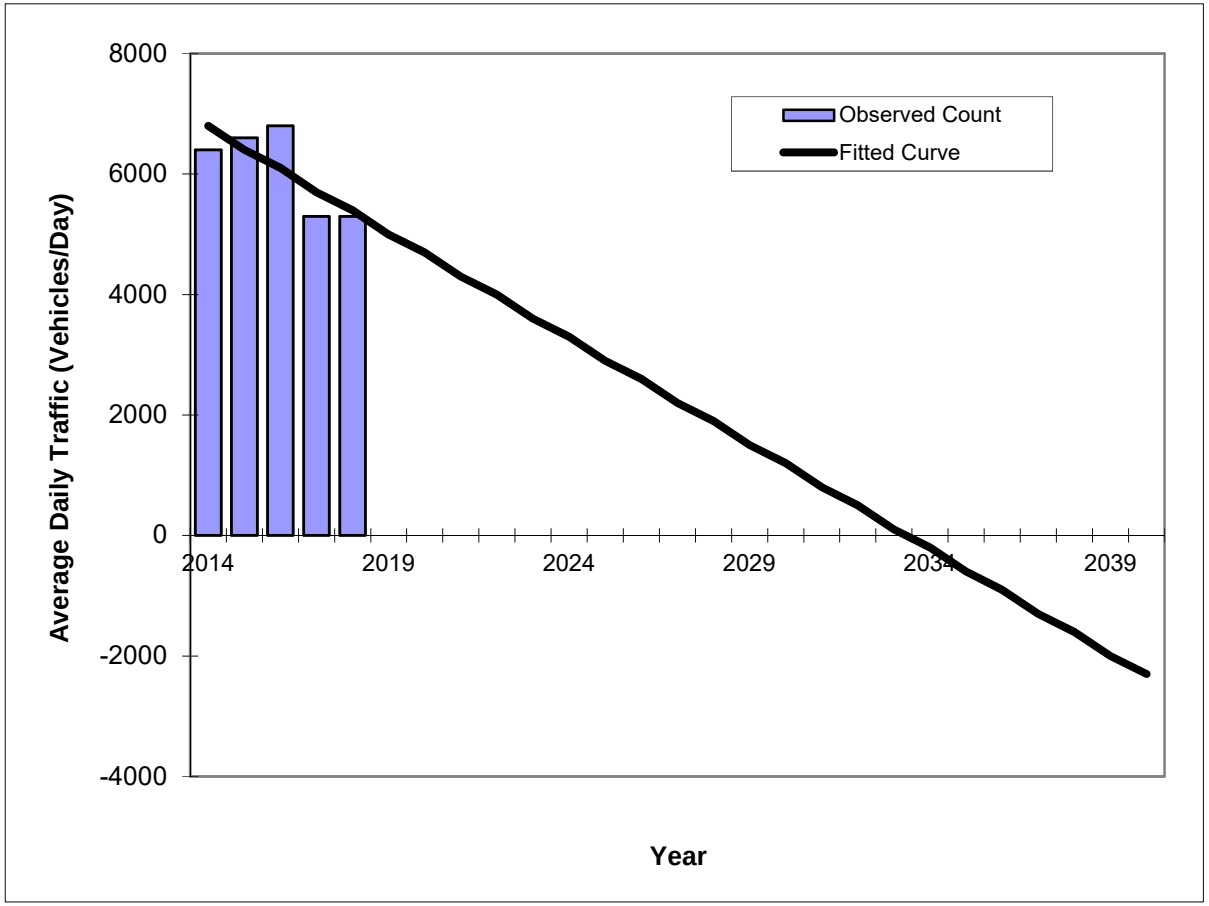
***Axle-Adjusted**

Traffic Trends - V03.a

SW 66th Street -- SW 66th Street,400 ft E OF SR 200

FIN#	1234
Location	1

County:	Marion (36)
Station #:	8032
Highway:	SW 66th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	6400	6800
2015	6600	6400
2016	6800	6100
2017	5300	5700
2018	5300	5400
2020 Opening Year Trend		
2020	N/A	4700
2035 Mid-Year Trend		
2035	N/A	-600
2040 Design Year Trend		
2040	N/A	-2300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-350
Trend R-squared:	58.11%
Trend Annual Historic Growth Rate:	-5.15%
Trend Growth Rate (2018 to Design Year):	-6.48%
Printed:	2-Jan-20

Straight Line Growth Option

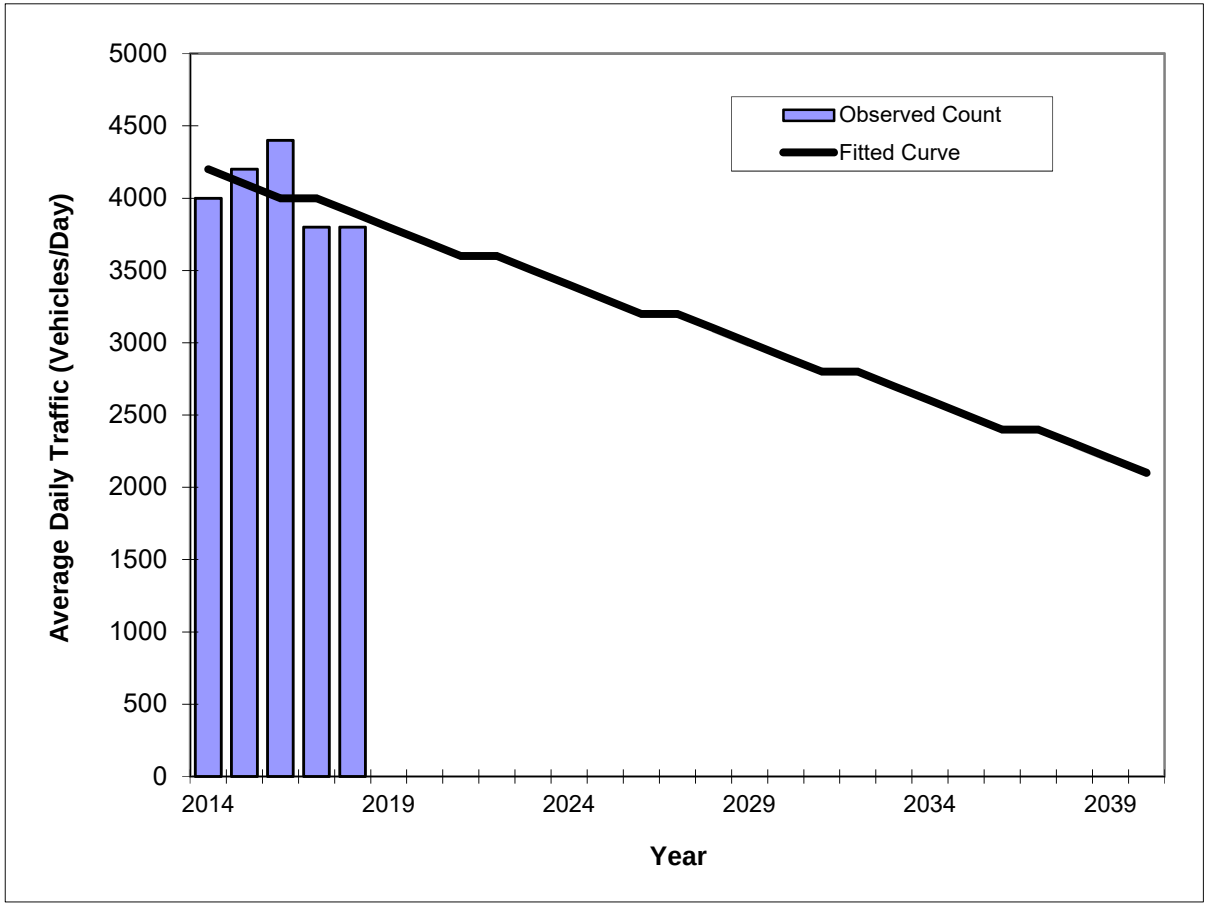
***Axle-Adjusted**

Traffic Trends - V03.a

SW 66th Street -- SW 66th Street, W OF SW 80th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	8043
Highway:	SW 66th Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	4000	4200
2015	4200	4100
2016	4400	4000
2017	3800	4000
2018	3800	3900
2020 Opening Year Trend		
2020	N/A	3700
2035 Mid-Year Trend		
2035	N/A	2500
2040 Design Year Trend		
2040	N/A	2100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-80
Trend R-squared:	23.53%
Trend Annual Historic Growth Rate:	-1.79%
Trend Growth Rate (2018 to Design Year):	-2.10%
Printed:	2-Jan-20

Straight Line Growth Option

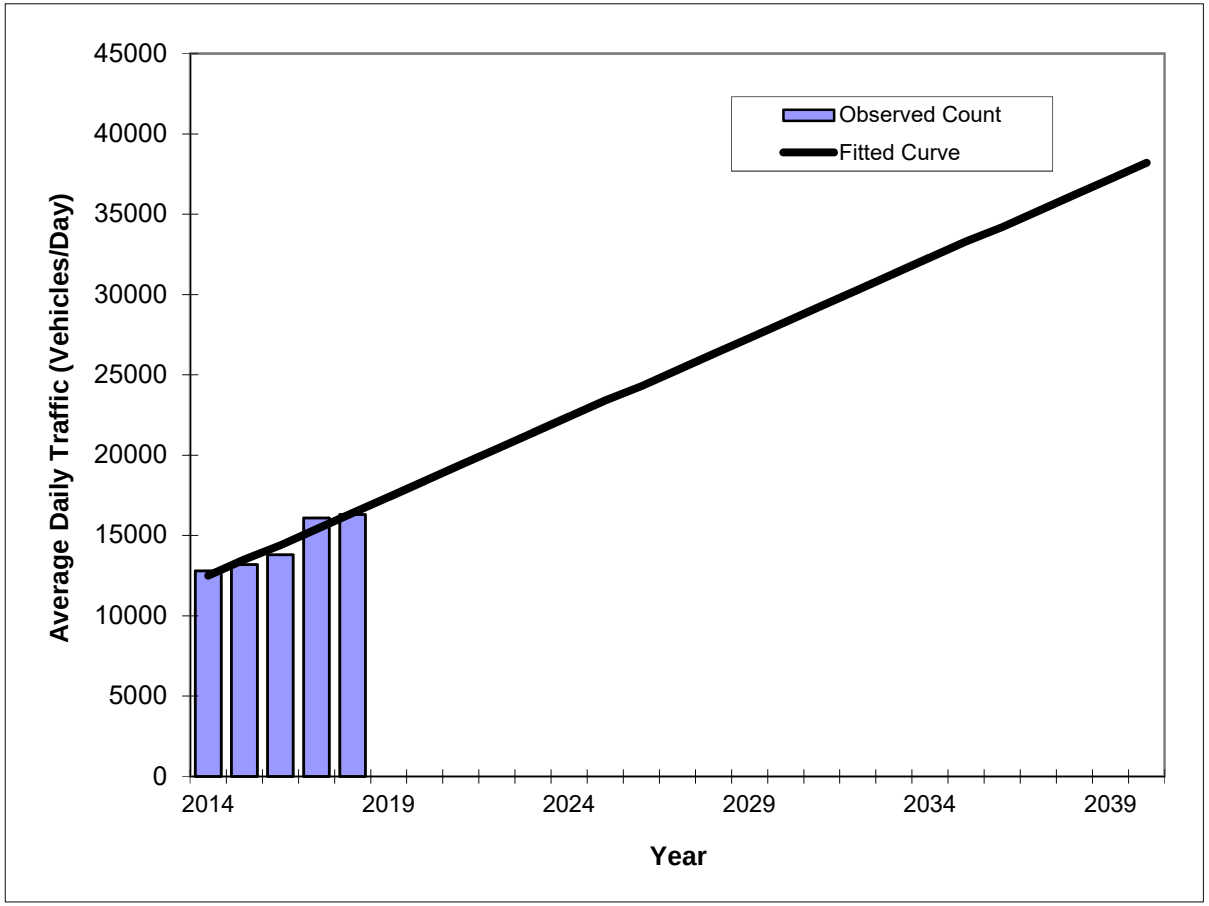
***Axle-Adjusted**

Traffic Trends - V03.a

NW 60th Avenue -- SW 66th Street, 450 ft N OF SW 20th St

FIN#	0
Location	1

County:	Marion (36)
Station #:	8065
Highway:	NW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12800	12500
2015	13200	13500
2016	13800	14400
2017	16100	15400
2018	16300	16400
2020 Opening Year Trend		
2020	N/A	18400
2035 Mid-Year Trend		
2035	N/A	33300
2040 Design Year Trend		
2040	N/A	38200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	990
Trend R-squared:	90.32%
Trend Annual Historic Growth Rate:	7.80%
Trend Growth Rate (2018 to Design Year):	6.04%
Printed:	2-Jan-20

Straight Line Growth Option

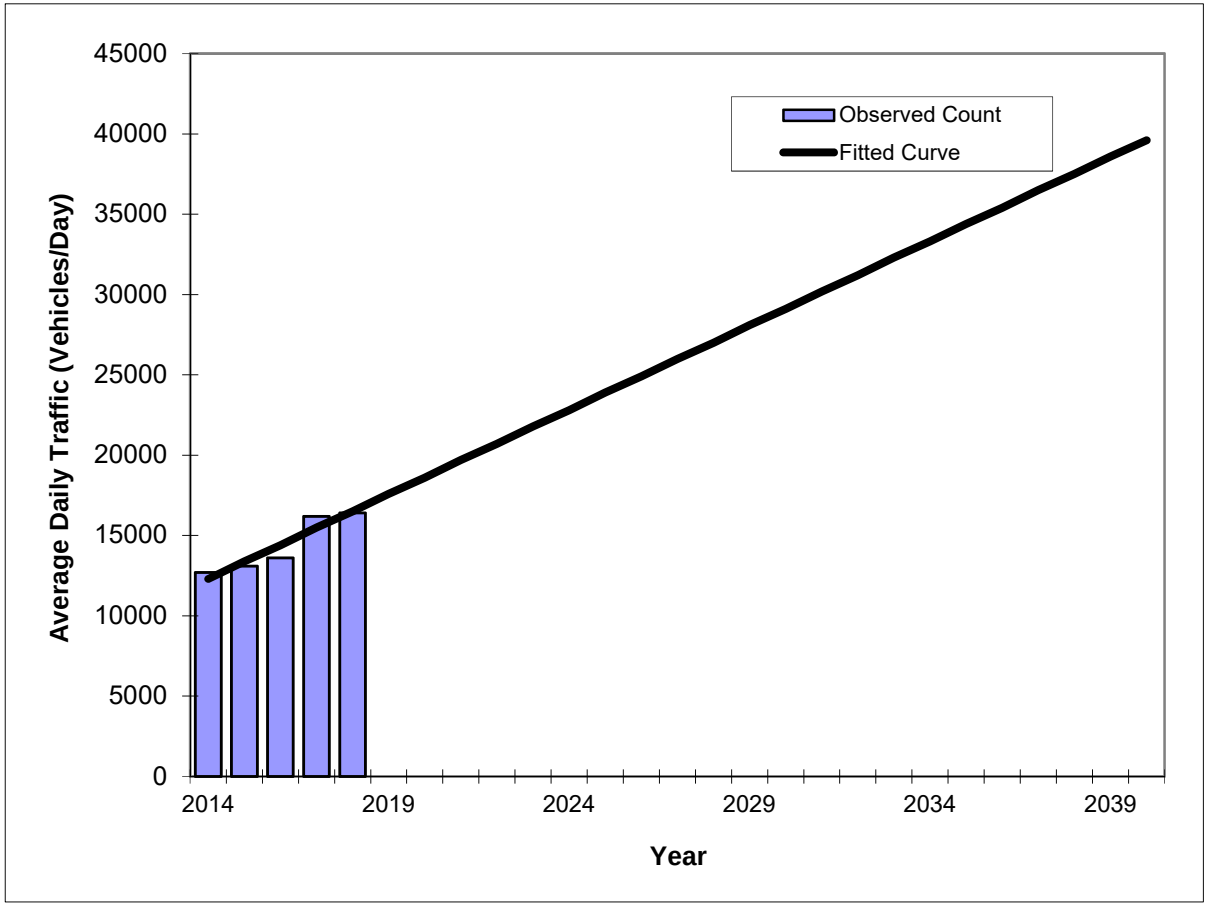
***Axle-Adjusted**

Traffic Trends - V03.a

SW 60th Avenue -- SW 60th Street, 700 ft N OF SR 200

FIN#	0
Location	1

County:	Marion (36)
Station #:	8066
Highway:	SW 60th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12700	12300
2015	13100	13400
2016	13600	14400
2017	16200	15500
2018	16400	16500
2020 Opening Year Trend		
2020	N/A	18600
2035 Mid-Year Trend		
2035	N/A	34400
2040 Design Year Trend		
2040	N/A	39600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,050
Trend R-squared:	88.48%
Trend Annual Historic Growth Rate:	8.54%
Trend Growth Rate (2018 to Design Year):	6.36%
Printed:	2-Jan-20

Straight Line Growth Option

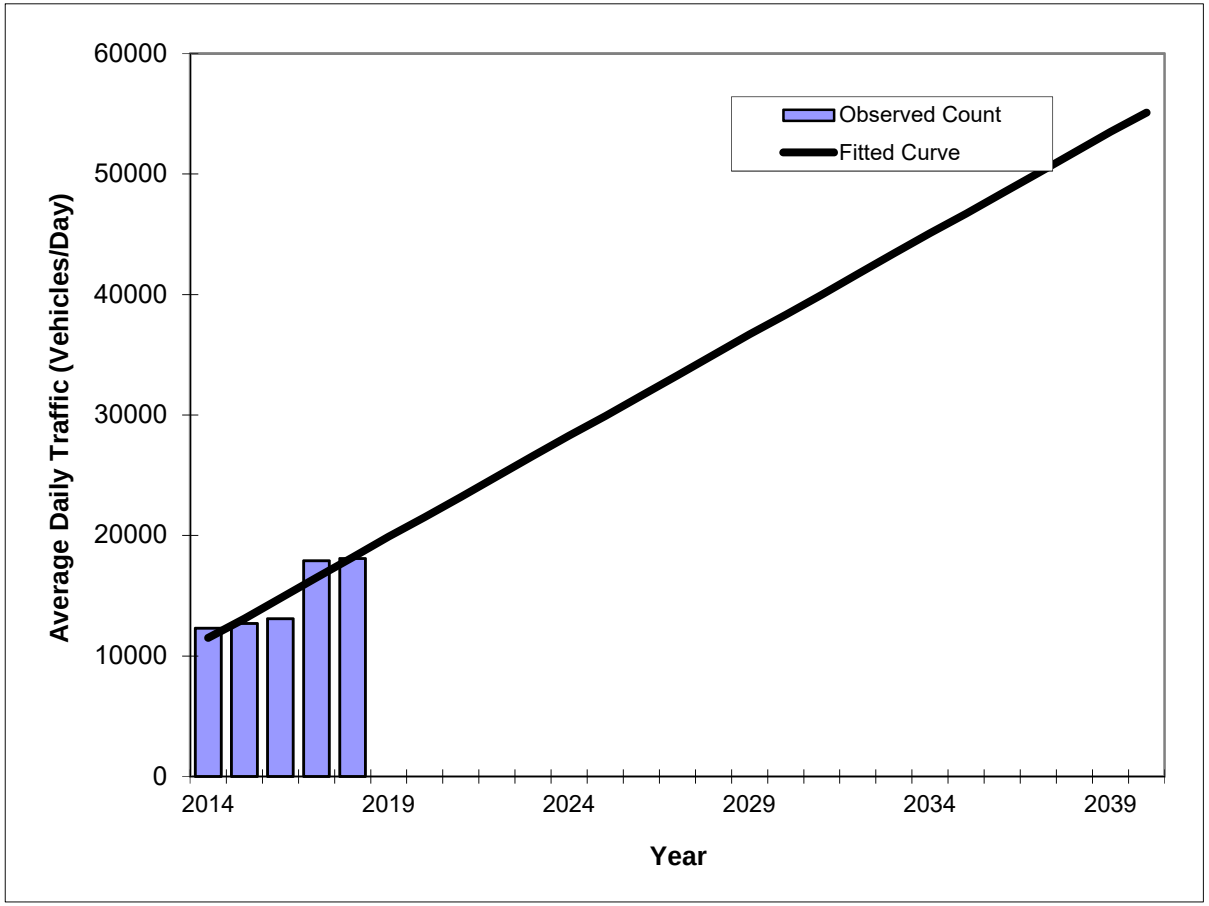
***Axle-Adjusted**

Traffic Trends - V03.a

SW 49th Ave, 0.2 miles north of SW 103rd Street Road

FIN#	0
Location	1

County:	Marion (36)
Station #:	8108
Highway:	SW 49th Ave



Year	Traffic (ADT/AADT) Count*	Trend**
2014	12300	11500
2015	12700	13100
2016	13100	14800
2017	17900	16500
2018	18100	18200
2020 Opening Year Trend		
2020	N/A	21500
2035 Mid-Year Trend		
2035	N/A	46700
2040 Design Year Trend		
2040	N/A	55100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,680
Trend R-squared:	82.89%
Trend Annual Historic Growth Rate:	14.57%
Trend Growth Rate (2018 to Design Year):	9.22%
Printed:	2-Jan-20

Straight Line Growth Option

***Axle-Adjusted**

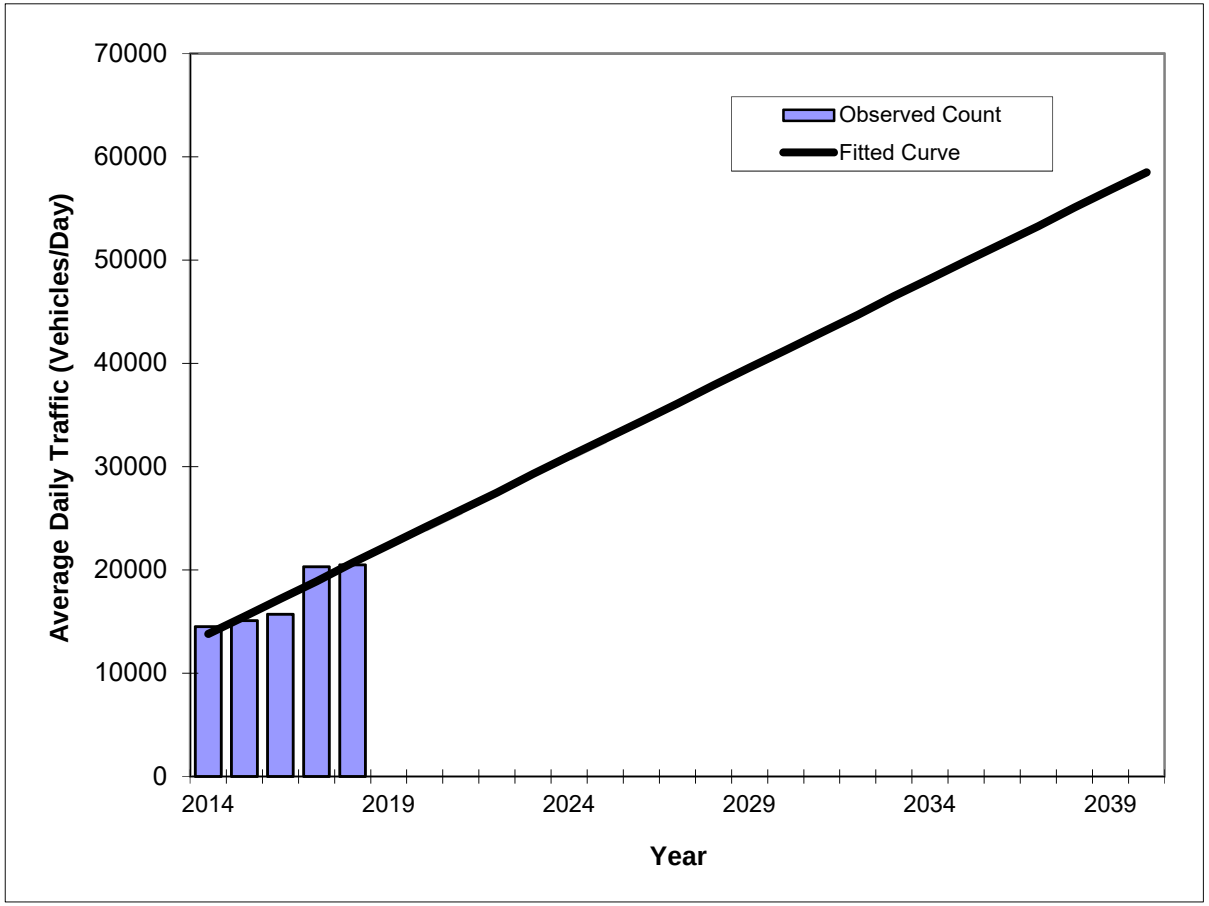
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Traffic Trends - V03.a

SW 42nd Street -- SW 42nd Street, 600 ft E OF CR 475

FIN#	0
Location	1

County:	Marion (36)
Station #:	8110
Highway:	SW 42nd Street



Year	Traffic (ADT/AADT) Count*	Trend**
2014	14500	13800
2015	15100	15500
2016	15700	17200
2017	20300	18900
2018	20500	20700
2020 Opening Year Trend		
2020	N/A	24100
2035 Mid-Year Trend		
2035	N/A	49900
2040 Design Year Trend		
2040	N/A	58500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,720
Trend R-squared:	85.88%
Trend Annual Historic Growth Rate:	12.50%
Trend Growth Rate (2018 to Design Year):	8.30%
Printed:	2-Jan-20

Straight Line Growth Option

***Axle-Adjusted**

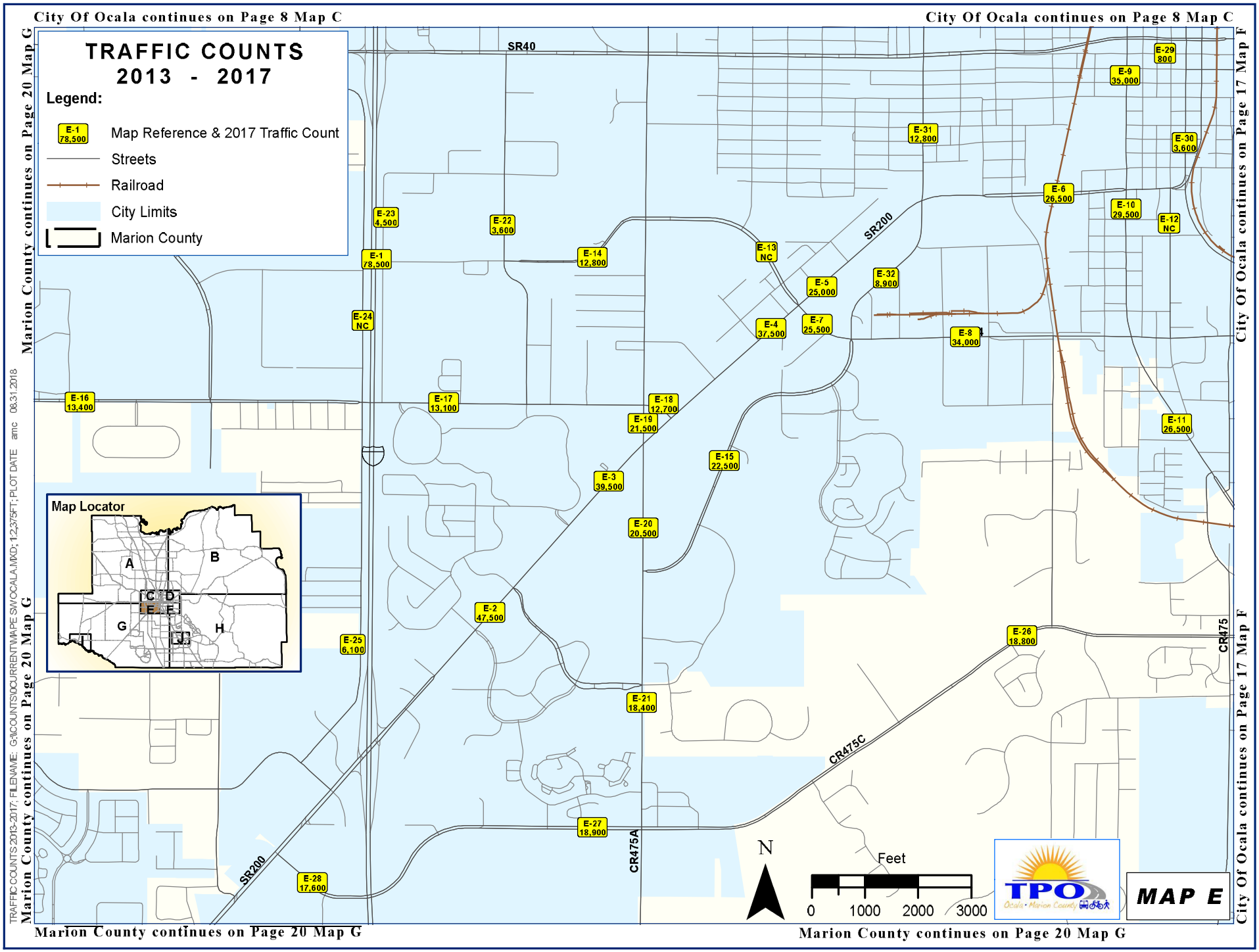

City Of Ocala continues on Page 8 Map C
City Of Ocala continues on Page 8 Map C
TRAFFIC COUNTS
2013 - 2017
Legend:
E-1 78,500
Map Reference & 2017 Traffic Count
Streets
Railroad
City Limits
Marion County
Map Locator
A
B
C
D
E
F
G
H
J
SR40
SR200
CR475
CR475A
CR475C
E-1 78,500
E-2 47,500
E-3 39,500
E-4 37,500
E-5 25,000
E-6 26,500
E-7 25,500
E-8 34,000
E-9 35,000
E-10 29,500
E-11 26,500
E-12 NC
E-13 NC
E-14 12,800
E-15 22,500
E-16 13,400
E-17 13,100
E-18 12,700
E-19 21,500
E-20 20,500
E-21 18,400
E-22 3,600
E-23 4,500
E-24 NC
E-25 6,100
E-26 18,800
E-27 18,900
E-28 17,600
E-29 800
E-30 3,600
E-31 12,800
E-32 8,900
N
Feet
0 1000 2000 3000
TPO
Ocala · Marion County
MAP E
Marion County continues on Page 20 Map G
Marion County continues on Page 20 Map G
Marion County continues on Page 20 Map G
City Of Ocala continues on Page 17 Map F
City Of Ocala continues on Page 17 Map F
TRAFFIC COUNTS 2013-2017; FILENAME: G:\MCOUNTS\DOCURRENT\MAPE SW OCALA.MXD; 1:2,375FT; PLOT DATE amc 06.31.2018

Table E
City of Ocala - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
E-1	.586 mi S of SR 40	FDOT	2	69,000	60,500	59,000	74,200	78,500	4.19%
SR 200									
E-2	0.528 mi E of I-75	FDOT	2	43,000	44,500	43,500	43,500	47,500	2.61%
E-3	SW 26th St to SW 27th Ave	FDOT	2	39,000	41,500	42,000	41,900	39,500	2.46%
E-4	SW 27th Ave to SW 17th St	FDOT	2	38,500	38,500	38,500	38,300	37,500	-0.65%
E-5	SW 17th St to SW ML King Ave	FDOT	2	26,000	26,500	25,000	24,500	25,000	-0.92%
E-6	SW ML King Ave to US 441	FDOT	2	26,500	27,000	27,500	27,700	26,500	0.03%
SR 464									
E-7	SR 200 to SW 19th Ave Rd	FDOT	2	24,000	23,500	22,500	24,800	25,500	2.93%
E-8	SW 19th Ave Rd to SW 7th Ave	FDOT	2	33,000	32,000	33,500	35,900	34,000	0.88%
US 441									
E-9	0.12 mi S of SR 40	FDOT	2	34,000	35,000	33,000	34,900	35,000	0.82%
E-10	0.146 mi S of SR 200	FDOT	2	28,000	28,500	30,500	28,900	29,500	1.41%
E-11	0.13 mi N of SR 464	FDOT	2	25,500	26,000	26,500	25,300	26,500	1.02%
SW 1st Ave									
E-12	SW 10th St to SW 17th St	OCA	3	3,100	4,700	5,400	NC	NC	33.25%
SW 17th St Extension (SW 10th St & SW 13th St)									
E-13	SW 33rd Ave to SW 27th Ave	OCA	3	11,400	11,600	10,900	NC	NC	-2.14%
E-14	SW 27th Ave to SR 200	OCA	3	NC	NC	10,900	NC	12,800	--
SW 19th Ave Rd									
E-15	SW 27th Ave to SW 17th St	OCA	2	19,000	20,000	19,700	19,700	22,500	4.49%
SW 20th St									
E-16	SW 60th Ave to I-75	OCA	1	11,300	11,500	11,600	11,600	13,400	4.54%
E-17	I-75 to SW 31st Ave(CFCC Ent)	OCA	1	11,400	11,300	11,600	11,600	13,100	3.68%
E-18	SW 27th Ave to SR 200	OCA	3	11,100	10,900	NC	NC	12,700	7.36%
SW 27th Ave									
E-19	SW 20th St to SR 200	FDOT	2	19,800	21,000	21,500	20,700	21,500	0.84%
E-20	SR 200 to SW 19th Ave Rd	OCA	1	20,200	20,500	NC	20,400	20,500	0.37%
E-21	SW 34th St to SW 42nd St	OCA	3	NC	NC	NC	NC	18,400	--
SW 33rd Ave									
E-22	SW 7th St to SW 20th St	OCA	3	NC	NC	4,800	NC	3,600	--
SW 37th Ave									
E-23	SW 20th St to SW 7th St	OCA	3	6,400	NC	NC	NC	4,500	--
SW 38th Ave									
E-24	SR 40 to SW 20th St	OCA	3	3,400	3,400	3,500	NC	NC	1.47%
E-25	SW 20th St to SR 200	OCA	3	5,200	5,200	5,300	NC	6,100	5.67%
SW 42nd St (CR 475C)									
E-26	SW 7th Ave to SW 27th Ave	OCA	2	19,200	NC	NC	NC	18,800	--
E-27	SW 27th Ave to SW 31st Ave	OCA	1	13,600	NC	17,700	17,700	18,900	12.31%
E-28	SW 31st Ave to SR 200	OCA	1	11,900	NC	12,700	NC	17,600	22.65%
W Broadway St									
E-29	US 441 to S Magnolia Ave	OCA	3	NC	NC	NC	NC	800	--

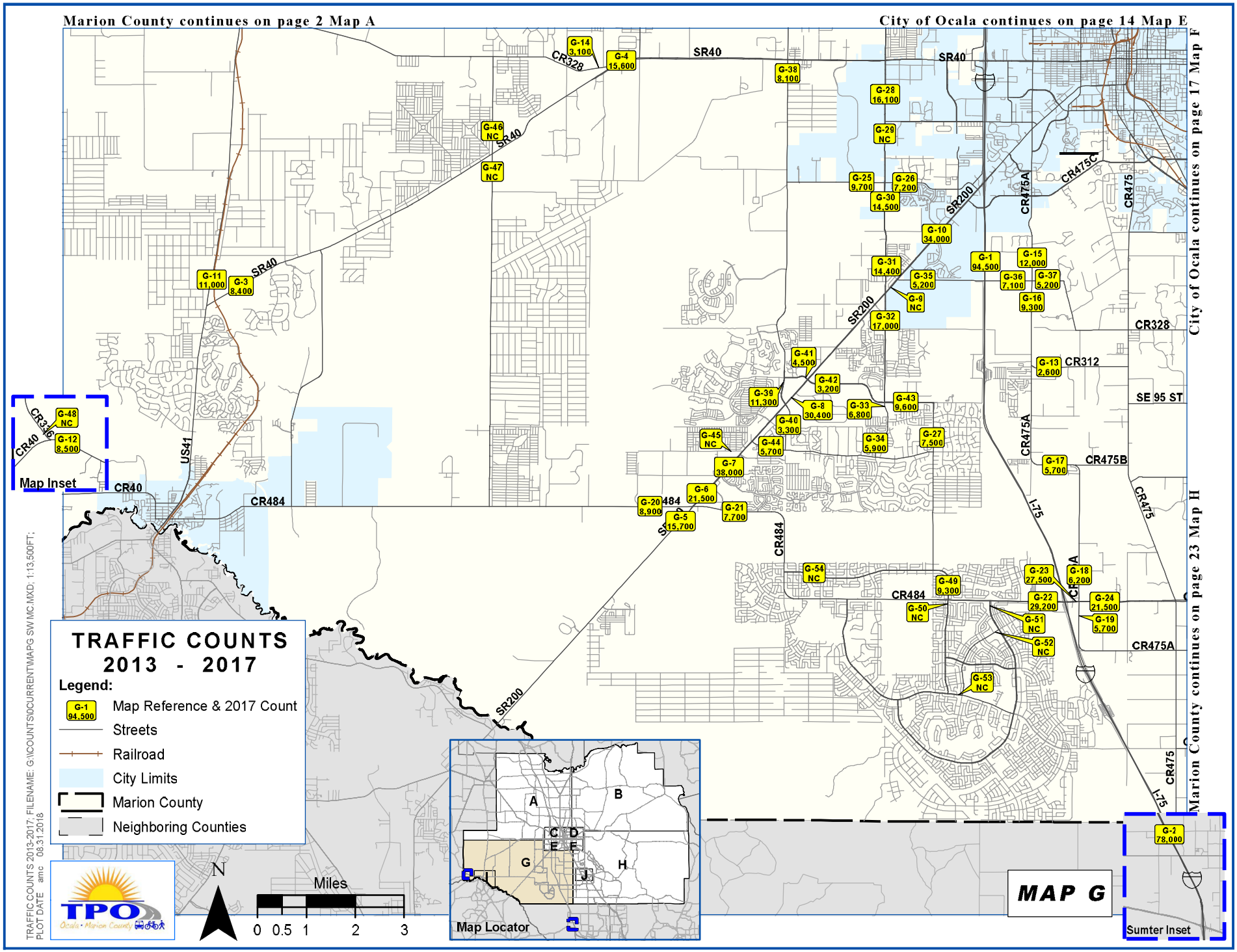

Marion County continues on page 2 Map A
City of Ocala continues on page 14 Map E
City of Ocala continues on page 17 Map F
Marion County continues on page 23 Map H
TRAFFIC COUNTS 2013 - 2017
Legend:
Map Reference & 2017 Count
Streets
Railroad
City Limits
Marion County
Neighboring Counties
N
Miles
0 0.5 1 2 3
Map Inset
Map Locator
Sumter Inset
MAP G
TPO
Ocala • Marion County
TRAFFIC COUNTS 2013-2017; FILENAME: G:\COUNTS\0CURRENT\MAPS SW MC.MXD; 1:13,500FT;
PLOT DATE 08.31.2018 amc
SR40
SR200
CR328
CR312
CR484
CR40
CR475
CR475A
CR475B
CR475C
US41
I-75
SE 95 ST
G-1 94,500
G-2 78,000
G-3 8,400
G-4 15,600
G-5 15,700
G-6 21,500
G-7 38,000
G-8 30,400
G-9 NC
G-10 34,000
G-11 11,000
G-12 8,500
G-13 2,600
G-14 3,100
G-15 12,000
G-16 9,300
G-17 5,700
G-18 6,200
G-19 5,700
G-20 8,900
G-21 7,700
G-22 29,200
G-23 27,500
G-24 21,500
G-25 9,700
G-26 7,200
G-27 7,500
G-28 16,100
G-29 NC
G-30 14,500
G-31 14,400
G-32 17,000
G-33 6,800
G-34 5,900
G-35 5,200
G-36 7,100
G-37 5,200
G-38 8,100
G-39 11,300
G-40 3,300
G-41 4,500
G-42 3,200
G-43 9,600
G-44 5,700
G-45 NC
G-46 NC
G-47 NC
G-48 NC
G-49 9,300
G-50 NC
G-51 NC
G-52 NC
G-53 NC
G-54 NC

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
I-75									
G-1	.35 miles N of Williams Road	FDOT	3	77,500	80,800	87,000	90,500	94,500	5.09%
G-2	From SR 44 to CR 484	FDOT	3	64,000	66,500	75,500	72,500	78,000	5.26%
SR 40									
G-3	.422 mi NE of US 41	FDOT	3	7,600	7,700	7,900	8,200	8,400	2.54%
G-4	.371 mi E of CR 328	FDOT	3	13,400	13,700	14,200	15,000	15,600	3.88%
SR 200									
G-5	.2 mi SW of CR 484	FDOT	3	12,800	13,700	14,200	15,100	15,700	5.25%
G-6	.12 mi NE of CR 484	FDOT	3	17,900	18,300	19,500	19,900	21,500	4.72%
G-7	.985 mi NE of CR 484	FDOT	3	30,500	31,000	33,000	34,100	38,000	5.72%
G-8	S of SW 80th St	MC	3	18,000	18,700	23,500	29,200	30,400	14.48%
G-9	2.932 mi SW of I-75	FDOT	3	36,000	38,500	41,500	NC	NC	7.37%
G-10	I-75 to SW 66th St	OCA	1	37,500	37,000	38,500	NC	34,000	-2.99%
US 41									
G-11	.663 mi N of SR 40	FDOT	3	10,100	9,800	10,300	11,000	11,000	2.23%
CR 40									
G-12	E of CR 336	MC	2	2,600	2,600	2,500	9,100	8,500	86.72%
CR 312									
G-13	E of CR 475A	MC	2	2,400	2,300	2,500	2,400	2,600	2.22%
CR 328									
G-14	N of SR 40	MC	2	4,300	4,300	5,300	NC	3,100	-6.08%
CR 475A									
G-15	N of SW 66th St	MC	2	12,300	11,500	12,500	12,300	12,000	-0.46%
G-16	S of SW 66th St	MC	2	8,900	8,400	9,400	9,700	9,300	1.34%
G-17	W of CR 475B	MC	2	5,000	5,200	5,500	5,700	5,700	3.35%
G-18	N of CR 484	MC	2	4,800	5,700	5,700	6,000	6,200	6.84%
G-19	S of CR 484	MC	2	5,400	5,700	5,700	5,600	5,700	1.40%
CR 484									
G-20	W of SR 200	MC	2	7,800	8,600	8,500	9,500	8,900	3.64%
G-21	E of SR 200	MC	2	7,000	7,600	7,500	8,100	7,700	2.58%
G-22	W of I-75	MC	2	24,500	26,400	29,600	28,100	29,200	4.68%
G-23	E of I-75	MC	2	22,800	23,800	25,000	26,100	27,500	4.80%
G-24	E of CR 475A	MC	2	17,900	18,300	21,600	20,600	21,500	5.00%
SW 38th St									
G-25	W of SW 60th Ave	MC	2	7,500	7,200	8,300	8,000	9,700	7.23%
G-26	E of SW 60th Ave	MC	2	4,800	5,200	5,800	5,900	7,200	10.91%
SW 49th Ave									
G-27	N of SW 103rd St Rd	MC	2	7,400	8,700	8,100	8,100	7,500	0.82%
SW 60th Ave									
G-28	SR 40 to SW 20th St	OCA	2	14,000	12,800	NC	NC	16,100	8.60%
G-29	S of SW 20th St	MC	2	12,500	NC	NC	NC	NC	--
G-30	S of SW 38th St	MC	2	14,300	NC	NC	15,100	14,500	0.81%
G-31	N of SR 200	MC	3	13,700	12,700	14,400	14,800	14,400	4.49%
G-32	S of SR 200	MC	2	15,500	15,600	17,400	17,200	17,000	2.47%
SW 62nd Ave Rd									
G-33	S of SW 95th St	MC	2	6,300	6,300	6,600	7,100	6,800	2.03%
G-34	N of SW 103rd St Rd	MC	2	6,200	6,300	6,200	6,100	5,900	-1.22%

Table G
Marion County - Southwest

ROAD SEGMENT/MAP#	LOCATION	SOURCE	COUNT TYPE	2013	2014	2015	2016	2017	5-YEAR ANNUAL GROWTH RATE
SW 66th St									
G-35	E of SR 200	MC	2	5,500	5,400	5,000	4,900	5,200	-1.28%
G-36	W of CR 475A	MC	2	7,900	7,000	7,300	7,300	7,100	-2.46%
G-37	E of CR 475A	MC	2	4,100	3,800	4,000	4,100	5,200	6.82%
SW 80th Ave									
G-38	S of SR 40	MC	2	6,100	6,100	6,300	6,700	8,100	7.63%
G-39	N of SR 200	MC	2	7,800	7,600	8,800	8,300	11,300	10.92%
G-40	S of SR 200	MC	3	2,500	3,300	2,700	2,800	3,300	8.84%
SW 90th St									
G-41	W of SR 200	MC	2	3,500	3,200	4,100	4,600	4,500	7.39%
SW 95th St Rd/SW 95th St									
G-42	E of SR 200	MC	2	2,300	2,400	2,400	2,800	3,200	8.83%
G-43	E of SW 62nd Ave Rd	MC	2	8,200	8,100	9,200	9,000	9,600	4.21%
SW 103rd St Rd									
G-44	E of SR 200	MC	2	4,700	5,700	5,600	5,600	5,700	5.33%
SW 105th St									
G-45	W of SR 200	MC	2	NC	NC	NC	NC	NC	--
SW 140th Ave									
G-46	N of SR 40	MC	2	NC	NC	NC	NC	NC	--
G-47	S of SR 40	MC	2	NC	NC	NC	NC	NC	--
CR 336									
G-48	N of CR 40	MC	3	NC	NC	NC	NC	NC	--
Marion Oaks Course									
G-49	N of CR 484	MC	3	8,000	8,100	8,700	9,100	9,300	3.86%
G-50	S of CR 484	FDOT	3	NC	5,100	NC	NC	NC	--
Marion Oaks Boulevard									
G-51	S of CR 484	FDOT	3	NC	12,100	NC	NC	NC	--
Marion Oaks Drive									
G-52	W of Marion Oaks Blvd	FDOT	3	NC	4,100	NC	NC	NC	--
Marion Oaks Manor									
G-53	W of Marion Oaks Dr	FDOT	3	NC	1,500	NC	NC	NC	--
Marion Oaks Trail									
G-54	E of SW 73rd Ave Rd	FDOT	3	NC	1,450	NC	NC	NC	--

Projections of Florida Population by County, 2020–2045, with Estimates for 2019 (continued)

County and State	Estimates April 1, 2019	Projections, April 1 2020	2025	2030	2035	2040	2045
HOLMES	20,049						
Low		19,200	18,700	18,100	17,500	17,000	16,400
Medium		20,200	20,300	20,400	20,400	20,500	20,500
High		21,200	22,000	22,800	23,600	24,400	25,100
INDIAN RIVER	154,939						
Low		149,600	155,700	160,000	162,100	163,000	162,800
Medium		157,600	170,000	180,200	188,200	195,000	200,900
High		165,400	183,400	200,900	216,700	231,100	245,300
JACKSON	46,969						
Low		45,400	44,500	43,400	42,400	41,300	40,200
Medium		47,100	47,600	47,800	48,000	48,100	48,300
High		49,100	50,900	52,600	54,100	55,500	56,800
JEFFERSON	14,776						
Low		14,100	13,900	13,600	13,300	12,900	12,600
Medium		14,800	15,100	15,300	15,400	15,600	15,700
High		15,600	16,400	17,200	17,900	18,600	19,300
LAFAYETTE	8,482						
Low		8,300	8,400	8,400	8,400	8,300	8,200
Medium		8,700	9,100	9,400	9,700	9,900	10,100
High		9,100	9,900	10,600	11,300	11,900	12,600
LAKE	357,247						
Low		347,800	376,000	399,700	417,200	429,500	438,400
Medium		366,600	410,900	450,300	482,700	510,300	534,800
High		384,400	440,400	496,700	546,800	593,400	638,000
LEE	735,148						
Low		714,200	764,600	802,400	829,000	848,300	863,900
Medium		752,800	835,500	904,700	961,400	1,010,900	1,056,600
High		789,400	895,600	997,000	1,086,600	1,171,800	1,257,100
LEON	296,499						
Low		287,600	293,300	296,900	298,400	298,100	296,900
Medium		299,800	314,900	327,500	337,800	346,200	353,700
High		311,600	334,900	357,400	376,300	393,200	409,100
LEVY	41,330						
Low		39,900	39,900	39,700	39,300	38,800	38,200
Medium		41,600	42,700	43,600	44,300	44,900	45,500
High		43,200	45,700	48,000	50,200	52,100	54,000
LIBERTY	8,772						
Low		8,300	8,300	8,300	8,300	8,300	8,200
Medium		8,800	9,100	9,400	9,600	9,900	10,100
High		9,200	9,800	10,500	11,200	11,900	12,500
MADISON	19,570						
Low		18,300	17,900	17,500	17,000	16,600	16,100
Medium		19,200	19,500	19,700	19,800	20,000	20,100
High		20,200	21,100	22,000	23,000	23,800	24,700
MANATEE	387,414						
Low		375,600	397,700	413,500	425,400	435,600	442,900
Medium		395,800	434,600	466,500	493,800	519,200	542,200
High		415,100	465,900	513,800	557,600	601,800	644,500
MARION	360,421						
Low		351,000	365,200	376,500	383,700	388,000	389,700
Medium		365,900	392,100	414,800	432,800	447,900	460,800
High		380,300	416,900	453,100	483,700	511,700	537,000
MARTIN	158,598						
Low		152,400	155,400	156,800	157,100	156,700	155,800
Medium		160,600	169,500	176,900	182,900	188,200	193,000
High		168,500	183,000	196,900	210,000	222,200	234,700

APPENDIX E: SIGNAL TIMING WORKSHEETS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
Districwide Signal Retiming - City of Ocala/Marion County

Designed By:	S.M.P.
Date:	4/17/2017
Checked By:	R. A. A
Date:	4/17/2017

Section	36100000	Mile Post	9.473	Node	10
Sig ID	227	Controller	SIEMENS M50	System ID	
Maj. Street	SR 200	Orientation	E-W	SOP	10
Min. Street	SW 90th St / SW 95th St	Orientation	N-S		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	WBL	EB	NBL	SB	EBL	WB	SBL	NB	
Speed Limit (mph)	50	50	45	35	50	50	35	45	
Vehicle Traversed Width	133	122	145	148	125	122	149	141	
Approach Grades	-0.8%	-1.4%	-2.1%	-0.6%	-1.4%	-0.8%	-0.6%	-2.1%	
Ped-X (curb to curb)		106		128		102		128	
Crossing Time		31		37		30		37	
Ped-X (button to curb)		20		17		14		20	
Ped-X (button to far curb)		126		145		116		148	
Crossing Time (to far curb)		42		49		39		50	

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	WBL	EB	NBL	SB	EBL	WB	SBL	NB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	7	20	7	7	7	20	7	7	
Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Yellow	5.2	5.3	5.0	5.0	5.3	5.2	4.1	5.0	
All Red	3.2	3.0	3.5	2.3	3.0	2.0	3.6	2.3	
Max I	10	40	10	11	10	40	10	11	
Max II	19	92	20	57	19	55	23	54	
Walk		7		7		7		7	
Flashing Don't Walk		31		37		30		37	
Min Splits	16.0	47.0	16.0	52.0	16.0	45.0	15.0	52.0	
Detector Memory	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		YES				YES			

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq #
AM		1-1-1	20	83	27	20	24	79	22	25	150	141	1
MD		2-1-1	20	87	23	20	30	77	24	19	150	81	1
PM		3-1-1	18	97	23	22	26	89	21	24	160	80	1

Notes

1) Offset referenced to "end of mainstreet green"
2) Use Fixed Force Offs;
3) Use Max II during Coordination

All Plans

Ring-1	1	2	3	4
Ring-2	5	6	7	8

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
Districwide Signal Retiming - City of Ocala/Marion County

Designed By:	S.M.P.
Date:	4/17/2017
Checked By:	R. A. A
Date:	4/17/2017

Section	36100000	Mile Post	11.872	Node	12
Sig ID	28	Controller	Siemens m50	System ID	
Maj. Street	SR 200	Orientation	E-W	SOP	10
Min. Street	SW 60th Ave	Orientation	N-S		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Speed Limit (mph)	50	50	45	45	50	50	45	45	
Vehicle Traversed Width	242	149	117	208	197	213	119	216	
Approach Grades	-1.0%	0.0%	-2.1%	-0.7%	0.0%	-1.0%	-0.7%	-2.1%	
Ped-X (curb to curb)		129		154		113		153	
Crossing Time		37		44		33		44	
Ped-X (button to curb)		19		13		19		15	
Ped-X (button to far curb)		148		167		132		168	
Crossing Time (to far curb)		50		56		44		56	

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB	
Turn Type	Prot		Prot		Prot		Prot		
Min Green	7	20	7	7	7	20	7	7	
Ext	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Yellow	5.2	5.2	5.0	5.0	5.1	5.2	4.8	5.0	
All Red	6.0	2.2	2.8	2.6	5.0	2.2	2.8	2.6	
Max I	48	42	24	35	24	66	24	22	All Red Timing capped at 6.0 seconds for EBL
Max II	30	74	31	40	45	73	20	40	
Walk		7		7		7		7	
Flashing Don't Walk		37		44		33		44	
Min Splits	19.0	52.0	15.0	59.0	18.0	48.0	15.0	59.0	
Detector Memory	On	On	On	Off	On	On	On	Off	
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		Yes				Yes			

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq #
AM		1-1-1	33	53	21	43	38	48	20	44	150	133	1
MD		2-1-1	36	61	26	27	34	63	19	34	150	120	2
PM		3-1-1	37	71	26	26	47	61	18	34	160	82	1

Notes

1) Use Fixed Force Offs
2) Use Max II during Coordination
3) Offset referenced to "end of mainstreet green"
4) Min recall phase 5 for 2-1-1

1/1/1 & 3/1/1 Plan

Ring-1	1	2	3	4
Ring-2	5	6	7	8

2/1/1 Plan

Ring-1	1	2	3	4
Ring-2	6	5	7	8

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
Districwide Signal Retiming - City of Ocala/Marion County

Designed By:	S.M.P.
Date:	4/17/2017
Checked By:	R. A. A
Date:	4/17/2017

Section	36100000	Mile Post	15.269	Node	13
Sig ID	195	Controller	Siemens m50	System ID	
Maj. Street	SR 200	Orientation	E-W	SOP	9
Min. Street	SW 66th St/SW 58th Ct.	Orientation	N-S		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Speed Limit (mph)	50	50	25	45	50	50			
Vehicle Traversed Width	127	96	131	128	97	145			
Approach Grades	0.4%	0.6%	-2.2%	2.2%	0.6%	0.4%			
Ped-X (curb to curb)									
Crossing Time									
Ped-X (button to curb)									
Ped-X (button to far curb)									
Crossing Time (to far curb)									

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WB	SB	NB	WBL	EB			
Turn Type	Prot		Split	Split	Prot				
Min Green	7	20	7	7	7	20			
Ext	3.0	3.0	3.0	3.0	3.0	3.0			
Yellow	5.1	5.1	3.4	4.8	5.1	5.1			
All Red	3.0	2.0	3.2	3.1	2.2	2.0			
Max I	25	25	30	30	25	50			
Max II	12	87	13	41	23	82			
Walk									
Flashing Don't Walk									
Min Splits	16.0	28.0	14.0	15.0	15.0	28.0			
Detector Memory	On	Off	On	On	On	Off			
Det. Cross Switch.									
Recall		Min				Min			
CNA									
Coord Phase		On				On			

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq #
AM		1-1-1	18	79	18	35	18	79	-	-	150	9	1
MD		2-1-1	18	79	18	35	18	79	-	-	150	2	1
PM		3-1-1	18	86	18	38	18	86	-	-	160	78	1

All Plans

Ring-1	1	2	3	4
Ring-2	5	6		

Notes

1) Use Fixed Force Offs;

2) Use Max II during Coordination

3) Offset referenced to "end of mainstreet green"

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2 (WT)	ϕ3	ϕ4 (NT)	ϕ5 (WL)	ϕ6 (ET)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	9	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	27	0	36	0	28	0	40	0	0	0	0	0	0	0	0
Min Green	7	20	7	7	7	20	7	7	5	5	5	5	5	5	5	5
Gap Ext	3	3	3	4	3	3	3	4	1	1	1	1	1	1	1	1
Max1	20	55	15	30	20	55	15	30	25	25	25	25	25	25	25	25
Max2	15	103	24	18	22	103	24	10	50	50	50	50	50	50	50	50
Yellow Clr	5.4	5.4	4.1	4.2	5.3	5.4	4.2	4.2	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3.4	3.1	3.4	2.8	3.1	3.1	3.8	2.8	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON			ON	ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2 (WT)	ϕ3	ϕ4 (NT)	ϕ5 (WL)	ϕ6 (ET)	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call	ON	ON	ON		ON	ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9 (WT1)	10 (WT2)	11 (WT3)	12 (WL1)	13 (NT1)	14 (ET1)	15 (ET2)	16 (ET3)
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON								
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON								
Call	ON	ON	ON	ON	ON	ON	ON	ON								
Call Phase	1	2	3	4	5	6	7	8	2	2	2	5	4	6	6	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	2	0	4	0	6	0	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	110	170											200
Offset Time	32	43	27	91	1											151
Split Number	1	2	3	4	5	6	7	8								16
Seq Number	1	2	1	1	2	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	200	180	200	210	200											
Offset Time	108	26	156	35	69											
Split Number	17	18	19	20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5			
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1		8	8	8	8			
No Short P 2				3				
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON			
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short								5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold								ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5			
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON			
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	90	20	30	30	80	30	20								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	79	20	43	27	70	45	18								
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	79	18	53	38	61	53	18								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	55	15	22	20	53	22	15								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	90		62	34	74	44	18								
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	99	16	69	17	98	31	54								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	117	17	49	20	114	26	40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	49	17	98	20	45	53	62								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	112	18	53	86	43	17	54								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	109	16	69	24	101	30	54								
Mode	NON	NON	MAX	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	132	17	34	23	126	17	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	20	22									
Minute		30	30		30											
Action	100	1	2	3	2	4	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30	30	30												
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	22											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 231 - SR 200 & SW 43rd St Rd- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9 (WT1)	10 (WT2)	11 (WT3)	12 (WL1)	13 (NT1)	14 (ET1)	15 (ET2)	16 (ET3)
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	23	0	0	0	26	0	37	0	0	0	0	0	0	0	0
Min Green	7	20	7	7	7	20	7	7	0	0	0	0	0	0	0	0
Gap Ext	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Max1	20	55	25	33	20	54	33	25	0	0	0	0	0	0	0	0
Max2	27	84	29	20	33	74	26	20	0	0	0	0	0	0	0	0
Yellow Clr	5	5	3.8	3.8	5	5	3.8	3.8	0	0	0	0	0	0	0	0
Red Clr	3	3	2.9	2.9	3	3	2.5	2.9	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call	ON	ON	ON		ON	ON	ON									
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	2	3	3	4	5	6	6	6	6	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON	ON	ON													
Added Initial	ON	ON	ON													
Call	ON	ON	ON													
Call Phase	6	7	8	6	6	6	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	110	170											200
Offset Time	8	45	18	12	12											171
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	11	9	11	10	9	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	200	180	200	210	200											
Offset Time	118	68	72	30	92											
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1	5							
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	70	35	22	20	83	20	37								
Mode	MIN	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	70	24	34	25	77	28	30								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	89	29	22	30	89	19	32								
Mode	MIN	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	51	23	18	18	51	18	23								
Mode	NON	MXP	NON	NON	MAX	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	88	30	23	34	83	19	34								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	119	29	36	16	119	15	50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	114	40	26	20	114	17	49								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	99	29	36	16	99	15	50								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	127	22	32	24	122	17	37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	124	43	24	24	119	16	51								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	125	32	26	22	120	21	37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																	1
6																																																	1
7																																																	1
8																																																	1
9																																																	1
10																																																	1
11																																																	1
12																																																	1
13																																																	1
14																																																	1
15																																																	1
16																																																	1
17																																																	1
18																																																	1
19																																																	1
20																																																	1
21																																																	1
22																																																	1
23																																																	1
24																																																	1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	20	22									
Minute		30	30		30											
Action	100	1	2	3	2	4	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30	30	30												
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	22											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

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Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 199 - SR 200 & SW 38 CT- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 201 - SR 200 & I-75 East- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	13	0	0	0	19	0	0	0	0	0	0	0	0	0	0
Min Green	7	20	0	7	7	20	0	0	0	0	0	0	0	0	0	0
Gap Ext	5	3.5	0	4	0	3.5	0	0	0	0	0	0	0	0	0	0
Max1	20	50	0	25	0	50	0	0	0	0	0	0	0	0	0	0
Max2	38	83	0	42	0	122	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.9	4.9	0	4.1	0	4.9	0	0	0	0	0	0	0	0	0	0
Red Clr	3.9	3.9	0	2	0	3.9	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON		ON		ON										
Lock Call	ON	ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 201 - SR 200 & I-75 East- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Call Phase	1	2	2	2	2	2	2	4	6	6	6	4	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 201 - SR 200 & I-75 East- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 201 - SR 200 & I-75 East- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	110	170	160										200
Offset Time	121	32	166	26	169	121										12
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	3	3	3	3	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	200	180	200	210	200	210	210									
Offset Time	53	97	18	168	171	202	52									
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON		
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold								ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	56	62		42		118	42									
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	80		45		115	45									
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	77		46		124	46									
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	63		23		87	23									
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	47	73		50		120	50									
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	58	59		43		117	43									
Mode	MAX	MXP	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	119	48		33		167	33									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	58	94		48		152	48									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	106	44		30		150	30									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	58	77		65		135	65									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	44		135		75	135									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	58	77		65		135	65									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	35		155		55	155									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	132		45		165	45									
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	20	22	8								
Minute		30	30		30											
Action	100	1	2	3	2	4	100	6								

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30	30	30												
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	22											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

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Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 201 - SR 200 & I-75 East- (Upload File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 201 - SR 200 & I-75 East- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 200 - SR 200 & I-75 West- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	29	0	0	0	9	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	0	12	20	0	7	0	0	0	0	0	0	0	0
Gap Ext	0	3.5	0	0	4	3.5	0	4	0	0	0	0	0	0	0	0
Max1	0	50	0	0	20	50	0	20	0	0	0	0	0	0	0	0
Max2	0	119	0	0	60	79	0	43	0	0	0	0	0	0	0	0
Yellow Clr	0	4.9	0	0	4.9	4.9	0	4.1	0	0	0	0	0	0	0	0
Red Clr	0	4	0	0	4	4	0	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable		ON			ON	ON		ON								
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 200 - SR 200 & I-75 West- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	
Call Phase	2	2	2	8	8	5	6	6	6	6	6	6	6	8	8	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 200 - SR 200 & I-75 West- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 200 - SR 200 & I-75 West- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	110	170											200
Offset Time	99	74	48	39	22											9
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	200	180	200	210	200	210	210									
Offset Time	46	74	13	62	115	5	101									
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		132		28	30	102		28								
Mode	NON	MXP	NON	NON	MAX	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		129		31	45	84		31								
Mode	NON	MXP	NON	NON	MAX	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		131		39	58	73		39								
Mode	NON	MXP	NON	NON	MAX	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		86		24	25	61		24								
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		128		42	55	73		42								
Mode	NON	MXP	NON	NON	MAX	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		164		36	54	110		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		56		144	23	33		144								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		147		33	35	112		33								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		85		115	30	55		115								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		168		42	93	75		42								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		163		37	50	113		37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		157		53	76	81		53								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		176		34	124	52		34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	20	22									
Minute		30	30		30											
Action	100	1	2	3	2	4	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30	30	30												
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	22											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Station : 200 - SR 200 & I-75 West- (Upload File)

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 200 - SR 200 & I-75 West- (Upload File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 200 - SR 200 & I-75 West- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	33	0	33	0	34	0	31	0	0	0	0	0	0	0	0
Min Green	7	20	7	7	7	20	7	7	0	0	0	0	0	0	0	0
Gap Ext	3	3	3	3	3	3	3	3	0	0	0	0	0	0	0	0
Max1	20	50	20	30	20	50	20	30	0	0	0	0	0	0	0	0
Max2	20	70	19	30	20	76	20	30	0	0	0	0	0	0	0	0
Yellow Clr	4.9	4.9	5	5	4.9	4.9	5	5	0	0	0	0	0	0	0	0
Red Clr	5	5	3.2	3.2	5.3	5	3.2	3.2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call	ON	ON	ON		ON	ON	ON									
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11 (ET1)	12 (ET2)	13 (ET3)	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	3	4	4	5	6	6	6	6	7	7	8
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend	ON															
Added Initial	ON															
Call	ON															
Call Phase	8	4	4	8	8	2	2	2	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash						
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Enter Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Track Yellow Change	25.5	25.5	25.5	25.5	25.5	25.5
Track Red Clear	25.5	25.5	25.5	25.5	25.5	25.5
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	P3478_INH	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	160	160	170	110	170											
Offset Time	16	24	24	15	168											
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	5	11	9	3	2	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time						210	210									
Offset Time						145	100									
Split Number	17	18	19	20	21	22	23	24								
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1				5				
No Short P 2				6				
No Short P 3				2				
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table					1			
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short	5	5	5	5	5	5	5	5
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN	ENDGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON	ON	ON	ON	ON	ON
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	67	20	46	20	74	18	48								
Mode	NON	MXP	NON	NON	NON	MXP	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	28	61	24	47	22	67	30	41								
Mode	MIN	MXP	MIN	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	67	25	47	26	72	27	45								
Mode	NON	MXP	MIN	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	18	52	18	22	18	52	18	22								
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	65	26	50	27	67	28	48								
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	89	56	17	48	49	96	20	45								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	49	17	127	18	48	17	127								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
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16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	20	22									
Minute		30	30		30											
Action	100	1	2	3	2	4	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30	30	30												
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	22											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

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Day Plan Table 8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 13	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 14	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 15	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 16	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 17	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 18	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 19	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

Day Plan Table 20	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	255				0	0						
26	1				0	0						
27	2				0	0						
28	3				0	0						
29	4				0	0						
30	5				0	0						
31	6				0	0						
32	7				0	0						
33	8				0	0						
34	9				0	0						
35	10				0	0						
36	11				0	0						
37	12				0	0						
38	13				0	0						
39	14				0	0						
40	15				0	0						
41	16				0	0						
42	17				0	0						
43	18				0	0						
44	19				0	0						
45	20				0	0						
46	21				0	0						
47	22				0	0						
48	23				0	0						
49	24				0	0						
50	48				0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	7	3	20	20	4.5	3	1	
2	7	33	0	0	0	0	0	0	0	
3	0	0	7	3	20	16	4.5	2	3	
4	7	33	7	3	31	30	4.5	3	4	
5	0	0	0	0	0	0	0	0	0	
6	7	34	0	0	0	0	0	0	0	
7	0	0	7	3	20	20	4.5	2	7	
8	7	31	7	3	21	30	4.5	3	8	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1		ON												0	0
2		ON												0	0
3		ON												0	0
4		ON												0	0
5		ON												0	0
6		ON												0	0
7		ON												0	0
8		ON												0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 206 - SR 200 & SW 27th Ave- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11 (ET1)	12 (ET2)	13 (ET3)	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

Phase [1.1.1]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	7	15	5	10	10	15	0	0	0	0	0	0	0	0	0	0
Gap Ext	2.5	2.5	2.5	2.5	2.5	2.5	0	0	0	0	0	0	0	0	0	0
Max1	20	50	10	20	20	50	0	0	0	0	0	0	0	0	0	0
Max2	20	50	10	40	20	50	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.7	4.7	4.3	4.7	4.7	4.7	0	0	0	0	0	0	0	0	0	0
Red Clr	2.7	2	2.1	2	2.8	2	0	0	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																

Phase Option [1.1.2]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Enable	ON	ON	ON	ON	ON	ON										
Lock Call				ON												
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON										
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	ϕ1	ϕ2	ϕ3	ϕ4	ϕ5	ϕ6	ϕ7	ϕ8	ϕ9	ϕ10	ϕ11	ϕ12	ϕ13	ϕ14	ϕ15	ϕ16
Reservice																
Ped Clr Thru Yellow																
Skip Red-NoCall																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conflicting P			7	8			3	4								
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Redirect P Calls From 1																
Redirect P Calls To 1																
Redirect P Calls From 2																
Redirect P Calls To 2																
Redirect P Calls From 3																
Redirect P Calls To 3																
Redirect P Calls From 4																
Redirect P Calls To 4																

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2		3	4	7	8	
Ring 2	5	6						
Ring 3								
Ring 4								

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	OFF	3	OFF	OFF	OFF		ON		QSEQ	OFF	4PH	OFF	1	OFF	OFF	

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Detector, Vehicle Parameters 1-16 [5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON								
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON								
Call	ON	ON	ON	ON	ON	ON	ON	ON								
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	5	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

Detector #	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

Detector	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

Channels/SDLC, Assign to Phases [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	4	3	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC +, Assign to Phases [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2																								
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Overlap Program Parameters+ [1.5.2.3]

#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Leading Green																
FYA MCE Disable																
FYA After Preempt																
FYA Skip Red																
PedCallClear																
FYA ImmedReturn																
FYARedB4Ped																
Transit Input	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYA Ext Overlap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
GrnExtInh 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapMax	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapExt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FYAGapDet2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FYAGapDet4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input						
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt	0	0	0	0	0	0
Delay	0	0	0	0	0	0
Min Duration	0	0	0	0	0	0
Min Green	0	0	0	0	0	0
Min Walk	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Track Green	0	0	0	0	0	0
Min Dwell	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0
Track Veh 1	0	0	0	0	0	0
Track Veh 2	0	0	0	0	0	0
Track Veh 3	0	0	0	0	0	0
Track Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 1	0	0	0	0	0	0
Dwell Cyc Veh 2	0	0	0	0	0	0
Dwell Cyc Veh 3	0	0	0	0	0	0
Dwell Cyc Veh 4	0	0	0	0	0	0
Dwell Cyc Veh 5	0	0	0	0	0	0
Dwell Cyc Veh 6	0	0	0	0	0	0
Dwell Cyc Veh 7	0	0	0	0	0	0
Dwell Cyc Veh 8	0	0	0	0	0	0
Dwell Cyc Veh 9	0	0	0	0	0	0
Dwell Cyc Veh 10	0	0	0	0	0	0
Dwell Cyc Veh 11	0	0	0	0	0	0
Dwell Cyc Veh 12	0	0	0	0	0	0
Dwell Cyc Ped1	0	0	0	0	0	0
Dwell Cyc Ped2	0	0	0	0	0	0
Dwell Cyc Ped3	0	0	0	0	0	0
Dwell Cyc Ped4	0	0	0	0	0	0
Dwell Cyc Ped5	0	0	0	0	0	0
Dwell Cyc Ped6	0	0	0	0	0	0
Dwell vPed7	0	0	0	0	0	0
Dwell Cyc Ped8	0	0	0	0	0	0
Exit 1	0	0	0	0	0	0
Exit 2	0	0	0	0	0	0
Exit 3	0	0	0	0	0	0
Exit 4	0	0	0	0	0	0

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell	0	0	0	0	0	0
Pattern	0	0	0	0	0	0
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1	0	0	0	0	0	0
Track Over 2	0	0	0	0	0	0
Track Over 3	0	0	0	0	0	0
Track Over 4	0	0	0	0	0	0
Track Over 5	0	0	0	0	0	0
Track Over 6	0	0	0	0	0	0
Track Over 7	0	0	0	0	0	0
Track Over 8	0	0	0	0	0	0
Track Over 9	0	0	0	0	0	0
Track Over 10	0	0	0	0	0	0
Track Over 11	0	0	0	0	0	0
Track Over 12	0	0	0	0	0	0
DwellCyc Over 1	0	0	0	0	0	0
DwellCyc Over 2	0	0	0	0	0	0
DwellCyc Over 3	0	0	0	0	0	0
DwellCyc Over 4	0	0	0	0	0	0
DwellCyc Over 5	0	0	0	0	0	0
DwellCyc Over 6	0	0	0	0	0	0
DwellCyc Over 7	0	0	0	0	0	0
DwellCyc Over 8	0	0	0	0	0	0
DwellCyc Over 9	0	0	0	0	0	0
DwellCyc Over 10	0	0	0	0	0	0
DwellCyc Over 11	0	0	0	0	0	0
DwellCyc Over 12	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0
Yellow	0	0	0	0	0	0
Red	0	0	0	0	0	0
Return Max	0	0	0	0	0	0

Preemption Adv Times[3.8]/Init Dwell [3.9]

Preempt	1	2	3	4	5	6
All Red B4 Preempt						
Reset Ext Dwell						
Reservice Preempt						
End Dwell						
DsblDwellCalls						
Enter Yellow Change	0	0	0	0	0	0
Enter Red Clear	0	0	0	0	0	0
Track Yellow Change	0	0	0	0	0	0
Track Red Clear	0	0	0	0	0	0
Initial Dwell Phase 1	0	0	0	0	0	0
Initial Dwell Phase 2	0	0	0	0	0	0
Initial Dwell Phase 3	0	0	0	0	0	0
Initial Dwell Phase 4	0	0	0	0	0	0
Ped 1	0	0	0	0	0	0
Ped 2	0	0	0	0	0	0
Ped 3	0	0	0	0	0	0
Ped 4	0	0	0	0	0	0
Initial Dwell Overlap 1	0	0	0	0	0	0
Initial Dwell Overlap 2	0	0	0	0	0	0
Initial Dwell Overlap 3	0	0	0	0	0	0
Initial Dwell Overlap 4	0	0	0	0	0	0
Initial Dwell Overlap 5	0	0	0	0	0	0
Initial Dwell Overlap 6	0	0	0	0	0	0
Initial Dwell Overlap 7	0	0	0	0	0	0
Initial Dwell Overlap 8	0	0	0	0	0	0
Initial Dwell Overlap 9	0	0	0	0	0	0
Initial Dwell Overlap 10	0	0	0	0	0	0
Initial Dwell Overlap 11	0	0	0	0	0	0
Initial Dwell Overlap 12	0	0	0	0	0	0
Initial Dwell Overlap 13	0	0	0	0	0	0
Initial Dwell Overlap 14	0	0	0	0	0	0
Initial Dwell Overlap 15	0	0	0	0	0	0
Initial Dwell Overlap 16	0	0	0	0	0	0

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	OFF	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern 17-32 [2.4]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				210	200											
Offset Time				138	148											
Split Number				20	21											
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-8 [2.5]

Pattern	1	2	3	4	5	6	7	8
Short	5	5	5					
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	ENDGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold	ON	ON	ON					
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Pattern+ 9-16 [2.5]

Pattern	9	10	11	12	13	14	15	16
Short								
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN	BEGGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold								
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Coordination, Pattern+ 17 - 24 [2.5]

Pattern	17	18	19	20	21	22	23	24
Short				5	5			
Long	17	17	17	17	17	17	17	17
Dwell								
No Short P 1								
No Short P 2								
No Short P 3								
No Short P 4								
Early Yield								
Offset	BEGGRN	BEGGRN	BEGGRN	ENDGRN	ENDGRN	BEGGRN	BEGGRN	BEGGRN
CNA								
Max 2								
Float								
Min Veh Perm								
Min Ped Perm								
Percentage								
MI								
Ret Hold				ON	ON			
ASC								
Ph Opt Table								
Ph Time Table								
Det Grp								
Call Inh								
Olp Off 1								
Olp Off 2								
Olp Off 3								
Olp Off 4								
Olp Off 5								
Olp Off 6								
Olp Off 7								
Olp Off 8								
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

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Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	158	12	25	22	151										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	144	17	24	23	136										
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
13																																																		1
14																																																		1
15																																																		1
16																																																		1
17																																																		1
18																																																		1
19																																																		1
20																																																		1
21																																																		1
22																																																		1
23																																																		1
24																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	100															

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		9	13													
Minute																
Action	100	1	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2					0	0						
3					0	0						
4					0	0						
5					0	0						
6					0	0						
7					0	0						
8					0	0						
9					0	0						
10					0	0						
11					0	0						
12					0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99					0	0						
100	254				0	0						

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Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1														0	0
2														0	0
3														0	0
4														0	0
5														0	0
6														0	0
7														0	0
8														0	0

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 223 - SW 60th Ave & SW 20th St- (Upload File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 2, Vehicle Parameters [5.5.1]

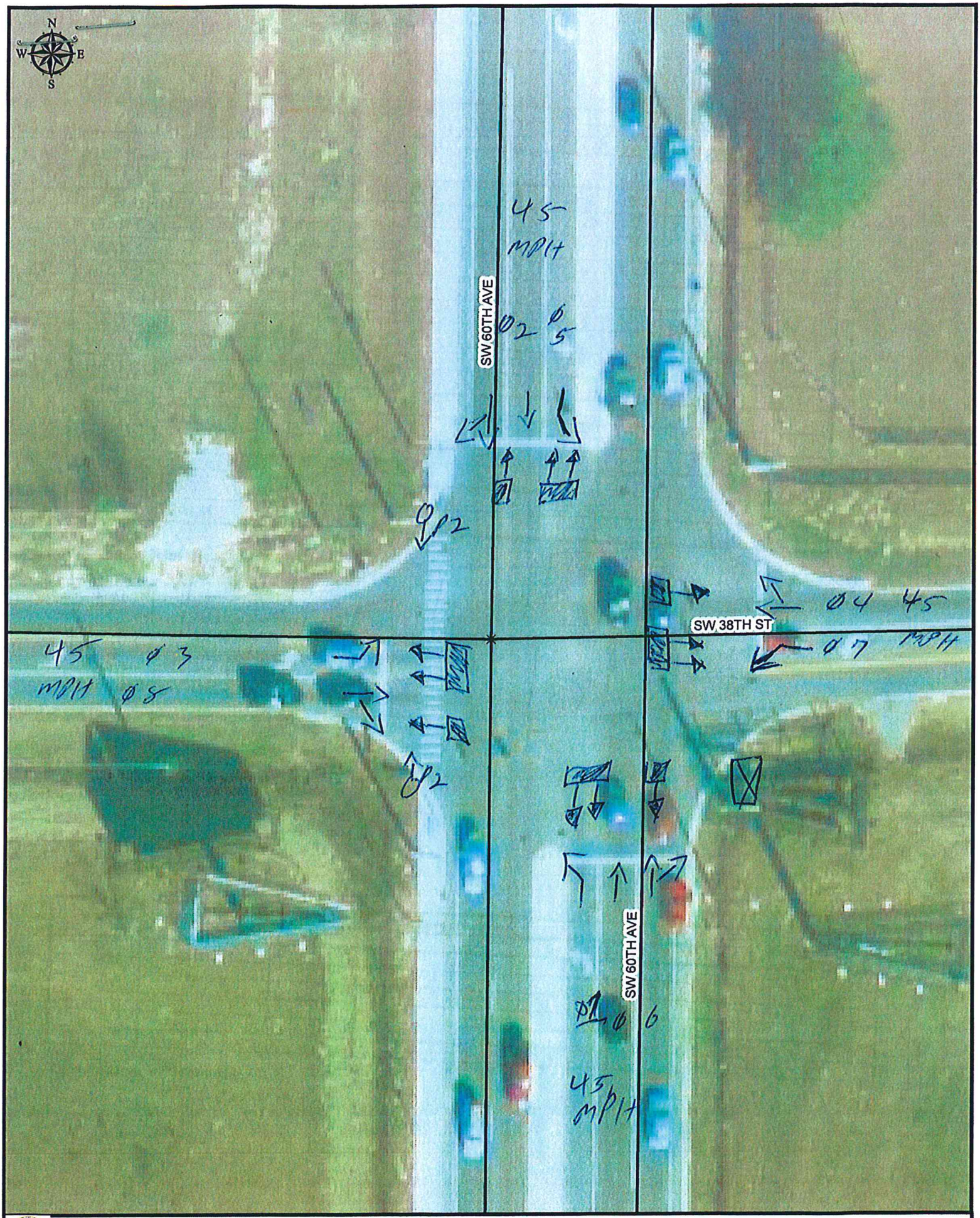
Detector #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
Ext Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Number	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8



SW 60TH AVE @ SW 38TH ST

Marion County Office of the County Engineer
Traffic Division
412 SE 25th Avenue
Ocala, FL 34471

\\mcbcc1\dfs\GIS_TR\Linda.Rea\MAPS\TRAFFIC\Signals\FieldNotesMap

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Notes

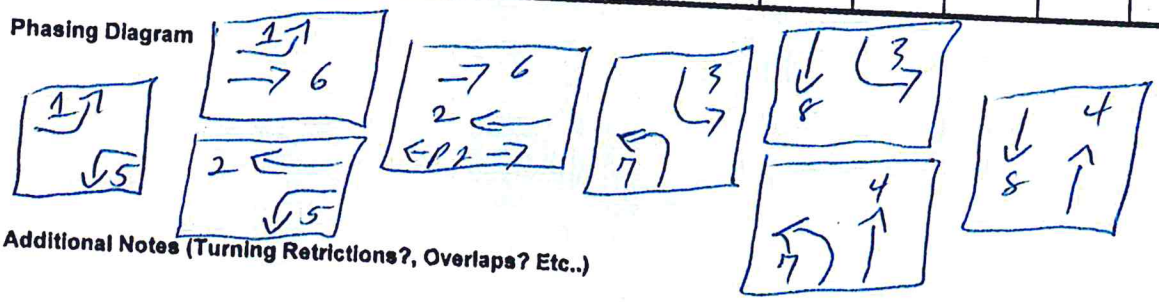
ID	Major St	Minor St	Date	Technician
7	SW 60th Ave	SW 38th ST	8-6-13	Mike Roberson

Basic Timing

PHASE	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
MIN GRN	7	25	5	10	7	25	5	10
GAP EXT	3	3	3	3	3	3	3	3
MAX 1	20	50	10	20	20	50	10	20
MAX 2	3.7	4.8	3.7	4.8	3.7	4.8	3.7	4.8
YEL CLR	~~4.3~~	~~4.3~~	~~4.3~~	~~4.3~~	~~4.3~~	~~4.3~~	~~4.3~~	~~4.3~~
RED CLR	2	2	2	2	2	2	2	2
WALK		7						
PED CLR		18						
MIN RECALL		✓						
MAX RECALL						✓		
PED RECALL								
NON-LOCK CALLS	✓		✓	✓	✓		✓	✓
DUAL ENTRY				✓				✓
REST IN WALK								

REVISED 12/30/13 B.R.S.

Phasing Diagram



Additional Notes (Turning Retrictions?, Overlaps? Etc..)

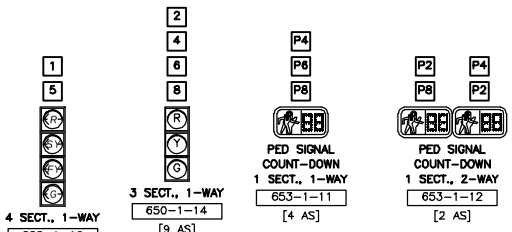
Coordination

Yes (No)

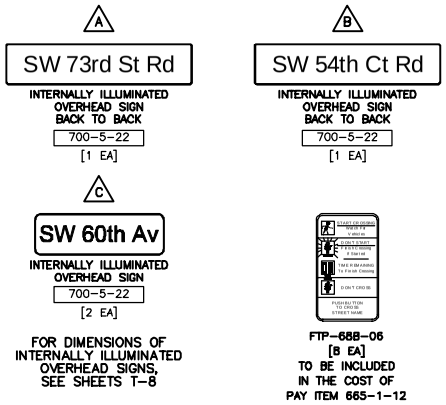
Split	Movement Number 1	2	3	4	5	6	7	8	COMMENTS
1									
2									AM Peak
3									MD PeaK
									PM Peak

Time Patterns for Coordination

SIGNAL HEAD DETAILS



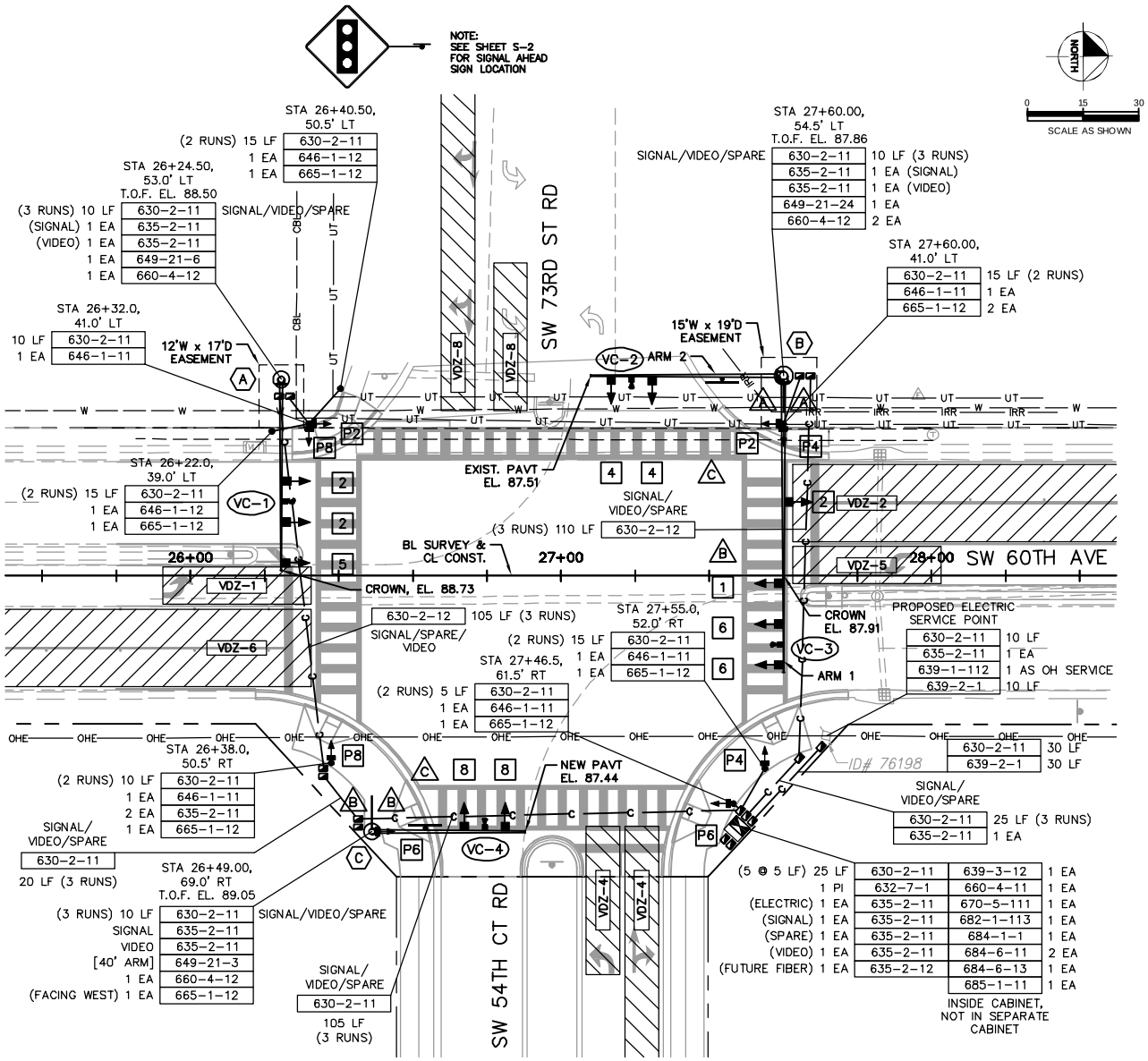
SIGN DETAILS



NOTES:

1. MAJOR STREET IS SW 60th AVENUE
   MINOR STREET IS SW 54th CT RD / SW 73rd ST RD.
2. SIGNAL OPERATING PLAN SHALL BE SOP 7, SEE SHEET T-4.
3. FLASHING OPERATION: SIGNAL HEADS 2 AND 6 YELLOW,
   SIGNAL HEADS 1, 4, 5 AND 8 RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN (SEE SHEET T-4) ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.
5. MAST ARMS B AND C ARE DESIGNED FOR FUTURE 4-SECTION SIGNAL HEADS.

SEE SHEET T-4
FOR CONTROLLER TIMINGS,
VIDEO DETECTION ZONES AND
SIGNAL OPERATING PLAN



SW 60TH AVE @
SW 54TH CT RD/SW 73RD ST RD

BOARD OF COUNTY COMMISSIONERS MARION COUNTY, FLORIDA
OFFICE OF THE COUNTY ENGINEER
412 SE 25TH AVENUE
OCALA, FL 34471

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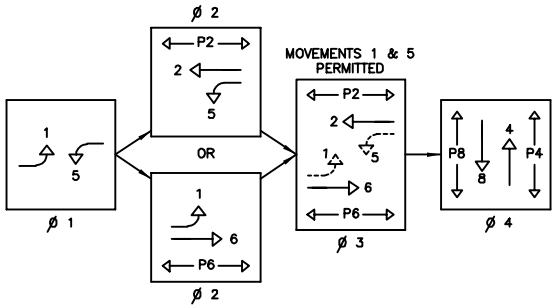
SW 60TH AVENUE IMPROVEMENT PLANS
SIGNALIZATION PLAN

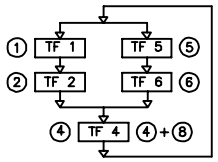
SHEET T-3

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Drawing name: K:\OCA_Civil\149733001 - Winding Oaks Commercial\CADD\PlanSheets\SW 60th Avenue\08 SIGNAL PLAN.dwg T-3 Feb 24, 2020 3:09pm by: DanielDeGraca
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SIGNAL OPERATING PLAN
SOP 7





VIDEO DETECTION ZONES				
VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC–1	VDZ–5	10'x40'	NORMAL	–
	VDZ–2	22'x330'	NORMAL	–
VC–2	VDZ–4	10'x40'	NORMAL	–
	VDZ–4	22'x135'	NORMAL	–
VC–3	VDZ–1	10'x40'	NORMAL	–
	VDZ–6	22'x330'	NORMAL	–
VC–4	VDZ–8	10'x40'	NORMAL	–
	VDZ–8	22'x135'	NORMAL	–

CONTROLLER TIMINGS									
MOVEMENT		NB	SB	EB	WB	SB	NB	WB	EB
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5	20	–	10	5	20	–	10
	EXTENSION	3.0	3.0	–	3.0	3.0	3.0	–	3.0
	MAXIMUM GREEN 1	15	55	–	20	15	55	–	20
	MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
	YELLOW CLEARANCE	4.8	4.8	–	4.0	4.8	4.8	–	3.7
	ALL RED	2.0	2.0	–	2.4	2.0	2.0	–	2.4
	PEDESTRIAN WALK	–	7	–	7	–	7	–	7
	PED. CLEARANCE	–	34	–	22	–	21	–	22
	RECALL	–	MIN	–	–	–	MIN	–	–

NB APPROACH POSTED SPEED = 45 MPH
SB APPROACH POSTED SPEED = 45 MPH
EB APPROACH POSTED SPEED = 30 MPH
WB APPROACH POSTED SPEED = 35 MPH

SW 60th AVE @
SW 54th CT RD/SW 73rd ST RD

SW 60TH AVENUE
IMPROVEMENT PLANS
SIGNALIZATION PLAN

SHEET
T-4

Drawing name: K:\OCA_Civil\142733001 – Winding Oaks Commercial\CADD\PlanSheets\SW 60th Avenue\08 SIGNAL PLAN.dwg T–4 Feb 19, 2020 1:32pm by: Daniel.DaCosta
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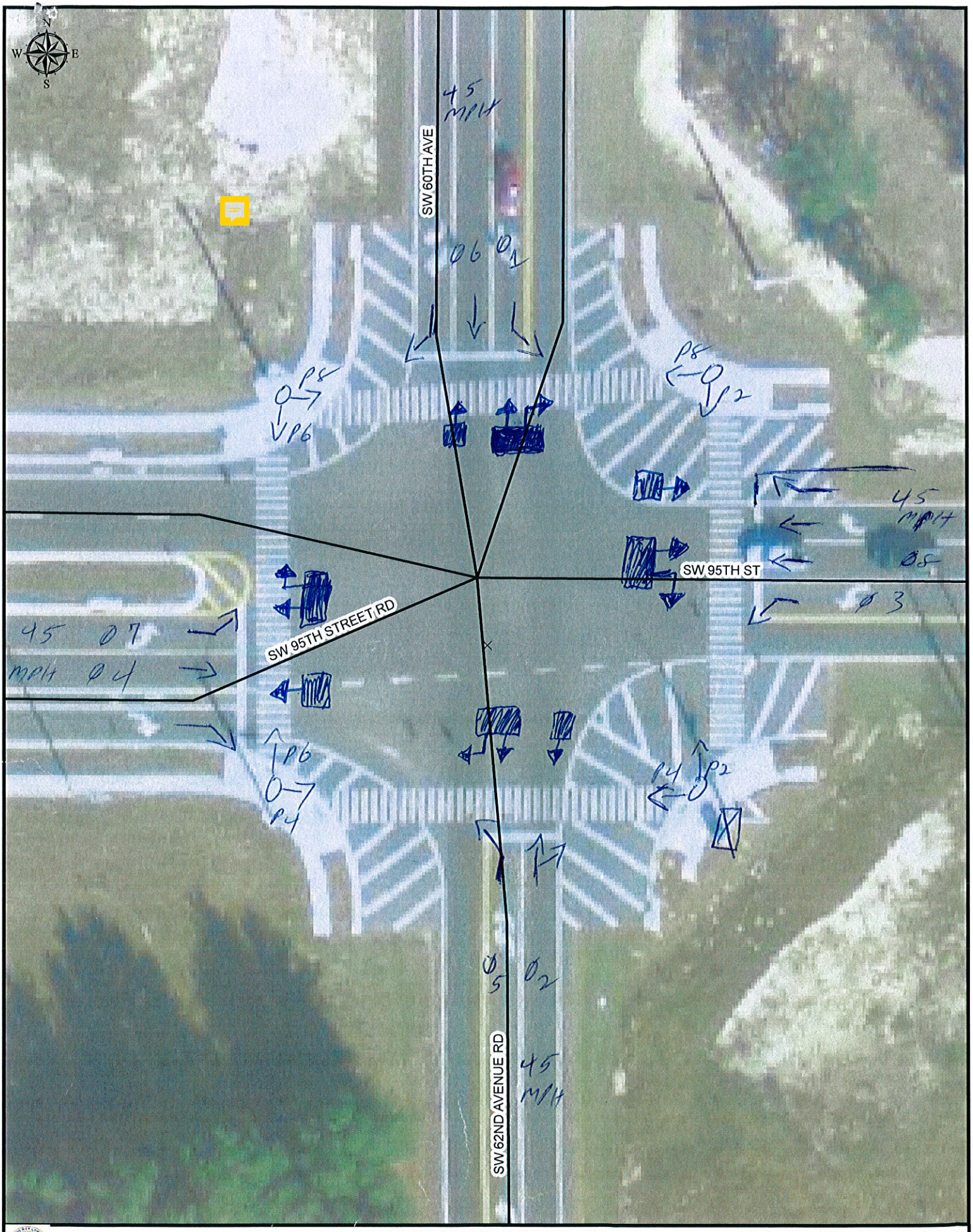
REVISIONS
DESCRIPTION | DATE | DESCRIPTION | DATE

DRAWN BY | NAME | DATE
REVIEWED BY | NAME | DATE
SUPERVISED BY: R.V. BUSCHE, P.E.

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA
OFFICE OF THE COUNTY ENGINEER
412 SE 25TH AVENUE
OCALA, FL 34471

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SW 60TH AVE @ SW 95TH ST

Marion County Office of the County Engineer
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Ocala, FL 34471

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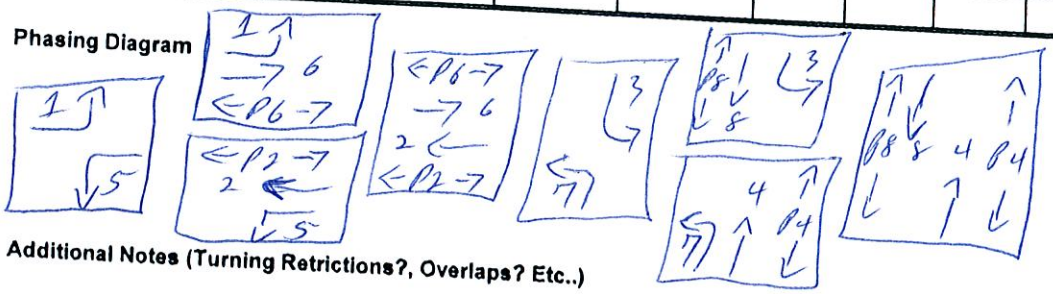
Field Notes

Signal ID	Major St	Minor St	Date	Technician
221	SW 60th Ave	SW 95th St	8-6-13	Mike Robeson

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
MIN GRN	7	15	7	15	7	15	7	15
GAP EXT	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
MAX 1	14	25	9	24	9	30	9	24
MAX 2					3.2		3.2	
YEL CLR	~~4.3~~	(4.3)	~~4.3~~ 3.2	(4.3)	~~4.3~~	(4.3)	~~4.3~~	(4.3)
RED CLR	3.2	+2	2.3	+2	2.1	+2	2.4	+2
WALK	2.4	~~7~~ 4		~~7~~ 4		~~7~~ 4		~~7~~ 4
PED CLR		~~30~~ 29		~~30~~ 29		~~30~~ 26		30
MIN RECALL		✓				✓		
MAX RECALL								
PED RECALL								
NON-LOCK CALLS	✓		✓	✓	✓		✓	✓
DUAL ENTRY				✓				✓
REST IN WALK								

Phasing Diagram

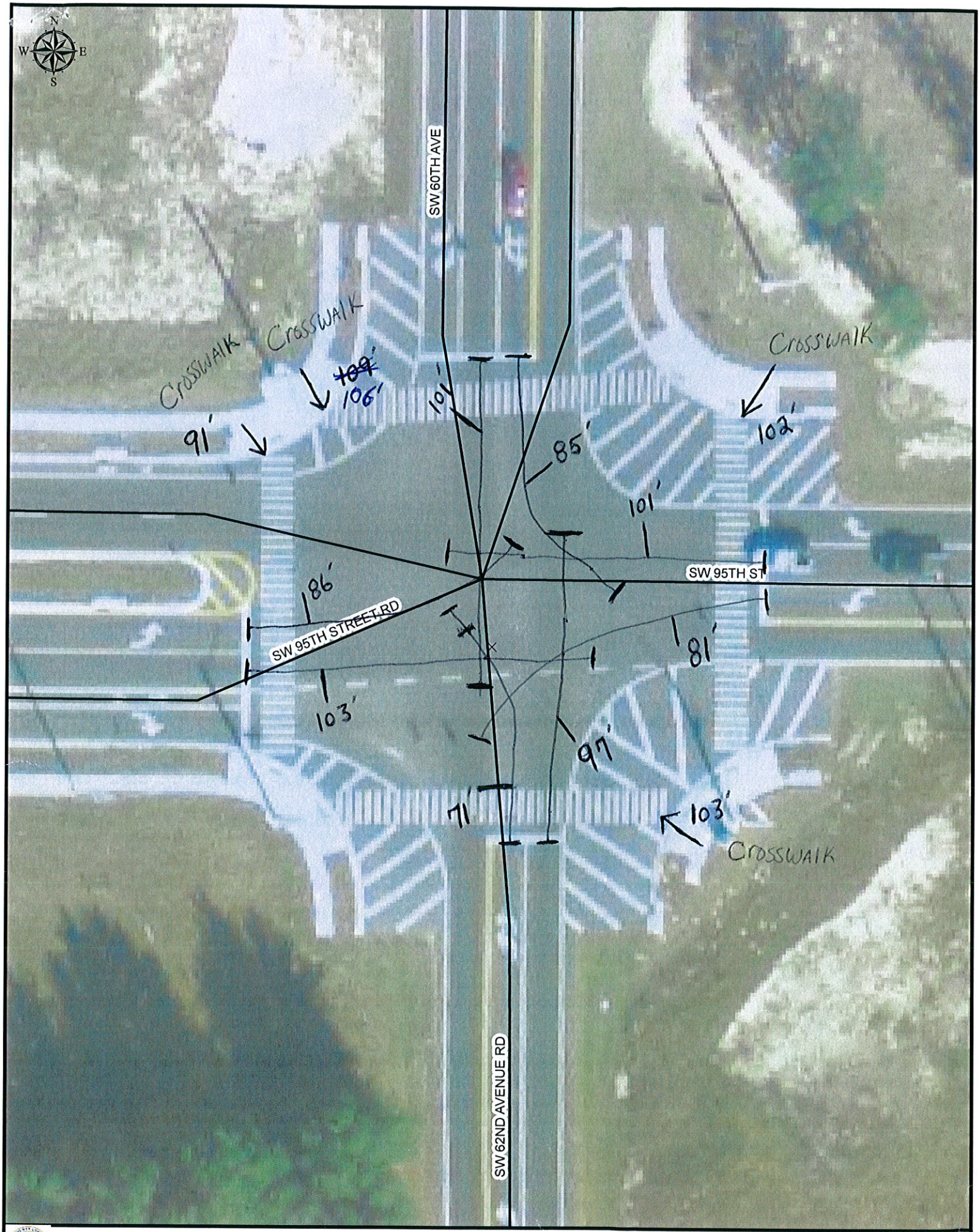


Additional Notes (Turning Retrictions?, Overlaps? Etc..)

Coordination Yes (No)

Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1									
2									
3									AM Peak
									MD PeaK
									PM Peak

Time Patterns for Coordination



SW 60TH AVE @ SW 95TH ST

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Marion County Office of the County Engineer
Traffic Division
412 SE 25th Avenue
Ocala, FL 34471

Controller Database Timing Sheet

Station: 166 - SE 32nd St & CR 475-(Upload File)

Type: NTCIP 76.x ATC Ethernet **Firmware:** 76.15g

Created By: nick **Modified By:** **Reviewed By:**

2A Input Map								
	1	2	3	4	5	6	7	8
TABLE - 1								
Pin 1	0	0	0	0	0	0	0	0
Pin 2	0	0	0	0	0	0	0	0
Pin 3	0	0	0	0	0	0	0	0
Pin 4	0	0	0	0	0	0	0	0
Pin 5	0	0	0	0	0	0	0	0
Pin 6	0	0	0	0	0	0	0	0
Pin 7	0	0	0	0	0	0	0	0
Pin 8	0	0	0	0	0	0	0	0

Adv Schedule

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Plan
TABLE - 1																																																			
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	X	X	X	X	X	.	1
2	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	X	2
3	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	.	.	.	.	.	.	3
4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	1
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Coordination Parms Plus	
	Value
No Added Init	.
Ped Call Inh	.
Ext Pattern	.
Dyn Shortway	.
Plan A	0
Plan B	0
Plan C	0
Plan D	0

Day Plan																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	6	9	15	18	21	7	8	0	0	0	0	0	0	0	0
Minute	0	15	30	0	30	30	30	15	0	0	0	0	0	0	0	0
Action	100	1	2	3	2	100	4	1	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	8	20	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	100	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	9	20	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	100	2	100	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pattern Plus

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
CNA	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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ASC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Opt Table	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Table	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Grp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call Inh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olp Off 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
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Olp Off 8	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dia Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT
Force Mode	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT	DFT

Patterns

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
TABLE - 1																																																		
Cycle Time	160	160	170	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset Time	72	1	151	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Split Number	1	2	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Seq Number	2	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Ped Dets

Peer															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
UDP Port	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Poll Freq	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Phase Options Alt								
	1	2	3	4	5	6	7	8
TABLE - 1								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 2								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0

Phase Options Alt								
	1	2	3	4	5	6	7	8
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 3								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 4								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0

Phase Options Alt								
	1	2	3	4	5	6	7	8
TABLE - 5								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 6								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 7								
Non Act1	.	.	.	.	.	.	.	.

Phase Options Alt								
	1	2	3	4	5	6	7	8
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0
TABLE - 8								
Non Act1	.	.	.	.	.	.	.	.
Lock Call	X	X	X	X	X	X	X	X
Soft Recall	.	.	.	.	.	.	.	.
Dual Entry	.	.	.	.	.	.	.	.
Sim Gap Enable	X	X	X	X	X	X	X	X
Guar Passage	.	.	.	.	.	.	.	.
Rest In Walk	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.
Reservice	.	.	.	.	.	.	.	.
Red Rest	.	.	.	.	.	.	.	.
Max 2	.	.	.	.	.	.	.	.
Max Inhibit	.	.	.	.	.	.	.	.
Ped Delay	.	.	.	.	.	.	.	.
Conflicting Phs1	0	0	0	0	0	0	0	0
Conflicting Phs2	0	0	0	0	0	0	0	0
Assign Phase	0	0	0	0	0	0	0	0

Phase Times Alt								
	1	2	3	4	5	6	7	8
TABLE - 1								
Walk	0	0	0	0	0	0	0	0

Phase Times Alt								
	1	2	3	4	5	6	7	8
Ped Clear	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Gap Ext	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0
Yellow Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Assign Ph	0	0	0	0	0	0	0	0
TABLE - 2								
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Gap Ext	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0
Yellow Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Assign Ph	0	0	0	0	0	0	0	0
TABLE - 3								
Walk	0	0	0	0	0	0	0	0
Ped Clear	0	0	0	0	0	0	0	0
Min Green	0	0	0	0	0	0	0	0
Gap Ext	0	0	0	0	0	0	0	0
Max1	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0
Yellow Clr	0	0	0	0	0	0	0	0
Red Clr	0	0	0	0	0	0	0	0
Assign Ph	0	0	0	0	0	0	0	0

Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	26	0	23	0	26	0	22	0	0	0	0	0	0	0	0
Min Green	8	20	8	12	8	20	8	12	0	0	0	0	0	0	0	0
Gap Ext	3	3	3	3	3	3	3	4	1	1	1	1	1	1	1	1
Max1	20	60	20	50	20	60	20	50	25	25	25	25	25	25	25	25

Phase Times and Options																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Max2	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
Yellow Clr	4.4	4.8	4.4	4.5	4.8	4.8	4.5	4.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	3	2	3.4	2	2.8	2	3	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	X	X	X	X	X	X	X	X	.	.	.	.	.	.	.	.
Auto Flash Entry	.	.	.	X	.	.	.	X	.	.	.	.	.	.	.	.
Auto Flash Exit	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Non-Actuated 1	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Non-Actuated 2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Lock Call	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.	.
Min Recall	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Max Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ped Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Sim Gap Enable	.	X	.	X	.	X	.	X	.	.	.	.	.	.	.	.
Guar Passage	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Rest In Walk	.	X	.	.	.	X	.	.	.	.	.	.	.	.	.	.
Cond Service	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Add Init Calc	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Purdue	
	Value
Control	.
Preempts	.
Overlaps	.
Cabinet	.

Ring Input Map				
	1	2	3	4
TABLE - 1				
Input Map	1	2	1	2

Ring Sequences				
	1	2	3	4
TABLE - 1				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 2				
Ring P1	1	6	0	0
Ring P2	2	5	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 3				
Ring P1	2	5	0	0
Ring P2	1	6	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0

Ring Sequences				
	1	2	3	4
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 4				
Ring P1	2	6	0	0
Ring P2	1	5	0	0
Ring P3	3	7	0	0
Ring P4	4	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 5				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	3	8	0	0
Ring P4	4	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 6				
Ring P1	1	6	0	0
Ring P2	2	5	0	0
Ring P3	3	8	0	0
Ring P4	4	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 7				
Ring P1	2	5	0	0
Ring P2	1	6	0	0
Ring P3	3	8	0	0
Ring P4	4	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0

Ring Sequences				
	1	2	3	4
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 8				
Ring P1	2	6	0	0
Ring P2	1	5	0	0
Ring P3	3	8	0	0
Ring P4	4	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 9				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	4	7	0	0
Ring P4	3	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 10				
Ring P1	1	6	0	0
Ring P2	2	5	0	0
Ring P3	4	7	0	0
Ring P4	3	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 11				
Ring P1	2	5	0	0
Ring P2	1	6	0	0
Ring P3	4	7	0	0
Ring P4	3	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0

Ring Sequences				
	1	2	3	4
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 12				
Ring P1	2	6	0	0
Ring P2	1	5	0	0
Ring P3	4	7	0	0
Ring P4	3	8	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 13				
Ring P1	1	5	0	0
Ring P2	2	6	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 14				
Ring P1	1	6	0	0
Ring P2	2	5	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 15				
Ring P1	2	5	0	0
Ring P2	1	6	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0

Ring Sequences

	1	2	3	4
Ring P7	0	0	0	0
Ring P8	0	0	0	0
TABLE - 16				
Ring P1	2	6	0	0
Ring P2	1	5	0	0
Ring P3	4	8	0	0
Ring P4	3	7	0	0
Ring P5	0	0	0	0
Ring P6	0	0	0	0
Ring P7	0	0	0	0
Ring P8	0	0	0	0

SDLC Devices

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
TABLE - 1																		
Dev Present	X	X	.	.	.	.	.	.	X	.	.	.	.	.	.	.	X	.
Peer to Peer	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

SDLC Parms

	Value
TABLE - 1	
Retry Time	0
Enable Msg0	.
Enable TOD	.
SlowMsgOvrd	.

Security Passwords

	Security Code	Security Level
TABLE - 1		
1	0	NONE
2	0	NONE
3	0	NONE
4	0	NONE
5	0	NONE
6	0	NONE
7	0	NONE
8	0	NONE
9	0	NONE

Security Passwords

	Security Code	Security Level
46	0	NONE
47	0	NONE
48	0	NONE
49	0	NONE
50	0	NONE
51	0	NONE
52	0	NONE
53	0	NONE
54	0	NONE
55	0	NONE
56	0	NONE
57	0	NONE
58	0	NONE
59	0	NONE
60	0	NONE
61	0	NONE
62	0	NONE
63	0	NONE
64	0	NONE

Speed Parameters

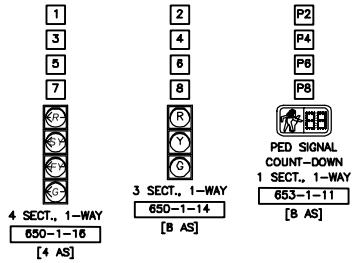
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Up Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Down Det	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zone Len	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Loop Car	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	19	65	19	57	19	65	37	39	0	0	0	0	0	0	0	0
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
TABLE - 2																
Time	23	69	20	48	20	72	28	40	0	0	0	0	0	0	0	0
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Splits Expanded																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coord Phase	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
TABLE - 3																
Time	19	73	22	56	22	70	26	52	0	0	0	0	0	0	0	0
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
TABLE - 4																
Time	19	60	19	62	19	60	37	44	0	0	0	0	0	0	0	0
Mode	NON	MXP	NON	NON	MIN	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	X	.	.	.	.	.	.	.	.	.	.
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 6																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 7																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 8																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 9																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 10																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
TABLE - 11																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

SIGNAL HEAD DETAILS



4 SECT., 1–WAY
650–1–16
[4 AS]

3 SECT., 1–WAY
650–1–14
[8 AS]

PED SIGNAL COUNT–DOWN 1 SECT., 1–WAY
653–1–11
[8 AS]

SIGN DETAILS

A

SW 49 AVE RD

INTERNALLY ILLUMINATED OVERHEAD SIGN
700–5–22
[2 EA]

B

SW 80 ST

INTERNALLY ILLUMINATED OVERHEAD SIGN
700–5–21
[2 EA]



FTP–68B–06
[8 EA]
TO BE INCLUDED IN THE COST OF PAY ITEM 665–1–11

NOTES:

1. MAJOR STREET IS SW 49th/40th AVENUE ROAD (POSTED SPEED: 45MPH). MINOR STREET IS SW 80th STREET (POSTED SPEED: 35 MPH).
2. SIGNAL OPERATING PLAN SHALL BE SOP 10 AS SHOWN.
3. FLASHING OPERATION: SIGNAL HEADS 2 AND 6 – YELLOW, SIGNAL HEADS 1, 3, 4, 5, 7 AND 8 – RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.
5. DIMENSIONS FOR INTERNALLY ILLUMINATED ROADWAY SIGNS (PAY ITEM NO. 700–5–21 & 700–5–22) ARE INCLUDED ON SHEET T06.

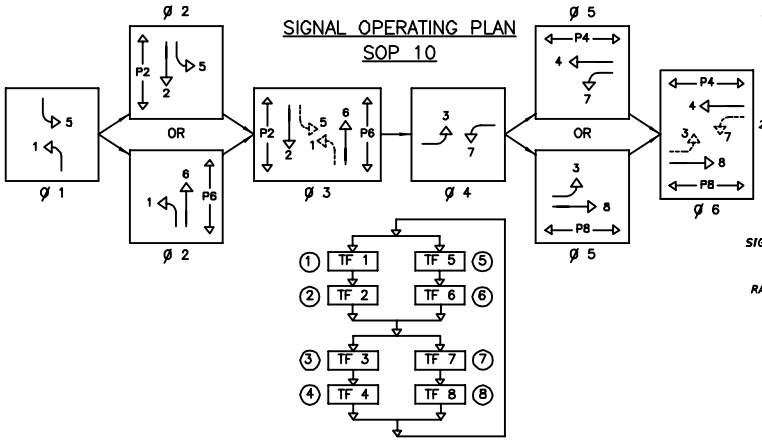
CONTROLLER TIMINGS

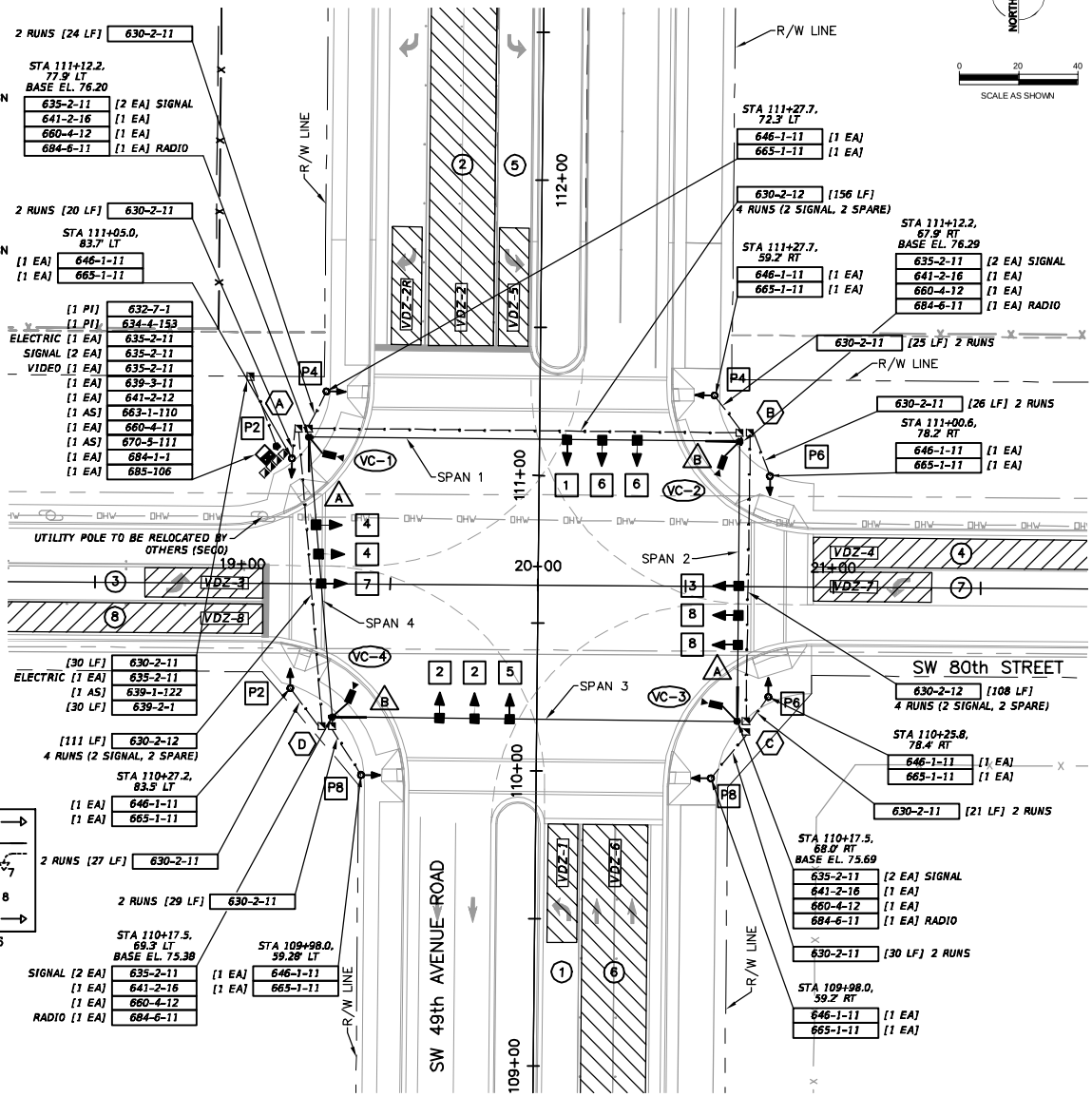
TIMING FUNCTION	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	7	20	7	10	7	20	7	10
	EXTENSION	3	3	3	3	3	3	3	3
	MAXIMUM GREEN 1	20	60	15	30	20	60	15	30
	MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
	YELLOW CLEARANCE	4.8	4.8	4.0	4.0	4.8	4.8	4.0	4.0
	ALL RED	2.0	2.0	2.1	3.0	2.0	2.0	2.1	3.0
	PEDESTRIAN WALK	–	7	–	7	–	7	–	7
	PED. CLEARANCE	–	14	–	28	–	12	–	25
	RECALL	–	MIN	–	–	–	MIN	–	–

VIDEO DETECTION ZONES

VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC–1	VDZ–7	10'x40'	NORMAL	–
	VDZ–4	10'x135'	NORMAL	–
VC–2	VDZ–1	10'x40'	NORMAL	–
	VDZ–6	22'x330'	NORMAL	–
VC–3	VDZ–3	10'x40'	NORMAL	–
	VDZ–8	10'x135'	NORMAL	–
VC–4	VDZ–5	10'x40'	NORMAL	–
	VDZ–2	22'x330'	NORMAL	–
	VDZ–2R	10'x40'	DELAY	5

SIGNAL OPERATING PLAN
SOP 10





VDZ–# DENOTES VIDEO DETECTION ZONE VC–# DENOTES VIDEO DETECTION CAMERA

FINAL PLANS
NOT FOR CONSTRUCTION

REVISIONS			
DESCRIPTION	DATE		
ISSUED FOR CONSTRUCTION	09/09/19		

	NAME	DATE
DRAWN BY	P.S. III	
REVIEWED BY	N.J.M.	
SUPERVISED BY: A.V. BESCHE		

BOARD OF COUNTY COMMISSIONERS MARION COUNTY, FLORIDA
OFFICE OF THE COUNTY ENGINEER 412 SE 25th AVENUE OCALA, FL 34471

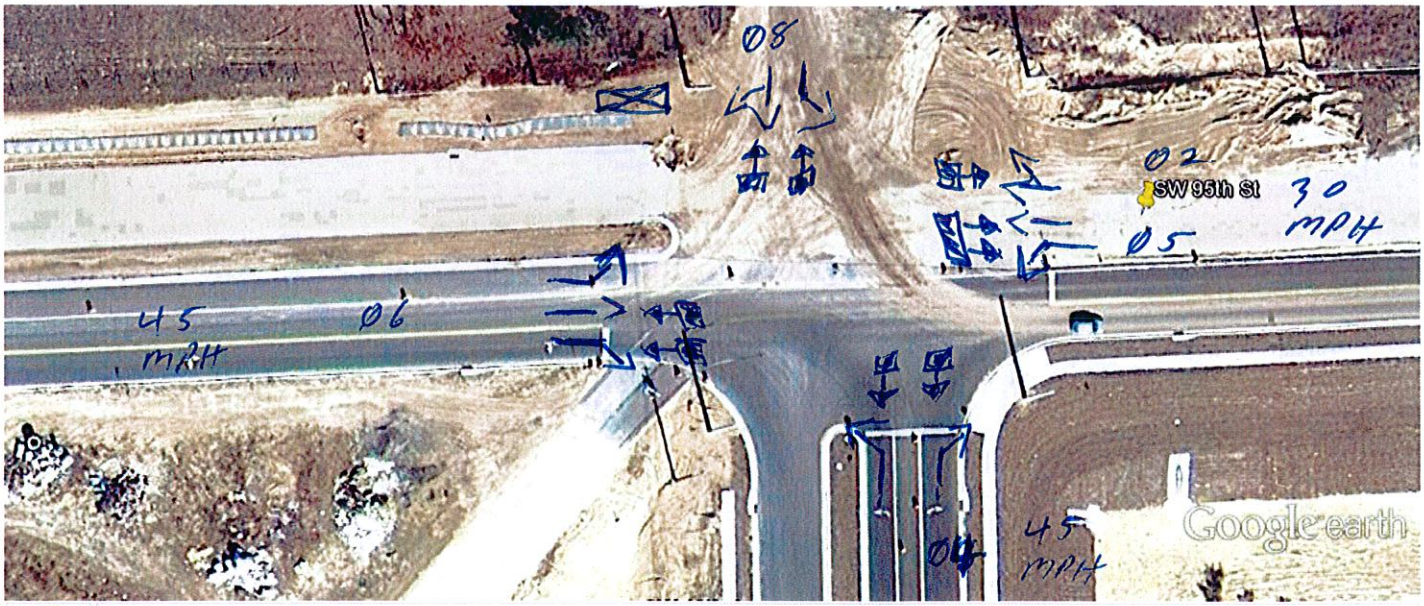
Kimley»Horn
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101 E SILVER SPRINGS BOULEVARD, SUITE 100, OCALA, FL 34470
PHONE: 352 438-3000 FAX: 352 438-3001
NICHOLAS J. MOSA, P.E.
REGISTRATION NUMBER 70158
101 E SILVER SPRINGS BOULEVARD, SUITE 100, OCALA, FL 34470

SW 49th/40th AVE - PH 3
SIGNALIZATION PLAN
AT SW 80th STREET

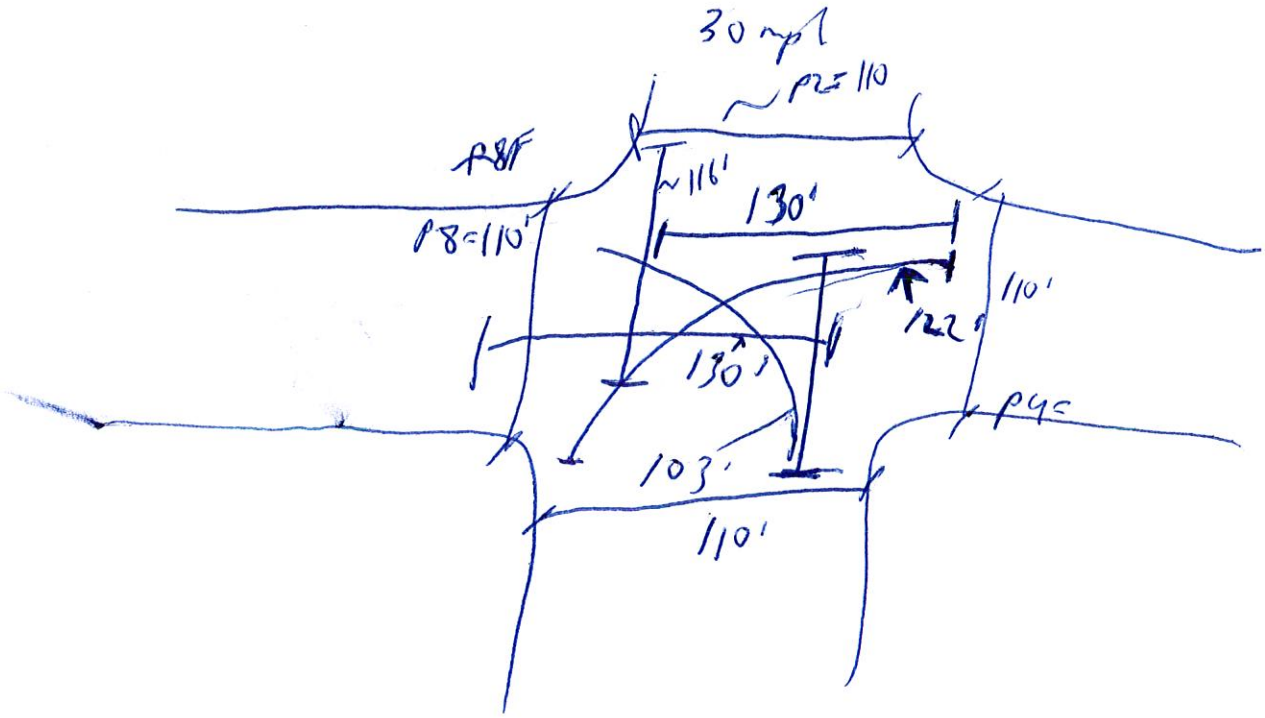
SHEET
T03

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Drawing name: K:\OCA_Civil\049897028 – SW 49th and 40th Ave Phases 2 & 3\Cadd–49Ave\PlanSheets\Phase 3\T03_SIGNAL.dwg T03_SIGNAL_PLAN Aug 08, 2019 11:58am by: DanielDaGrosa
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08
02
SW 95th St
30
MPH
05
45
MPH
06
04
45
MPH
Google earth

SW 49th Ave


30 mph
PL=110
~116'
130'
PL=110'
110'
130'
103'
110'
PL=

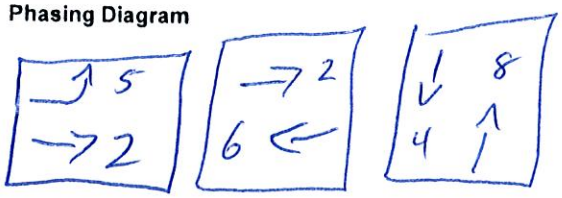
Field Notes

Signal ID	Major St	Minor St	Date	Technician
255	SW 95th ST	SW 49th Ave	10-9-13	Mike Roberson

Basic Timing

PHASE	Φ 1	Φ 2	Φ 3	Φ 4	Φ 5	Φ 6	Φ 7	Φ 8
MIN GRN		15		15	7	15		15
GAP EXT		5		5	3	5		5
MAX 1		35		25	24	35		25
MAX 2		4		4	4	4		4
YEL CLR		4 3.2	3.2 → ~~4~~		4 3.2	4 4.3		~~4~~ 3.2
RED CLR		1 3.4	2.8 → ~~1~~		3.2	1 2.3		~~1~~ 2.3
WALK		~~7~~ 4		~~7~~ 4		~~7~~ 4		~~7~~ 4
PED CLR		~~22~~ 31		~~22~~ 31		~~22~~ 31		~~22~~ 31
MIN RECALL		✓				✓		
MAX RECALL								
PED RECALL								
NON-LOCK CALLS					✓			✓
DUAL ENTRY				✓				✓
REST IN WALK								

Phasing Diagram



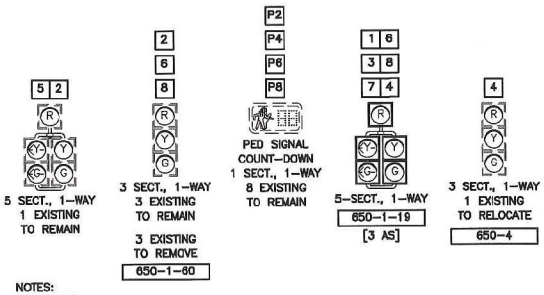
Additional Notes (Turning Retrictions?, Overlaps? Etc..)

Coordination Yes (No)

Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1									AM Peak
2									MD PeaK
3									PM Peak

Time Patterns for Coordination

SIGNAL HEAD DETAILS



5 SECT., 1–WAY
1 EXISTING
TO REMAIN

3 SECT., 1–WAY
3 EXISTING
TO REMAIN
3 EXISTING
TO REMOVE
650–1–60

PED SIGNAL
COUNT–DOWN
1 SECT., 1–WAY
8 EXISTING
TO REMAIN

5–SECT., 1–WAY
650–1–19
[3 AS]

3 SECT., 1–WAY
1 EXISTING
TO RELOCATE
650–4

NOTES:

1. MAJOR STREET IS SW 95th STREET (WEST OF 49TH AVE, POSTED SPEED: 45; EAST OF 49TH AVE, POSTED SPEED: 30 MPH), MINOR STREET IS SW 49th AVENUE (POSTED SPEED: 45 MPH).
2. CHANGE SIGNAL OPERATING PLAN FROM EXISTING SOP 12 MOD TO SOP 10.
3. FLASHING OPERATION: SIGNAL HEADS 1/6, 6, 5/2, AND 2 YELLOW, SIGNAL HEADS 3/8, 8, 7/4 AND 4 RED.
4. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.

SIGN DETAILS

A — SW 95 ST
2 EXISTING
TO REMAIN

B — SW 49 AVE
1 EXISTING
TO REMAIN
1 EXISTING
TO BE REMOVED
700–3–601

C — SW 49 AVE RD
700–3–201
[1 EA]
SEE SHEET T05
FOR DETAILS

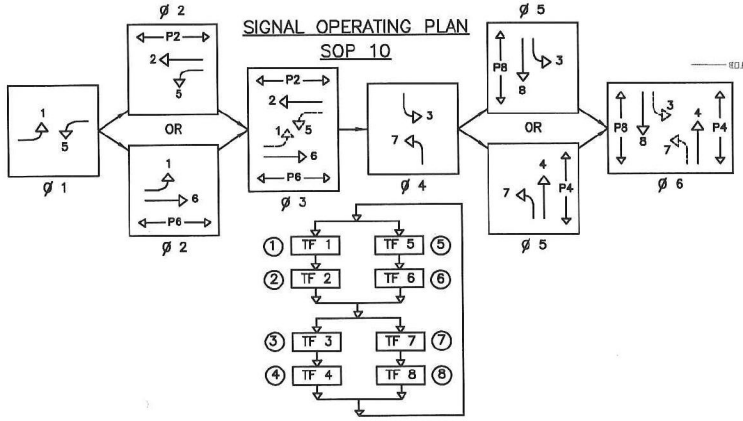


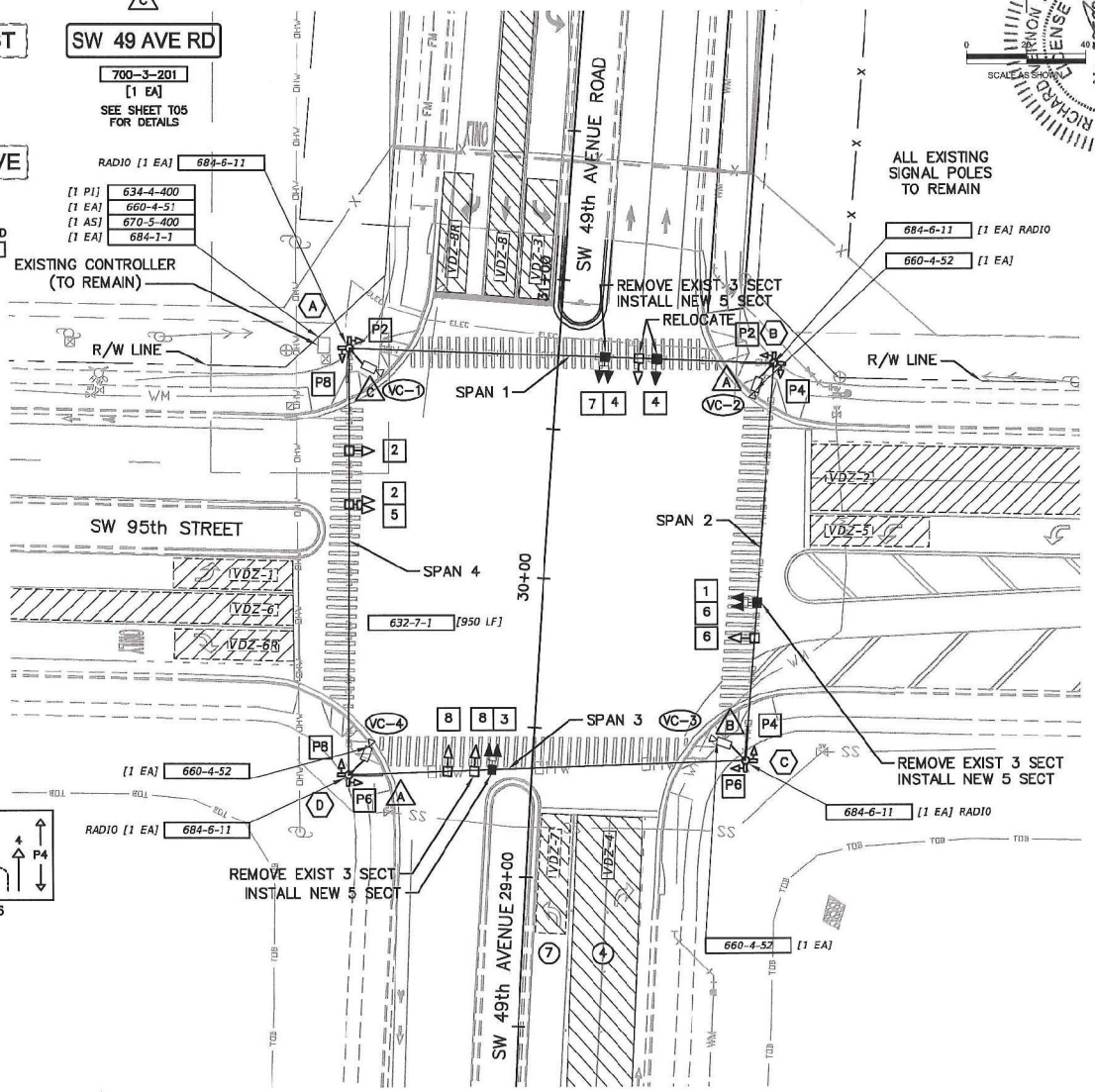
8 EXISTING
TO REMAIN

CONTROLLER TIMINGS								
TIMING FUNCTION								
MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION: MINIMUM GREEN	7	20	7	20	7	20	7	20
EXTENSION	3	3	3	3	3	3	3	3
MAXIMUM GREEN 1	20	40	15	40	20	40	20	40
MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
YELLOW CLEARANCE	4.8	3.7	4.8	4.8	3.7	4.8	4.8	4.8
ALL RED	2.1	3.2	2.1	2.2	2.9	2.2	2.0	2.0
PEDESTRIAN WALK	–	7	–	7	–	7	–	7
PED. CLEARANCE	–	29	–	29	–	29	–	29
RECALL	–	MIN	–	–	–	MIN	–	–

VIDEO DETECTION ZONES				
VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC–1	VDZ–5	EXIST.	EXIST.	–
	VDZ–2	EXIST.	EXIST.	–
VC–2	VDZ–7	EXIST.	EXIST.	–
	VDZ–4	22'x330'	NORMAL	–
VC–3	VDZ–1	EXIST.	EXIST.	–
	VDZ–6	EXIST.	EXIST.	–
	VDZ–6R	EXIST.	DELAY	5
VC–4	VDZ–3	10'x40'	NORMAL	–
	VDZ–8	10'x330'	NORMAL	–
	VDZ–8R	10'x40'	DELAY	5

SIGNAL OPERATING PLAN
SOP 10





VDZ-# DENOTES VIDEO DETECTION ZONE (VC-#) DENOTES VIDEO DETECTION CAMERA

RICHARD BRUNON BUSCHE
LICENSE NO. 56568
STATE OF FLORIDA
PROFESSIONAL ENGINEER

REVISIONS			
NO.	DESCRIPTION	DATE	NAME

DRAWN BY: P.S.H.
REVIEWED BY: N.J.M.
SUPERSEDED BY: R.V.B.

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA
OFFICE OF THE COUNTY ENGINEER
412 SE 25TH AVENUE
OCALA, FL 34471

Kimley»Horn
101 E. SE 25TH AVENUE, SUITE 400, OCALA, FL 34470
PHONE: 352-438-3400, CA 00000696

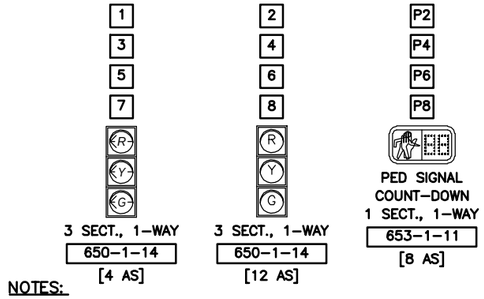
SW 49th/40th AVE - PH 2
SIGNALIZATION PLAN
AT SW 95th STREET

SHEET
T03

Drawing name: K:\OCA_Civil\040997028 – SW 49th and 40th Ave Phases 2 & 3\Civil\~49Ave\Plan\Sheets\Phase 2\T03 SIGNAL PLAN.dwg Aug 06, 2018 11:38am by: Mo.Ansari
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SIGN DETAILS

SIGNAL HEAD DETAILS



A

CR 484

INTERNALLY ILLUMINATED OVERHEAD SIGN

700-5-22

[2 EA]

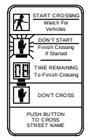
C

SW 49TH CT RD

INTERNALLY ILLUMINATED OVERHEAD SIGN

700-5-22

[2 EA]



FTP-68B-06
[8 EA]
TO BE INCLUDED IN THE COST OF PAY ITEM 665-1-11

NOTES:

1. MAJOR STREET IS CR 484, MINOR STREET IS SW 49TH COURT ROAD.
1. SIGNAL OPERATING PLAN SHALL BE SOP 10 AS SHOWN.
2. FLASHING OPERATION: SIGNAL HEADS 2 AND 6 YELLOW, SIGNAL HEADS 1, 3, 4, 5, 7 AND 8 – RED.
3. PROPOSED VIDEO DETECTION ZONES SHOWN ARE FOR GUIDANCE TO THE TECHNICIAN SETTING UP THE SYSTEM. DIMENSIONS GIVEN ARE NOMINAL AND SHOULD CONFORM AS CLOSELY AS POSSIBLE TO THOSE PLANNED WITHOUT CREATING OVERLAPS OR CONFLICTS IN COVERAGE AREAS.
4. DIMENSIONS FOR INTERNALLY ILLUMINATED ROADWAY SIGNS (PAY ITEM NO. 700-5-22) ARE INCLUDED ON SHEET T-9.

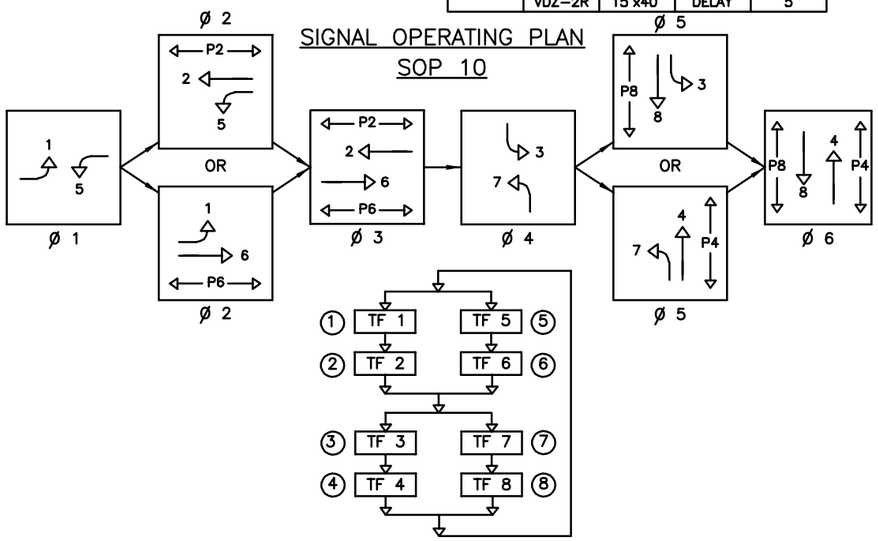
CONTROLLER TIMINGS

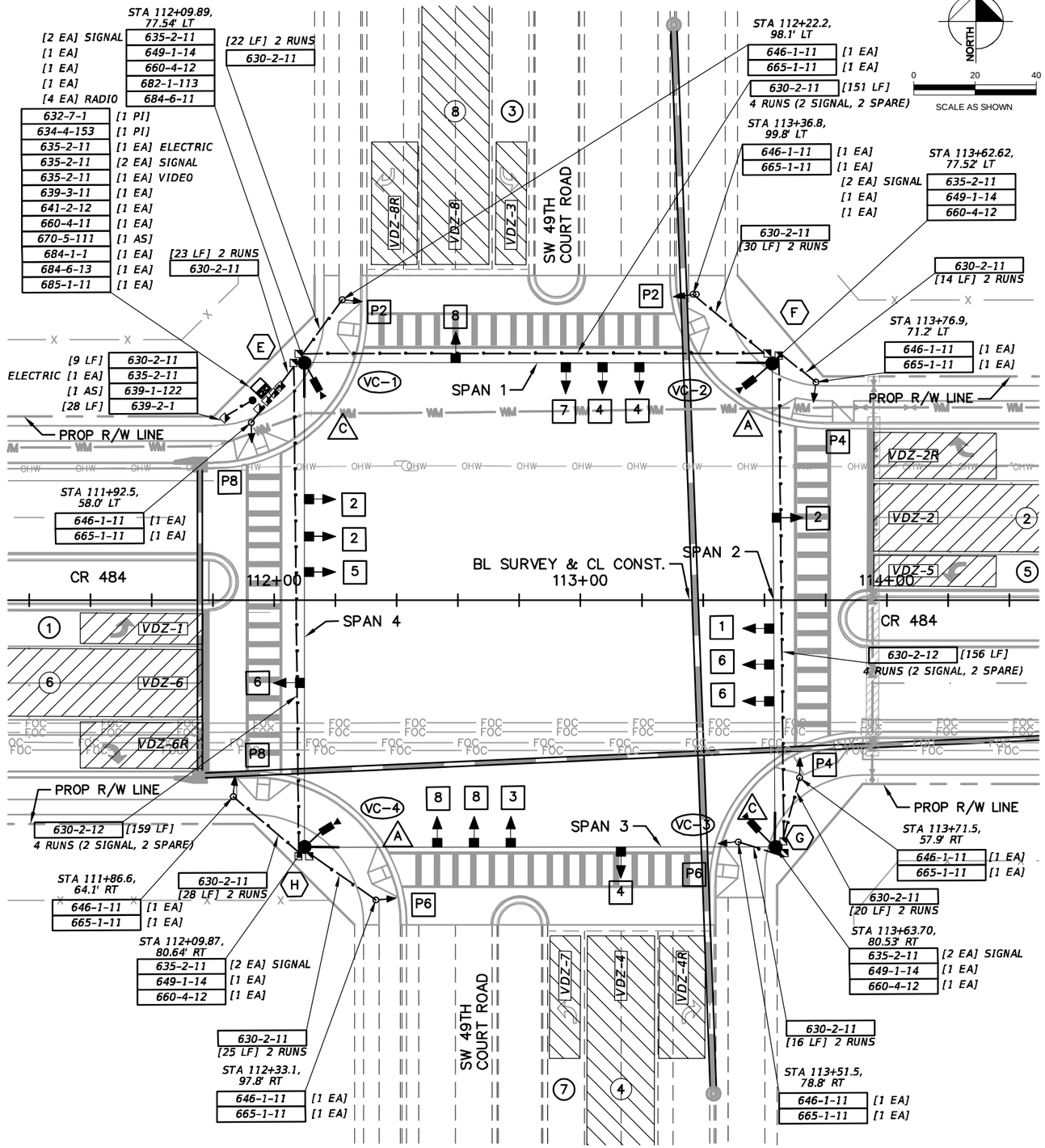
TIMING FUNCTION									
	MOVEMENT NUMBER	1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	5	20	5	10	5	20	5	10
	EXTENSION	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
	MAXIMUM GREEN 1	25	60	30	40	25	60	30	40
	MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
	YELLOW CLEARANCE	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
	ALL RED	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
	PEDESTRIAN WALK	–	7.0	–	7.0	–	7.0	–	7.0
	PED. CLEARANCE	–	30.0	–	30.0	–	30.0	–	30.0
	RECALL	–	MIN	–	–	–	MIN	–	–

VIDEO DETECTION ZONES

VIDEO CAMERA NO.	ZONE	COVERAGE AREA	DETECTOR OPERATION	DELAY TIME (SEC)
VC-1	VDZ-7	10'x40'	NORMAL	–
	VDZ-4	22'x135'	NORMAL	–
	VDZ-4R	15'x40'	DELAY	5
VC-2	VDZ-1	10'x40'	NORMAL	–
	VDZ-6	22'x330'	NORMAL	–
	VDZ-6R	15'x40'	DELAY	5
VC-3	VDZ-3	10'x40'	NORMAL	–
	VDZ-8	22'x135'	NORMAL	–
	VDZ-8R	15'x40'	DELAY	5
VC-4	VDZ-5	10'x40'	NORMAL	–
	VDZ-2	22'x330'	NORMAL	–
	VDZ-2R	15'x40'	DELAY	5

SIGNAL OPERATING PLAN
SOP 10





VDZ-# DENOTES VIDEO DETECTION ZONE

VC-# DENOTES VIDEO DETECTION CAMERA

CR 484 @ SW 49TH COURT ROAD

REVISIONS		
DESCRIPTION	DATE	DESCRIPTION
		ISSUED FOR CONSTRUCTION

NAME	DATE
DRAWN BY P.S.III	
REVIEWED BY M.A.A	
SUPERVISED BY: R.V. BUSCHE, P.E.	

BOARD OF COUNTY COMMISSIONERS
MARION COUNTY, FLORIDA

OFFICE OF THE COUNTY ENGINEER
412 SE 25TH AVENUE
OCALA, FL 34471

Kimley»Horn

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NICHOLAS J. MOFFA, P.E.
FLORIDA REG. NO. 84805
101 E SILVER SPRINGS BOULEVARD, SUITE 400, OCALA, FL 34470
PHONE: 352-438-2000, REGISTRY #688

CR 484 WIDENING
SIGNALIZATION PLAN

SHEET
T-4

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Drawing name: K:\OCA_Civil\040997072 – CR 484 Widening\CADD\Plan Sheets\21SIGNAL PLAN-49Av.dwg T-4 Jan 31, 2020 9:55am by: DanielDaGraca
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SW 27th Ave @ SW 66th St Field Notes

Insert Map Location

Printed: 00/00/0000, Initials

Marion County Office of the County Engineer
Asset Mangement Section
412 SE 25th Avenue
Ocala, FL 34471

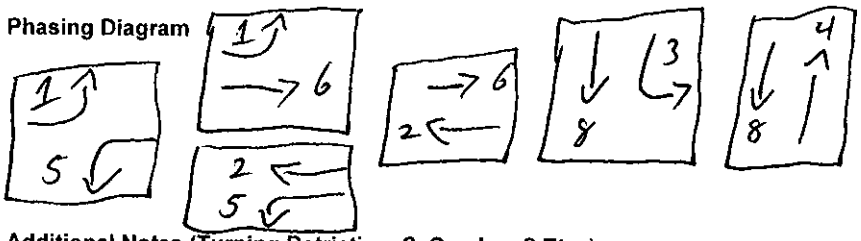
tes

	Major St	Minor St	Date	Technician
9	SW 27th Ave	SW 66th ST	7-17-13	Mike Roberson

asic Timing

PHASE	Φ1	Φ2	Φ3	Φ4	Φ5	Φ6	Φ7	Φ8
MIN GRN	6	17	6	8	6	17		8
GAP EXT	2	3	2	2	2	3		2
MAX 1	15	54	15	25	15	54		25
MAX 2	15	54	17	25	15	54		25
YEL CLR	4	4	4	4	4	4		4
RED CLR	1	1	1	1	1	1		1
WALK								
PED CLR								
MIN RECALL		✓				✓		
MAX RECALL								
PED RECALL								
NON-LOCK CALLS	✓		✓		✓			
DUAL ENTRY								
REST IN WALK								

Phasing Diagram



Additional Notes (Turning Retrictions?, Overlaps? Etc..)

Runs Time of Day

Max 2 6:00Am to 9:00pm

Coordination Yes (No)

Split	Movement Number								COMMENTS
	1	2	3	4	5	6	7	8	
1									AM Peak
2									MD PeaK
3									PM Peak

Time Patterns for Coordination

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Phase Timings 1-16 [1.1.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	35	0	33	0	36	0	42	0	0	0	0	0	0	0	0
Min Green	6	15	6	10	6	15	6	10	5	5	5	5	5	5	5	5
Passage	3	3	3	4	3	3	3	4	1	1	1	1	1	1	1	1
Max1	25	55	15	25	15	55	15	25	25	25	25	25	25	25	25	25
Max2	0	0	0	0	0	0	0	0	50	50	50	50	50	50	50	50
Yellow	4.4	4.5	4.8	4.8	4.5	4.4	4.8	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	3	3	3.5	3.5	3.1	3	3.5	3.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON		ON		ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reservice																
Walk Yellow																
Skip Red																
Red Rest																
Max 2																
Ped Delay																
Conf Phs1																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel																
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Call Phs3																
Call Phs4																
From Phs1																
To Phs1																
From Phs2																
To Phs2																
From Phs3																
To Phs3																
From Phs4																
To Phs4																
Bike Clear																

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	61	21	41	24	64	21	41								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	49	25	27	24	54	18	34								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	54	36	40	28	56	18	58								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	43	20	28	18	44	20	28								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph																

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	OFF	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	150	130	160	110												
Offset Time	125	11	60	29												
Split Number	1	2	3	4												
Seq Number	9	1	7	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-16 [2.5][2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Short	5	5	5	5	5	5	0	0	0	0	0	0	0	0	0	0
Long	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Dwell	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Short P 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Short P 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Short P 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Short P 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Early Yield	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Offset	endgrn	endgrn	endgrn	endgrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn
CNA	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Max2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Flt	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Veh	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Ped	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Ret Hold	on	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off
CIC Plan	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Opt Table	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ph Time Table	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Det Grp	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Call Inh	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Olp Off 1	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 3	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 4	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 5	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 6	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 7	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Olp Off 8	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Dia Mode	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft
Ofst2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ofst3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ofst4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1](v61) or [1.8.1](v65, v76)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

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Detector, Vehicle Parameters & Options [5.1][5.2]

1-16

	1	2	3	4	5	6	7	8	9 (ET1)	10 (WT1)	11	12	13	14	15	16
Volume									ON	ON						
Occupancy									ON	ON						
Yellow Lock																
Red Lock																
Extend	ON	ON	ON	ON	ON	ON	ON	ON								
Added Initial	ON	ON	ON	ON	ON	ON	ON	ON								
Queue																
Call	ON	ON	ON	ON	ON	ON	ON	ON								
Call Phase	1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	25	55	15	25	15	55	15	25	2	2	2	2	2	2	2	2

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Phase 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Source	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Ped Detectors 1-16 [5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

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Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	OFF	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifer Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4	1		NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5
Overlap 9			NORMAL		3.5	1.5
Overlap 10			NORMAL		3.5	1.5
Overlap 11			NORMAL		3.5	1.5
Overlap 12			NORMAL		3.5	1.5
Overlap 13			NORMAL		3.5	1.5
Overlap 14			NORMAL		3.5	1.5
Overlap 15			NORMAL		3.5	1.5
Overlap 16			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds		
Overlap 1				OFF	OFF
Overlap 2				OFF	OFF
Overlap 3				OFF	OFF
Overlap 4				OFF	OFF
Overlap 5				OFF	OFF
Overlap 6				OFF	OFF
Overlap 7				OFF	OFF
Overlap 8				OFF	OFF
Overlap 9				OFF	OFF
Overlap 10				OFF	OFF
Overlap 11				OFF	OFF
Overlap 12				OFF	OFF
Overlap 13				OFF	OFF
Overlap 14				OFF	OFF
Overlap 15				OFF	OFF
Overlap 16				OFF	OFF

Flash Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15	VOT_MON	D-CONN

Flash, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	OFF		3	10	OFF		STD8	4PH		OFF	ALARM				ON	OFF		OFF	OFF	OFF	1

Ring Sequence 1 [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Phase Startup, Concur [1.1.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
221			OFF					

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	ON
18	
19	
20	ON
21	ON
22	ON
23	ON
24	ON
25	ON
26	ON
27	ON
28	
29	
30	
31	
32	
33	
34	
35	
36	
37	ON
38	ON
39	
40	
41	
42	
43	ON
44	ON
45	
46	
47	
48	
49	
50	
51	
52	
53	
54	
55	
56	
57	
58	
59	
60	
61	ON
62	
63	
64	
65	
66	
67	
68	
69	
70	
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72	
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Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	ON
6	
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	ON
21	
22	ON
23	ON
24	
25	
26	
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Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

108	
109	
110	
111	
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128	

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON	ON	ON	ON	ON	ON
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Type	EMERG	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Low Priority Preempt [3]

Preempt	7	8	9	10
Min				
Max				
Type				
Platoon Rx				
Cond Lockout				
Coord in Preempt				
Platoon Tx				
Lock				
Begin Mode	SKIP	SKIP	SKIP	SKIP
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Max Lockout				
Ext Dwell				
Ant Arrival				
Max Grn 1				
Max Grn 2				
Max Grn 3				
Max Grn 4				
Max Grn 5				
Max Grn 6				
Max Grn 7				
Max Grn 8				
Max Grn 9				
Max Grn 10				
Max Grn 11				
Max Grn 12				
Max Grn 13				
Max Grn 14				
Max Grn 15				
Max Grn 16				
Headway Group				
Queue Jump				
Headway Time				
TX Time				
PP Hold Time				
PP Tx Phase 1				
PP Tx Phase 2				
PP Tx Phase 3				
PP Tx Phase 4				

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4																																																	1
5																																																		1
6																																																		1
7																																																		1
8																																																		1
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29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	15	18	19	21									
Minute		30					30									
Action	100	1	2	3	1	4	100									

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	21											
Minute		30	30	30	30											
Action	100	4	2	4	100											

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	20											
Minute			30		30											
Action	100	4	2	4	100											

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day plan Link 1-16 [4.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Link	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7												
8												
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94												
95												
96												
97												
98												
99												
100	254											

Channels/SDLC+, IO Logic [1.8.7]

	1	2	3	4	5	6	7	8	9	10
Result	0	0	0	0	0	0	0	0	0	0
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-

Operand 1	0	0	0	0	0	0	0	0	0	0
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operand 2	0	0	0	0	0	0	0	0	0	0
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Operand 3	0	0	0	0	0	0	0	0	0	0
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time	0	0	0	0	0	0	0	0	0	0

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Miscellaneous Data

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
2	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
3	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
4	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
5	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
6	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
7	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
8	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
2	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
3	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
4	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
5	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
6	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
7	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
8	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
2	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
3	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
4	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
5	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
6	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
7	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			
8	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	0	0	0			

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9 (ET1)	10 (WT1)	11	12	13	14	15	16
Extend																
Queue																
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Cnt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Detector Alternate Program 1, Vehicle Options [5.5.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Added Initial																
Call																
Extend Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector Alternate Program 1, Ped Parameters [5.5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0								
No Activity	0	0	0	0	0	0	0	0								
Max Presence	0	0	0	0	0	0	0	0								
Erratic Cnt	0	0	0	0	0	0	0	0								

Channel/SDLC +, Assign to Phases [1.8.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7	0	0	0	0

Station : 221 - SW 27th Ave & SW 42nd St- (Upload File)

Communication, IP Parameters [6.5]

	Octet 1	Octet 2	Octet 3	Octet 4

TABULATION OF QUANTITIES

BID ITEM NUMBER	DESCRIPTION	UNIT	SHEET T-3		SHEET T-4		SHEET		SHEET		SHEET		SHEET		TOTAL THIS SHEET		GRAND TOTAL	
			ORIG	FINAL	ORIG	FINAL	ORIG	FINAL	ORIG	FINAL	ORIG	FINAL	ORIG	FINAL	ORIG	FINAL	ORIG	FINAL
630-2-11	CONDUIT, F&I, OPEN TRENCH	LF	-		-		-		-		-		-		-		-	
630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	-		-		-		-		-		-		-		-	
632-7-1	SIGNAL CABLE-NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	-		-		-		-		-		-		-		-	
634-4-153	SPAN WIRE ASSEMBLY, F&I, TWO POINT, BOX	PI	-		-		-		-		-		-		-		-	
635-2-11	PULL & SPLICE BOX, F&I, 13"X24" COVER SIZE	EA	-		-		-		-		-		-		-		-	
635-2-12	PULL & SPLICE BOX, F&I, 24"X36" COVER SIZE	EA	-		-		-		-		-		-		-		-	
635-2-13	PULL & SPLICE BOX, F&I, 30"X60" RECTANGULAR OR 36" ROUND COVER SIZE	EA	-		-		-		-		-		-		-		-	
639-1-123	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER NOT REQUIRED	AS	-		-		-		-		-		-		-		-	
639-2-1	ELECTRICAL SERVICE WIRE	LF	-		-		-		-		-		-		-		-	
639-3-12	ELECTRICAL SERVICE DISCONNECT, F&I, CABINET	EA	-		-		-		-		-		-		-		-	
641-2-18	PRESTRESSED CONCRETE POLE, F&I, TYPE P-VIII	EA	-		-		-		-		-		-		-		-	
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	-		-		-		-		-		-		-		-	
650-1-313	TRAFFIC SIGNAL, F&I, 3 SECTION, 1 WAY, POLYCARBONATE	AS	-		-		-		-		-		-		-		-	
650-1-413	TRAFFIC SIGNAL, F&I, 4 SECTION, 1 WAY, POLYCARBONATE	AS	-		-		-		-		-		-		-		-	
653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALLED COUNTDOWN, 1 WAY	AS	-		-		-		-		-		-		-		-	
660-1-110	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10	EA	-		-		-		-		-		-		-		-	
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	EA	-		-		-		-		-		-		-		-	
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	EA	-		-		-		-		-		-		-		-	
665-1-11	PEDESTRIAN DETECTOR,FURNISH & INSTALL STANDARD	EA	-		-		-		-		-		-		-		-	
670-5-110	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA	AS	-		-		-		-		-		-		-		-	
685-106	SYSTEM AUXILIARIES, F&I, UNINTERRUPTIBLE POWER SOURCE	EA	-		-		-		-		-		-		-		-	
700-5-22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	-		-		-		-		-		-		-		-	

TO BE COMPLETED FOR 90% SUBMITTAL

60% PLANS
NOT FOR CONSTRUCTION

Lassiter Transportation Group, Inc.
Engineering and Planning
DOUGLAS O. HOMAN
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ENGINEERING BUSINESS NO. 9227

REVISIONS

DATE

SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

TABULATION OF QUANTITIES

DATE 11-11-16
DRAWN BY DOH
CHKD. BY AIA
JOB NO. 4039

SIGNATURE:

DOUGLAS O. HOMAN, P.E. # 81384
DATE:

SHEET NO. T-1

GENERAL:

1. IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE WHERE CONDUIT RUNS ARE TO BE INSTALLED BY JACKING, DIRECTIONAL BORING, OR TRENCHING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE THE JOB SITE CONDITIONS BEFORE SUBMITTING A BID PROPOSAL IN ACCORDANCE WITH SECTION 2-4 OF THE SPECIFICATIONS.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE LOCATION OF EXISTING UTILITIES, BOTH HORIZONTAL AND VERTICAL PRIOR TO ANY BORES AT THE DIRECTION OF THE ENGINEER. THIS SHOULD BE PERFORMED BY VACUUM EXCAVATION OR COMPARABLE NON DESTRUCTIVE EQUIPMENT. ALL RIGHT-OF-WAY SHALL BE RESTORED TO THE CONDITION WHICH EXISTED PRIOR TO THE BORE.

3. AN EXCAVATION EXCEEDING 18 INCHES SHALL BE DONE BY HAND WITHIN 5 FEET OF ANY FIELD LOCATED UNDERGROUND UTILITY. FOR SIGNAL POLE EXCAVATION, DUE TO THE CLOSE PROXIMITY OF UNDERGROUND UTILITIES, THE CONTRACTOR SHALL HAND DIG THE FIRST 4' OF ANY POLE FOUNDATION AND THE FIRST 2' OF ANY PEDESTAL FOUNDATION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IF UTILITIES ARE ENCOUNTERED.

4. FINAL SIGNAL POLE PLACEMENT SHALL BE A MINIMUM OF 10' FROM ALL OVERHEAD UTILITIES.

5. THE CONTRACTOR SHALL VERIFY COLOR CODES FOR SIGNAL CABLE WITH MARION COUNTY TRAFFIC ENGINEERING BEFORE ORDERING.

6. THE CONTRACTOR IS REQUIRED TO INSPECT THE INSTALLATION OF THE TRAFFIC SIGNALS IN ACCORDANCE WITH FDOT SPECIFICATION 105-5.10. THE CONTRACTOR SHALL COORDINATE THE FINAL ACCEPTANCE INSPECTION IN ACCORDANCE WITH FDOT SPECIFICATION 611-2.2 WITH THE ENGINEER AT LEAST TEN DAYS IN ADVANCE.

7. THE CONTRACTOR SHALL ADJUST, AS DIRECTED BY THE ENGINEER, THE LOCATIONS OF THE SIGNAL POLES, CONDUITS, PULL BOXES, ETC. TO AVOID UTILITY CONFLICTS.

8. THE CONTRACTOR SHALL NOTIFY SUNSHINE ONE-CALL (1-800-432-4770) AT LEAST TWO FULL BUSINESS DAYS IN ADVANCE OF ANY EXCAVATION WORK WHICH WOULD OTHERWISE INTERFERE WITH ANY ABOVE GROUND OR BELOW GROUND UTILITIES. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR MAINTAINING CURRENT LOCATE TICKET THROUGHOUT THE DURATION OF THE WORK.

9. THESE PLANS REFLECT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS PREVENT THE APPLICATION OR THE PROGRESSION OF ANY WORK SPECIFIED IN THESE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND MARION COUNTY IMMEDIATELY AND PRIOR TO ANY FURTHER WORK ACTIVITY.

10. CONTRACTOR SHALL RESTORE LANDSCAPING WHICH HAS BEEN DISTURBED BY HIS ACTIVITIES TO COMPLY WITH COUNTY OF MARION REQUIREMENTS.

11. THE CONTRACTOR SHALL HAVE AN IMSA LEVEL 2 SIGNAL TECHNICIAN ON SITE THROUGH ALL PHASES ON CONSTRUCTION AND ON CALL WITH A TWO HOUR MAXIMUM RESPONSE TIME.

12. CROSSWALKS SHALL HAVE A 8' MINIMUM INSIDE WIDTH.

CONTROLLER:

1. A MANUAL PUSH BUTTON CORD SHALL BE FURNISHED IN THE CONTROLLER CABINET.

2. THE CONTROLLER CABINET SHALL BE ORIENTED SO THAT THE DOOR OPENS AWAY FROM THE INTERSECTION.

3. THE CONTROLLER ASSEMBLY SHALL BE PLACED IN AN AREA THAT IS OUTSIDE OF DITCHES AND EASILY ACCESSIBLE BY MAINTENANCE PERSONNEL.

4. TWO SPARE CABINET CONDUITS SHALL BE STUBBED OUT AND CAPPED IN EACH CABINET ENTRY PULL BOX.

5. THE CONTROLLER BASE AND SERVICE PAD SHALL BE A MONOLITHIC POUR WITH A 4" MINIMUM / 8" MAXIMUM ABOVE FINISHED GRADE.

SIGNAL CABLE, DETECTION AREAS, CONDUIT, & PULL BOXES:

1. DELAY TIMES FOR DETECTORS MARKED "DELAY" SHALL BE SET TO 5 SECONDS. ALL OTHERS SHALL BE SET TO ZERO.

2. PULL BOXES AND COVERS SHALL BE NON-METALLIC CONSTRUCTION WITH RECESSED COVER LOGO "TRAFFIC SIGNAL" OR "FIBER OPTIC" AS APPROPRIATE.

3. ALL COMMUNICATIONS CABLE SHALL BE IN SEPARATE PULL BOXES AND CONDUIT.

4. ALL CONDUIT SHALL BE 2" MINIMUM UNLESS OTHERWISE SPECIFIED IN PLANS, EXCEPT ELECTRICAL POWER SERVICE DUCT.

5. THE CONTRACTOR IS TO PROVIDE THREE ADDITIONAL CONDUIT RUNS PULLED AND CAPPED FROM THE CONTROLLER TO THE NEAREST PULL BOX.

6. AS DIRECTED BY THE PROJECT ENGINEER, THE CONTRACTOR SHALL ADJUST CONDUIT & PULL BOXES HORIZONTALLY AND/OR VERTICALLY IN ORDER TO AVOID ANY POSSIBLE CONFLICTS WITH UNDERGROUND UTILITIES.

7. CABLE ASSEMBLIES SHALL BE CONTINUOUS FROM DEVICE LOCATION TO CONTROL EQUIPMENT. SPLICING WILL NOT BE ACCEPTED IN INTERMEDIATE LOCATIONS.

8. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS THAT ARE SECURELY ATTACHED TO EACH CABLE. THE TAGGING SYSTEM PROPOSED SHALL BE SUBMITTED FOR APPROVAL WITH THE OTHER EQUIPMENT SUBMITTAL'S REQUIRED FOR THIS PROJECT.

9. ALL ASTRO BRACKETS SHALL ARTICULATE AND HAVE BUILT INTO HOUSING A 12" (MINIMUM) CONDUCTOR TERMINAL STRIP, PELCO MODEL #AB0112 OR APPROVED EQUIVALENT.

SIGNAL HEADS:

1. ALL VEHICULAR SIGNAL HEAD ASSEMBLIES SHALL BE POLYCARBONATE.

2. ALL VEHICULAR SIGNAL HEADS SHALL BE LED AND HAVE BACKPLATES WITH RETROREFLECTIVE BORDERS.

3. THE INSIDE DISCONNECTS SHALL BE WIRED FOR 4 SECTION HEADS.

4. ALL SIGNAL ASSEMBLIES SHALL HAVE A VERTICAL CLEARANCE OF 17.5' MINIMUM AND 19.0' MAXIMUM FROM THE BOTTOM OF THE ASSEMBLY TO THE ROADWAY.

5. SIGNAL HEADS SHALL BE LOCATED AS SHOWN IN THE PLANS. A MINIMUM OF 8' HORIZONTAL SEPARATION BETWEEN SIGNAL HEADS SHALL BE MAINTAINED FOR EACH MOVEMENT.

SIGNS:

1. LED INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL BE INSTALLED AT ALL NEW TRAFFIC SIGNALS.

2. LED INTERNALLY ILLUMINATED STREET NAME SIGNS SHALL HAVE A SEPARATE BREAKER NOT LOCATED IN THE CONTROLLER CABINET. SIGNS SHALL HAVE A MASTER PHOTOCELL INSTALLED IN A LOCATION THAT IS NOT AFFECTED BY ADJACENT LIGHTS.

UTILITIES:

1. THE LOCATIONS OF KNOWN UTILITIES ARE APPROXIMATE ONLY. THE EXACT LOCATION OF UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR DURING CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING, NOTIFYING, AND LOCATING ALL EXISTING UTILITIES WITHIN THE LIMITS OF CONSTRUCTION.

2. IF UTILITIES ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE UTILITY OWNER IMMEDIATELY AND THEN NOTIFY THE ENGINEER.

3. PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS WHOSE UTILITY MAY BE AFFECTED BY THE WORK. THE FOLLOWING IS A PARTIAL LISTING.

UTILITY CONTACTS

UTILITY COMPANY	CONTACT PERSON	PHONE NUMBER
OCALA WATER & SEWER	ED EARNEST	(352) 351-6688
COX CABLE	CRAIG SANDERS	(352) 873-5631
BRIGHT HOUSE NETWORKS	JOHN WOLSKI	(356) 775-4444 Ext. 2909
MARION COUNTY UTILITIES	PAUL PENUMUDI	(352) 307-6000
LEVEL 3 COMMUNICATIONS	TONY CHARLTON	(321) 312-3225
DUKE ENERGY	ETHAN PARDUE	(352) 748-8712
CENTURY LINK	KIRBY SMITH	(352) 875-9749
TECO PEOPLES GAS	CHRIS URIA	(352) 813-9349

60% PLANS
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ENGINEERING BUSINESS NO. 9227

DATE | REVISIONS

SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

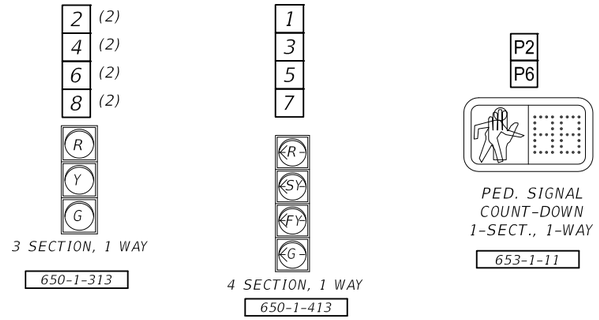
GENERAL NOTES

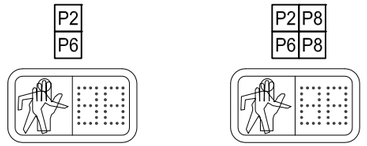
DATE 11-11-16
DRAWN BY DOH
CHKD. BY AIA
JOB NO. 4039

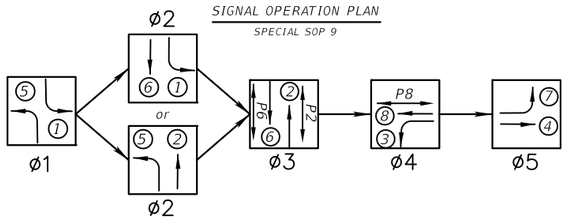
SIGNATURE:

DOUGLAS O. HOMAN, P.E. # 81384
DATE:

SHEET NO. T-2







SIGNALIZATION PLAN NOTES:

CONTROLLER OPERATIONS:

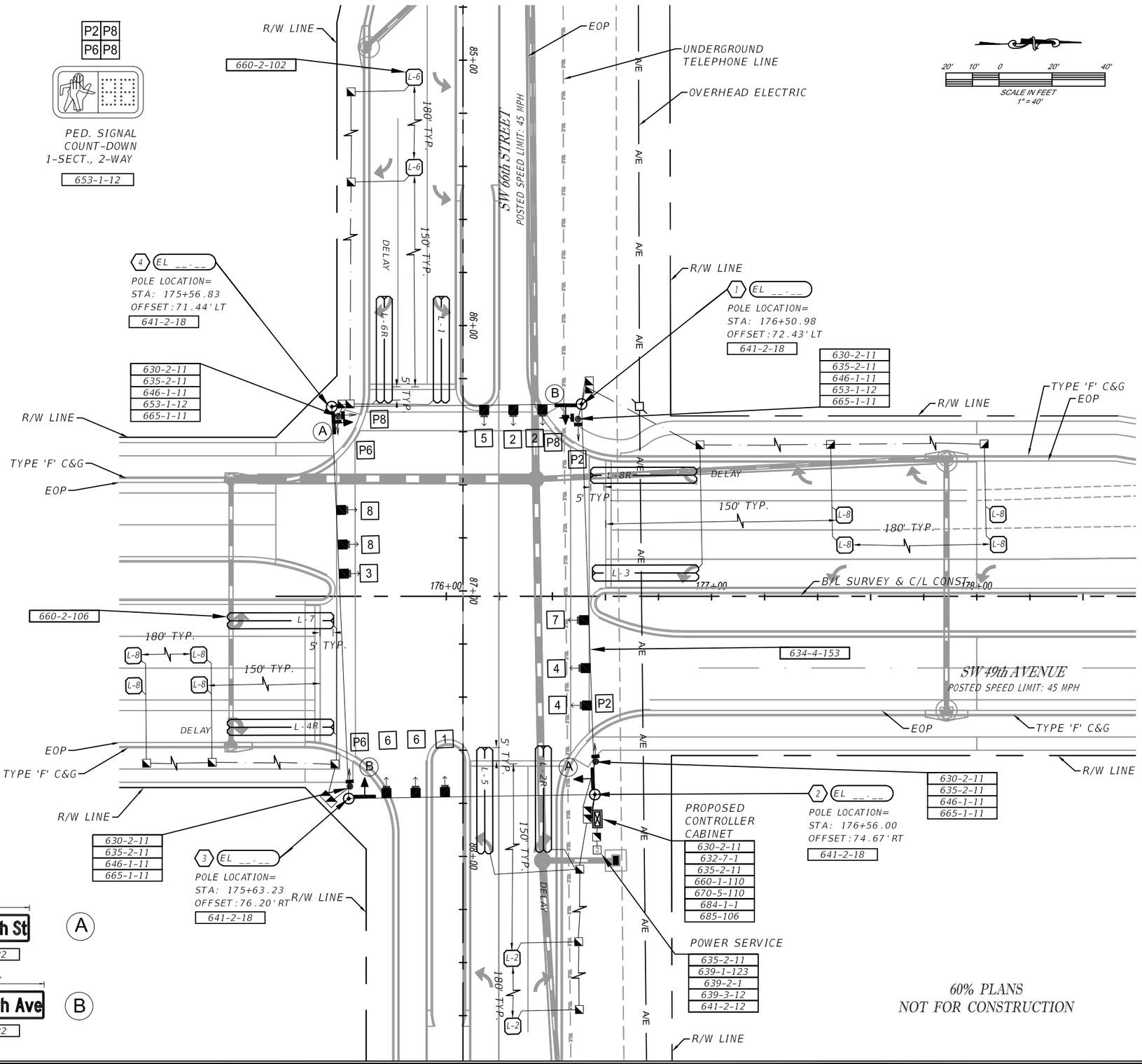
1. THE MAJOR STREET IS SW 66TH STREET (MOVEMENT 2 AND 6).
2. THE MINOR STREET IS SW 49TH AVENUE (MOVEMENT 4 AND 8).
3. FLASHING OPERATION IS YELLOW FOR MOVEMENTS 2 AND 6 AND RED FOR MOVEMENTS 1, 5, 8, 3, 4 AND 7.
4. THE CONTROLLER CABINET SHALL BE FULLY WIRED AND FURNISHED WITH ALL EQUIPMENT NECESSARY TO RUN THE CONTROLLER AS SOP 9 WITH PEDESTRIAN MOVEMENTS, BUT SHALL BE INITIALLY PROGRAMMED SOP 9.

DETECTOR CONFIGURATION CHART

MOVEMENT	I.D.	TYPE	DETECTOR I.D.	SECONDS OF DELAY
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–
–	–	–	–	–

CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	–	–	–	–	–	–	–	–
	EXTENSION	–	–	–	–	–	–	–	–
	MAXIMUM GREEN 1	–	–	–	–	–	–	–	–
	MAXIMUM GREEN 2	–	–	–	–	–	–	–	–
	YELLOW CLEARANCE	–	–	–	–	–	–	–	–
	ALL RED	–	–	–	–	–	–	–	–
	PEDESTRIAN WALK	–	–	–	–	–	–	–	–
	PED. CLEARANCE	–	–	–	–	–	–	–	–
	RECALL	–	–	–	–	–	–	–	–
	DETECTOR FUNCTION	–	–	–	–	–	–	–	–



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ENGINEERING BUSINESS NO. 9227

20' 10' 0 20' 40'
SCALE IN FEET
1" = 40'

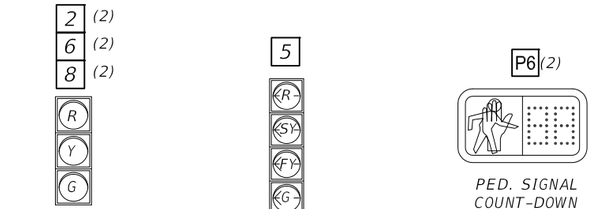
REVISIONS
DATE

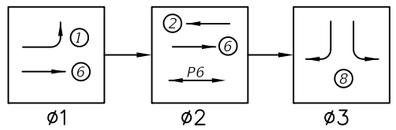
SIGNALIZATION PLAN
SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

DATE 11-11-16
DRAWN BY DOH
CHKD. BY AJA
JOB NO. 4039

SIGNATURE:
DOUGLAS O. HOMAN, P.E. # 81384
DATE:

SHEET NO. T-3





SIGNAL OPERATION PLAN

SOP 12

SIGNALIZATION PLAN NOTES:

CONTROLLER OPERATIONS:

1. THE MAJOR STREET IS SW 43rd STREET ROAD (MOVEMENT 2 AND 6).
2. THE MINOR STREET IS SW 49TH AVENUE (MOVEMENT 4 AND 8).
3. FLASHING OPERATION IS YELLOW FOR MOVEMENTS 2 AND 6 AND RED FOR MOVEMENTS 5 AND 8.
4. THE CONTROLLER CABINET SHALL BE FULLY WIRED AND FURNISHED WITH ALL EQUIPMENT NECESSARY TO RUN THE CONTROLLER AS SOP 10 WITH PEDESTRIAN MOVEMENTS, BUT SHALL BE INITIALLY PROGRAMMED SOP 12.

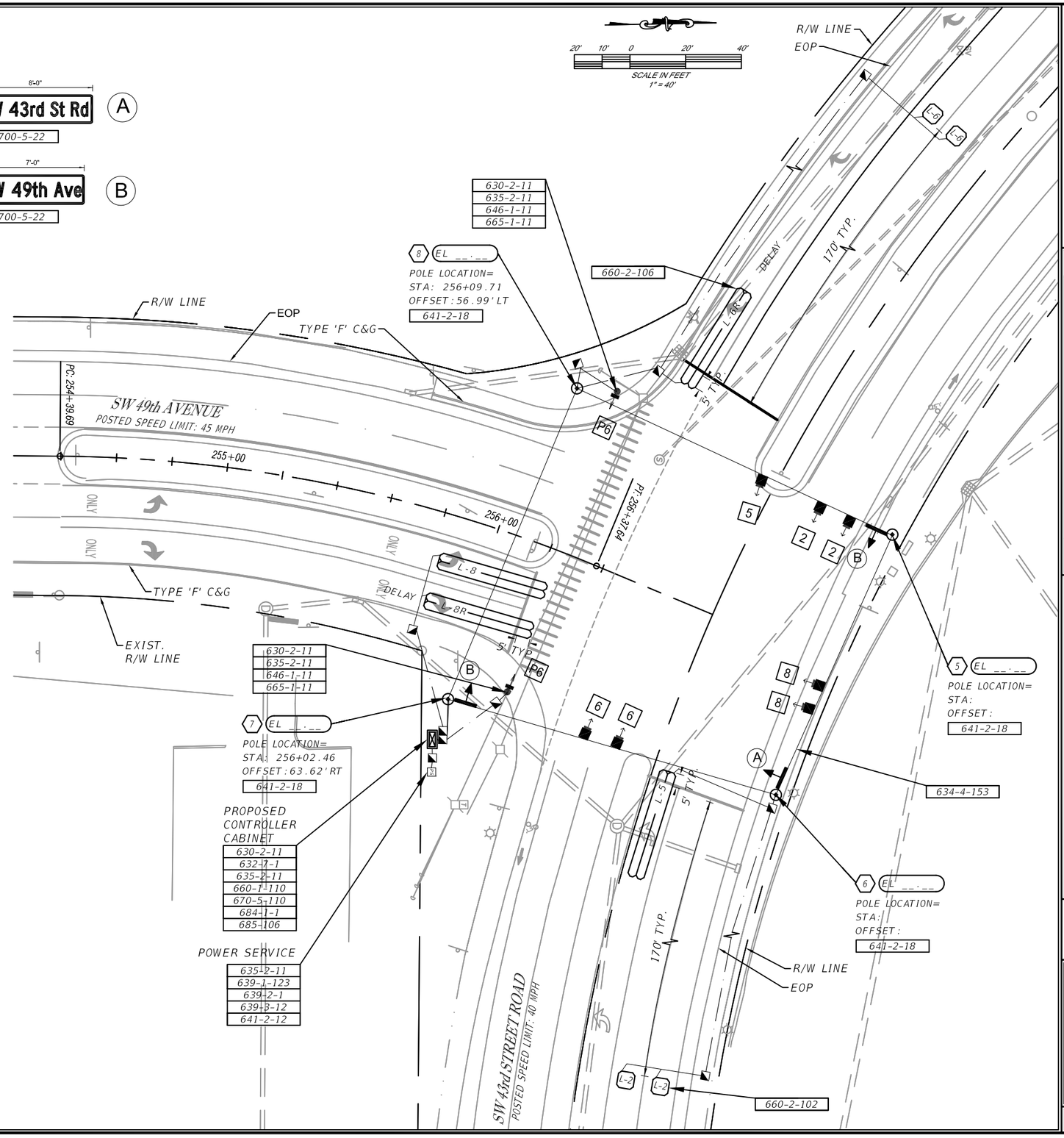
DETECTOR CONFIGURATION CHART

MOVEMENT	I.D.	TYPE	DETECTOR I.D.	SECONDS OF DELAY
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-

CONTROLLER TIMINGS

TIMING FUNCTION									
MOVEMENT NUMBER		1	2	3	4	5	6	7	8
TIMING FUNCTION	MINIMUM GREEN	-	-	-	-	-	-	-	-
	EXTENSION	-	-	-	-	-	-	-	-
	MAXIMUM GREEN 1	-	-	-	-	-	-	-	-
	MAXIMUM GREEN 2	-	-	-	-	-	-	-	-
	YELLOW CLEARANCE	-	-	-	-	-	-	-	-
	ALL RED	-	-	-	-	-	-	-	-
	PEDESTRIAN WALK	-	-	-	-	-	-	-	-
	PED. CLEARANCE	-	-	-	-	-	-	-	-
	RECALL	-	-	-	-	-	-	-	-
	DETECTOR FUNCTION	-	-	-	-	-	-	-	-





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ENGINEERING BUSINESS NO. 9227

REVISIONS

DATE

SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

SIGNALIZATION PLAN

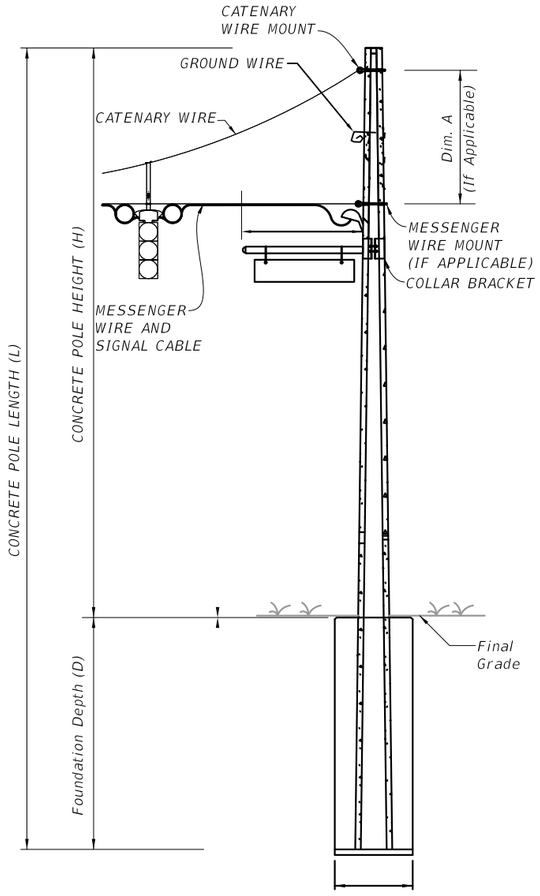
DATE 11-11-16
DRAWN BY DOH
CHKD. BY AJA
JOB NO. 4039

SIGNATURE:

DOUGLAS O. HOMAN, P.E. # 81384

DATE:

SHEET NO. T-4

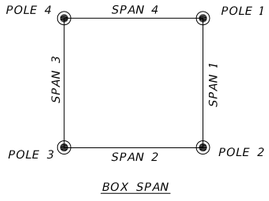


STRAIN POLE SCHEDULE

ID NO.	SHEET NO.	POLE LOCATION		FINAL GRADE ELEVATION	CROWN ELEVATION	POLE TYPE	POLE LENGTH (L)	POLE HEIGHT (H)	DEPTH (D)	DIMENSION (A)	PAY ITEM NUMBER
		STATION	OFFSET								

SCHEDULE NOTES:

TO BE COMPLETED FOR 90% SUBMITTAL



BOX SPAN

PROPOSED LOADING

LOC. NO.	SHEET NO.	POLE	LOCATION BY STA.	CRIT. ROAD ELEV.	GROUND ELEV. AT POLE	SPAN	SPAN LENGTH	SIGNAL DATA DISTANCE FROM POLE/NUMBER OF SECTIONS										SIGN DATA DISTANCE FROM POLE(*)/HEIGHT & WIDTH (* Enter Pole No. as indicated above if attached to pole)											
								DIST.	SEC.	DIST.	SEC.	DIST.	SEC.	DIST.	SEC.	DIST.	SEC.	DIST.	HT.	WIDTH	DIST.	HT.	WIDTH	DIST.	HT.	WIDTH	DIST.	HT.	WIDTH	DIST.	HT.	WIDTH

60% PLANS
NOT FOR CONSTRUCTION

Lassiter Transportation Group, Inc.
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ENGINEERING BUSINESS NO. 9227

REVISIONS

DATE

SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

STRAIN POLE SCEDULE

DATE 11-11-16
DRAWN BY DOH
CHKD. BY AJA
JOB NO. 4039

SIGNATURE:

DOUGLAS O. HOMAN, P.E. # 81384
DATE:

SHEET NO. T-5

SIGN NAME		QTY		SIGN NUMBER	STATION(S)
PANEL		BORDER			
WIDTH		WIDTH			
HEIGHT		RADII			
LEGEND		COLOR			
COLOR					

SYMBOL(S)	ANGLE	X	Y	WID	HT

SIGN NUMBER	NUMBER OF POSTS	CLEARANCE Edge Of Lane	COLUMN SIZE		AVERAGE LENGTH

NO. OF LIGHT FIXTURES		FIXTURE SPACING		PHOTOMETRIC CURVE		WATT		VOLTAGE	

COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE

SIGN NAME		QTY		SIGN NUMBER	STATION(S)
PANEL		BORDER			none
WIDTH		WIDTH			
HEIGHT		RADII			
LEGEND		COLOR			
COLOR					

SYMBOL(S)	ANGLE	X	Y	WID	HT

SIGN NUMBER	NUMBER OF POSTS	CLEARANCE Edge Of Lane	COLUMN SIZE		AVERAGE LENGTH

NO. OF LIGHT FIXTURES		FIXTURE SPACING		PHOTOMETRIC CURVE		WATT		VOLTAGE	

COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE
COPY
SPACE

TO BE COMPLETED FOR 90% SUBMITTAL

60% PLANS
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ENGINEERING BUSINESS NO. 9227

REVISIONS

DATE

SW 66th St @ SW 49th Ave
MARION COUNTY, FLORIDA

GUIDESIGN WORKSHEET

DATE 11-11-16
DRAWN BY DOH
CHK'D BY AJA
JOB NO. 4039

SIGNATURE:

DOUGLAS O. HOMAN, P.E. # 81384
DATE:

SHEET NO. T-6

APPENDIX F: COMMITTED TRAFFIC AND IMPROVEMENTS INFORMATION

Table 1 – Trip Generation Calculations

Land Use	Intensity	Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
			Total	In	Out	Total	In	Out
Proposed Development								
Shopping Center	800,000 SF	26,239	554	343	211	2,413	1,158	1,255
Automobile Sales	60,000 SF	1,938	115	86	29	157	63	94
	Subtotal	*28,177*	*669*	*429*	*240*	*2,570*	*1,221*	*1,349*
Pass-By Traffic [2]	Daily AM PM							
	34% 34% 34%	8,921	188	117	71	820	394	426
10% of Adjacent Street Traffic	10%	7,908	565	283	282	803	402	401
	Subtotal	7,908	188	117	71	803	402	401
Driveway Volumes		**28,177**	**669**	**429**	**240**	**2,570**	**1,221**	**1,349**
TOTAL NET NEW TRIPS		**19,256**	**481**	**312**	**169**	**1,767**	**819**	**948**

Note 1: Trip Generation is calculated using the following data from ITE's Trip Generation, 9th Edition.

Shopping Center [ITE 820]

Daily	Ln(T) = 0.65*Ln(X) + 5.83 (X is SF/1,000)
AM Peak Hour of Adjacent Street	Ln(T) = 0.61*Ln(X) + 2.24 (X is SF/1,000; 62% in, 38% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.67*Ln(X) + 3.31 (X is SF/1,000; 48% in, 52% out)
Pass-By Trip Reduction	P = 0.34*(T)

Automobile Sales [ITE 841]

Daily	T = 32.30*(X); (X is SF/1,000)
AM Peak Hour of Adjacent Street	T = 1.92*(X); (X is SF/1,000; 75% in, 25% out)
PM Peak Hour of Adjacent Street	T = 2.62*(X); (X is SF/1,000; 40% in, 60% out)

Note 2: The ITE calculated pass-by capture was limited to 10% of the projected adjacent side-street traffic volumes. Adjacent side-street traffic volumes are those projected for SR 200, SW 66th Street, and SW 60th Ave based on existing traffic volumes reported for SR 200 east of SW 66th Street, SW 66th Street south of SR 200, and SW 60th Ave east of SR 200 obtained from the 2015 FDOT Florida Traffic Online website. Background growth was applied to account for future adjacent traffic volumes at buildout of the development.

2015 AADT (from FDOT Florida Traffic Online)

SR 200 (Station 0474) = 41,500
SW 66th Street (Station 8032) = 6,600
SW 60th Avenue (Station 7025) = 17,800

Existing AADT = 65,900
Buildout AADT = 79,080
10% Adj St (Daily) = 7,908
10% Adj St (PM Pk Hr) = 803 (Daily 10% Adj. St. X K-factor)

K:\OCA_Civil\142733000 - Winding Oaks Farm\Calcs\Traffic Study\February 2017\SW 49th Ave Diversion\[TrafficCalcs.xlsx]T1-TGEN Commercial *2/16/17*

Table 1 - Heath Brook PM Peak Hour Trip Comparison (Approved vs Built/Occupied)

Use / Parcel	Phase	Approved			Built			Remaining		
		Intensity	Unit	Trips	Intensity	Unit	Trips	Intensity	Unit	Trips
Single Family Residential		1,500	D.U.	702	363	D.U.	170	1,137	D.U.	532
Multi-Family Residential		850	D.U.	411	846	D.U.	409	4	D.U.	2
Office North		72,000	S.F.	125	80,357	S.F.	140	-8,357	S.F.	-15
Office South		28,000	S.F.	87	0	S.F.	0	28,000	S.F.	87
Retail North		529,000	S.F.	1,116	428,302	S.F.	904	100,698	S.F.	212
Retail South		171,000	S.F.	467	156,000	S.F.	426	15,000	S.F.	41
Other										
ALF		150	D.U.	20	0	D.U.	0	150	D.U.	20
Hotel		200	Rooms	111	99	Rooms	55	101	Rooms	56
Movie Theatre		18	Screens	625	12	Screens	417	6	Screens	208
		Total Approved Trips		3,664	Total Used Trips		2,521	Total Remaining Trips		1,143

k:\oca_civil\142733006 - winding oaks pd\traffic\committed traffic\[committed traffic trip generation.xlsx]hb trip comparison 2020

Note: Approved Trips were obtained from City Planning Staff. The amount of Built development was determined from Property Appraiser's data.

Kimley-Horn and Associates, Inc.

RED OAK PUD
BUILDOUT TRIP GENERATION

Land Use Scenario	Intensity		Daily Trips	AM Peak Hour of Adjacent Street			PM Peak Hour of Adjacent Street		
				Total	In	Out	Total	In	Out
Gross Project Trips									
Industrial Park	50.8	acres	2,949	359	298	61	361	76	285
Single Family Residential	700	du's	6,292	500	125	375	605	381	224
Apartments	830	du's	5,153	410	82	328	474	308	166
Condo/Townhomes	830	du's	4,055	281	48	233	341	228	113
Hotel	375	rooms	2,983	199	117	82	225	115	110
General Office	275,000	sf	2,832	430	378	52	386	66	320
Retail / Shopping Center	225,000	sf	11,504	256	159	97	1,032	495	537
Subtotal			*35,768*	*2,435*	*1,207*	*1,228*	*3,424*	*1,669*	*1,755*
Internal Capture Trip Reduction	Daily	Peak Hour							
Overall Residential	7.8%	8.5%	1,209	101	22	79	121	76	45
Hotel	35.4%	36.9%	1,055	73	43	30	83	38	45
Office / Industrial	8.8%	5.4%	506	42	36	6	40	16	24
Retail / Shopping Center	22.3%	20.9%	2,564	54	33	21	216	100	116
Subtotal	*14.9%*	*13.4%*	*5,334*	*270*	*134*	*136*	*460*	*230*	*230*
Pass-By Capture Trip Reduction									
Retail / Shopping Center	30.9%		2,762	62	39	23	252 *	122	130
Subtotal			*2,762*	*62*	*39*	*23*	*252*	*122*	*130*
DRIVEWAY TRIPS →			30,434	2,165	1,073	1,092	2,964	1,439	1,525
NET NEW EXTERNAL TRIPS →			27,672	2,103	1,034	1,069	2,712	1,317	1,395

Note: Trip generation was calculated using the following data from ITE's Trip Generation, 9th Edition

Industrial Park [ITE 130]
- Daily: T = 47.82*(X) + 520.18 (X is Number of Acres)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.78*Ln(X) + 2.82 (X is Number of Acres; 83% in, 17% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.72*Ln(X) + 3.06 (X is Number of Acres; 21% in, 79% out)

Single-Family Residential [ITE 210]
- Daily: Ln(T) = 0.92*Ln(X) + 2.72 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: T = 0.70*(X) + 9.74 (X is Number of Dwelling Units; 25% in, 75% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.90*Ln(X) + 0.51 (X is Number of Dwelling Units; 63% in, 37% out)

Apartments [ITE 220]
- Daily: T = 6.06*(X) + 123.56 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: T = 0.49*(X) + 3.73 (X is Number of Dwelling Units; 20% in, 80% out)
- PM Peak Hour of Adjacent Street: T = 0.55*(X) + 17.65 (X is Number of Dwelling Units; 65% in, 35% out)

Condominiums/Townhomes [ITE 230]
- Daily: Ln(T) = 0.87*Ln(X) + 2.46 (X is Number of Dwelling Units)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.80*Ln(X) + 0.26 (X is Number of Dwelling Units; 17% in, 83% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.82*Ln(X) + 0.32 (X is Number of Dwelling Units; 67% in, 33% out)

Hotel [ITE 310]
- Daily: T = 8.95*(X) - 373.16 (X is Number of Rooms)
- AM Peak Hour of Adjacent Street: T = 0.53*(X) (X is Number of Rooms; 59% in, 41% out)
- PM Peak Hour of Adjacent Street: T = 0.60*(X) (X is Number of Rooms; 51% in, 49% out)

General Office [ITE 710]
- Daily: Ln(T) = 0.76*Ln(X) + 3.68 (X is 1000 Sq Feet Gross Floor Area)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.80*Ln(X) + 1.57 (X is 1000 Sq Feet Gross Floor Area; 88% in, 12% out)
- PM Peak Hour of Adjacent Street: T = 1.12*(X) + 78.45 (X is 1000 Sq Feet Gross Floor Area; 17% in, 83% out)

Retail/Shopping Center [820]
- Daily: Ln(T) = 0.65*Ln(X) + 5.83 (X is 1000 Sq Feet Gross Leasable Area)
- AM Peak Hour of Adjacent Street: Ln(T) = 0.61*Ln(X) + 2.24 (X is 1000 Sq Feet Gross Leasable Area; 62% in, 38% out)
- PM Peak Hour of Adjacent Street: Ln(T) = 0.67*Ln(X) + 3.31 (X is 1000 Sq Feet Gross Leasable Area; 48% in, 52% out)
- Pass-By Trip Reduction: Ln(T) = -0.29*Ln(X) + 5.00 (X is 1000 Sq Feet Gross Leasable Area; T is Pass-By Percentage)

* It was confirmed that the reported pass-by of 252 PM peak hour trips is less than 10% of the combined adjacent street traffic along the sections of SW 42nd Street and CR 475A fronting the Red Oak PUD property (see E+C portion of Table 4)

TABLE 4
GRAND OAKS TOWN CENTER
TRIP GENERATION OF REMAINING UNDEVELOPED PARCELS

Land Use	Intensity			Daily Trips	AM Peak Hour	AM In	AM Out	PM Peak Hour	PM In	PM Out
Proposed Site										
Shopping Center [2]	66,389 sq. ft.			5,204	121	74	47	483	237	246
Office	30,000 sq. ft.			528	72	63	9	45	8	37
Multi-Family Residential	474 d.u.'s			2,996	236	47	189	278	181	97
	Subtotal			8,728	429	184	245	806	426	380
Internal Capture	Daily	AM	PM							
Commercial / Retail	11.26%	12.07%	11.76%	586	15	12	3	57	39	18
Office	19.51%	05.56%	22.22%	103	4	2	2	10	2	8
Residential	26.10%	07.20%	28.06%	782	17	7	10	78	46	32
				1,471	36	21	15	145	87	58
Driveway Volumes				*7,257*	*393*	*163*	*230*	*661*	*339*	*322*
Pass-By Capture										
ITE - Shopping Center	43.96%			2,030	47	29	18	187	92	95
10% of adjacent street traffic [3]				4,300	100	62	38	396	195	201
Adjusted for Interaction [4]				3,225	79	49	30	281	138	143
Pass-by Capture Applied [5]				2,030	47	29	18	187	92	95
Net New Total Trips				*5,227*	*346*	*134*	*212*	*474*	*247*	*227*
Approved Development Trips [6]				--	--	--	--	*317*	*211*	*106*
Trips for Concurrecny Reservation				--	--	--	--	*157*	*36*	*121*

Note 1: Trip generation was calculated using the following data from ITE's Trip Generation, 8th Edition
Note 2: The shopping center includes 69,000 SF for the Grocery/Retail, 15,000 SF for the drugstore, and 39,000 SF (10,000 SF per acre) for the three outparcels.
Note 3: Adjacent street traffic volumes include 2009 AADTs from SW 27th Avenue, north of SW 42nd Street and SW 42nd Street, east of SW 27th Aveue.
Note 4: The volumes were adjusted to account for the interaction between SW 27th Avenue and SW 42nd Street. (75% of daily, 79% of AM, 71% of PM)
Note 5: The pass-by capture applied was the minimum of the calculated ITE total or the ajdusted 10% of adjacent street traffic.
Note 6: Development was previously approved for 51 single-family dwelling units and 440 multi-family dwelling units.

Multi-Family Residential [ITE 220]

Daily	T = 6.06*(X) +123.56;(X is # Dwelling Units; 50% in, 50% out)
AM Peak Hour of Adjacent Street	T = 0.49*(X) + 3.73; (X is # of Dwelling Units; 20% in, 80% out)
PM Peak Hour of Adjacent Street	T = 0.55*(X) + 17.65; (X is # of Dwelling Units; 65% in, 35% out)

General Office Building [ITE 710]

Daily	Ln(T) = 0.77*Ln(X) + 3.65 (X is SF/1000; 50% in, 50% out)
AM Peak Hour of Adjacent Street	Ln(T) = 0.80*Ln(X) + 1.55 (X is SF/1000; 88% in, 12% out)
PM Peak Hour of Adjacent Street	T = 1.49*X (X is SF/1000; 17% in, 83% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.737 * Ln(X) + 1.831 (X is SF/1,000; 17% in, 83% out)*

Shopping Center [ITE 820]

Daily	Ln(T) = 0.65*Ln(X) + 5.83 (X is SF/1000; 50% in, 50% out)
AM Peak Hour of Adjacent Street	Ln(T) = 0.59*Ln(X) + 2.32 (X is SF/1000; 61% in, 39% out)
PM Peak Hour of Adjacent Street	Ln(T) = 0.67*Ln(X) + 3.37 (X is SF/1000; 49% in, 51% out)
Pass-by	Ln(T) = -0.29*Ln(X) + 5.00 (X is SF/1000)

Table 14

Phase 2 Buildout PM Peak Hour Trip Generation

On Top of the World

October, 2014

Land Use[1]	ITE Use Code	Size	PM Peak Hour Trip Ends[1] In	Out	Total
Existing					
Senior Adult Housing[2]	251	5259 du	~~534~~	~~342~~	~~876~~
Senior Living[3]	253	135 du	~~13~~	~~10~~	~~23~~
Candler Hills CDD					
Senior Adult Housing	251	1610 du	~~220~~	~~141~~	~~361~~
Indigo East CDD					
Senior Adult Housing	251	650 du	~~112~~	~~71~~	~~183~~
Bay Laurel PUD					
Senior Adult Housing	251	2779 du	331	212	543
Stone Creek[2]		774 du	90	58	148
Senior Adult Housing	251	~~3120 du~~	~~361~~	~~231~~	~~592~~
Future Community C					
Senior Adult Housing	251	3029 du	353	226	579
Senior Living[3]	253	500 du	47	38	85
Single Family Non Retirement[3]	210	440 du	251	148	399
Future Community D					
Senior Adult Housing	251	135 du	34	22	56
Single Family Non Retirement[5]	210	1260 du	648	380	1028
Hotel	310	250 rm	86	89	175
Amenities[4]	-	Varies	n/a	n/a	n/a
Internal Commercial					
Retail	820	356.74 ksf	716	776	1492
Total Gross DRI Trips			~~3706~~	~~2686~~	~~6392~~
DRI Internal Trips[5]			**1223**	**886**	**2109**
DRI External Trips			**2483**	**1800**	**4283**
External DRI Trips to and from Adjacent Vested Commercial[5]			**214**	**255**	**469**
Net External DRI Trips[6]			**2269**	**1545**	**3814**

Information from OTOW in February 2019 is that 10,000 du are currently built, with 400 du/year constructed

2556 1949 4505

1713 1306 3019

1499 1051 2550

[1] Source - ITE Trip Generation, 9th Edition.

[2] Existing Stage 1 of Phase 1 development includes 880 Stone Creek dus, the remaining 3,120dus are included as future development.

[3] Retirement Residential converted to Non Retirement Residential or Senior Living (ILF) via approved Equivalency Matrix.

[4] Amenities include: Activity Buildings: 401.517 ksf (20+ buildings), Golf Courses (5-18 hole courses), Post Offices (10.100 ksf), Resident Services (43.767 ksf), and Outdoor Active Areas (77.84 ac). The Activity Buildings are spread throughout the site; no single building exceeds 42,000sf in size.

[5] DRI Internalization Rate and Adjacent Vested Commercial Linked Trip Rate: 33%, Source - Marion County agreement. See appended Adjacent Vested Commercial PM Peak Hour Trip Generation Table for information regarding Trip Generation Characteristics. Volumes based on measured counts on SW 100th Street entrance to Vested Commercial development.

[6] DRI External Trips minus Adjacent Vested Commercial Linked Trips.

APPENDIX G: INTERSECTION VOLUME DEVELOPMENT WORKSHEETS

G1: 2040 Intersection Volume Development

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 90th Street/SW 95th Street Road @ SR 200
PM Peak Hour

Case	SW 90th Street/SW 95th Street Northbound			SW 90th Street/SW 95th Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
12/3/19 Observed Volumes	75	69	7	154	139	95	72	962	112	44	1,371	99
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	77	71	7	159	143	98	74	991	115	45	1,412	102
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	93	86	8	192	173	118	89	1,197	139	54	1,706	123
Reserved Trips												
Winding Oaks Vested PD	0	0	8	8	0	0	0	82	0	9	95	9
Heathbrook	0	0	6	11	0	0	0	50	0	6	53	18
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	66	0	0	70	0
Grand Oaks Town Center	0	0	5	5	0	0	0	10	0	5	9	5
On Top Of The World	0	150	0	263	105	0	0	105	0	0	150	375
Reserved Trips	0	150	19	287	105	0	0	313	0	20	377	407
2040 Non-Project Traffic	93	236	27	479	278	118	89	1,510	139	74	2,083	530
Project Assignment	8.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	1.0%	8.0%	0.0%	1.0%	0.0%
	OUT	OUT	--	--	IN	--	--	IN	IN	--	OUT	--
Project Traffic (Net New Trips)	60	22	0	0	32	0	0	11	84	0	7	0
Total Build-Out Volumes	153	258	27	479	310	118	89	1,521	223	74	2,090	530

Raw-To-Peak Season Factor:	1.03	2020 Growth:	1.00%
Applied Growth Rate:	1.04%	Data Year:	2019
Existing Year	2020	Existing Year:	2020
Build-Out Year:	2040	Growth Factor:	1.01
Growth Factor:	1.21		

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SR 200
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7/26/16 Observed Volumes	35	150	312	169	306	287	177	864	17	556	1,214	150
Peak Season 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
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	39	167	347	188	341	319	197	961	19	619	1,351	167
SW 49thAve Diversion			-104					-67		-186	-95	
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	47	202	294	227	412	385	238	1,082	23	524	1,520	202
Reserved Trips												
Winding Oaks Vested PD	95	85	89	57	57	0	0	82	31	116	38	48
Heathbrook	0	0	22	22	0	0	0	51	0	22	55	22
Trinity Lane/ Red Oak PUD	0	0	51	0	0	0	0	61	0	54	65	0
Grand Oaks Town Center	0	0	5	0	0	0	0	15	0	5	14	0
On Top Of The World	35	0	0	0	0	23	16	105	25	0	150	0
Reserved Trips	130	85	167	79	57	23	16	314	56	197	322	70
2040 Non-Project Traffic	177	287	461	306	469	408	254	1,396	79	721	1,842	272
Project Assignment	5.0%	7.0%	0.0%	1.0%	7.0%	0.0%	0.0%	1.0%	5.0%	0.0%	1.0%	1.0%
	OUT	OUT	--	IN	IN	--	--	IN	IN	--	OUT	OUT
Project Traffic (Net New Trips)	37	52	0	11	74	0	0	11	53	0	7	7
Total Build-Out Volumes	214	339	461	317	543	408	254	1,407	132	721	1,849	279

Raw-To-Peak Season Factor:	1.07		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year:	2020	Data Year:	2016
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.04

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
Directional Access Connection @ SR 200
PM Peak Hour

Case	Directional Access Connection Northbound			N/A Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	0	0	0	0	0	0	0	1,345	0	0	1,961	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	0	0	0	0	0	0	0	1,455	0	0	2,121	0
SW 49th Ave Diversion								-104			-186	
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	0	0	0	0	1,632	0	0	2,337	0
Reserved Trips												
Winding Oaks Vested PD	0	0	220	0	0	0	0	105	141	203	102	0
Heathbrook	0	0	0	0	0	0	0	94	0	0	99	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	112	0	0	119	0
Grand Oaks Town Center	0	0	0	0	0	0	0	20	0	0	18	0
On Top Of The World	0	0	0	0	0	0	0	105	0	0	150	0
Reserved Trips	0	0	220	0	0	0	0	436	141	203	488	0
2040 Non-Project Traffic	0	0	220	0	0	0	0	2,068	141	203	2,825	0
Project Assignment	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	3.0%	2.0%	0.0%
	--	--	OUT	--	--	--	--	IN	--	IN	OUT	--
Project Traffic (Net New Trips)	0	0	22	0	0	0	0	21	0	32	15	0
Total Build-Out Volumes	0	0	242	0	0	0	0	2,089	141	235	2,840	0

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 66th Street @ SR 200
PM Peak Hour

Case	SW 66th Street Northbound			SW 66th Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	186	15	52	16	22	2	9	1,433	286	100	1,773	46
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	186	15	52	16	22	2	9	1,433	286	100	1,773	46
SW 49thAve Diversion								-215			-266	
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	225	18	63	19	27	2	11	1,474	345	121	1,823	56
Reserved Trips												
Winding Oaks Vested PD	201	0	95	0	0	0	97	161	91	155	67	0
Heathbrook	0	0	22	0	0	0	0	175	0	22	122	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	112	0	0	118	0
Grand Oaks Town Center	0	0	0	0	0	0	0	21	0	0	18	0
On Top Of The World	23	0	0	0	0	0	0	105	16	0	150	0
Reserved Trips	224	0	117	0	0	0	97	574	107	177	475	0
2040 Non-Project Traffic	449	18	180	19	27	2	108	2,048	452	298	2,298	56
Project Assignment	2.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	3.0%	2.0%	12.0%	3.0%	0.0%
	OUT	--	OUT	--	--	--	--	OUT	IN	IN	IN	--
Project Traffic (Net New Trips)	15	0	90	0	0	0	0	22	21	127	32	0
Total Build-Out Volumes	464	18	270	19	27	2	108	2,070	473	425	2,330	56

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 42nd Street @ SR 200
PM Peak Hour

Case	SW 42nd Street Northbound			SW 42nd Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/27/19 Observed Volumes	677	22	66	33	23	3	49	1,142	289	210	1,470	9
Peak Season 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
2020 Peak Season Volumes	745	24	73	36	25	3	54	1,257	318	231	1,618	10
SW 49thAve Diversion												
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	901	29	88	43	30	4	65	1,518	384	279	1,955	12
Reserved Trips												
Winding Oaks Vested PD	25	0	0	0	0	0	0	152	28	0	131	0
Heathbrook	25	0	0	0	0	0	0	137	17	0	127	0
Trinity Lane/ Red Oak PUD	108	0	54	0	0	0	0	0	102	51	0	0
Grand Oaks Town Center	24	0	14	0	0	0	0	0	25	15	0	0
On Top Of The World	12	0	0	0	0	0	0	57	8	0	81	0
Reserved Trips	194	0	68	0	0	0	0	346	180	66	339	0
2040 Non-Project Traffic	1,095	29	156	43	30	4	65	1,864	564	345	2,294	12
Project Assignment	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	13.0%	0.0%	21.0%	13.0%	0.0%
	--	--	OUT	--	--	--	--	OUT	--	IN	IN	--
Project Traffic (Net New Trips)	0	0	157	0	0	0	0	97	0	222	137	0
Total Build-Out Volumes	1,095	29	313	43	30	4	65	1,961	564	567	2,431	12

Raw-To-Peak Season Factor:	1.09		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.01

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 38th Street/Court @ SR 200
PM Peak Hour

Case	SW 38th Street/Court Northbound			SW 38th Court Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/22/19 Observed Volumes	57	50	67	343	58	113	195	1,271	55	128	1,523	352
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	62	54	72	370	63	122	211	1,373	59	138	1,645	380
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	75	65	87	447	76	147	255	1,659	71	167	1,987	459
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	8	9	142	0	0	123	0
Heathbrook	0	0	0	0	0	18	12	122	0	0	67	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	20	22	32	0	0	31	0
Grand Oaks Town Center	0	0	0	0	0	20	22	32	0	0	31	0
On Top Of The World	0	0	0	0	0	0	0	57	0	0	81	0
Reserved Trips	0	0	0	0	0	66	65	385	0	0	333	0
2040 Non-Project Traffic	75	65	87	447	76	213	320	2,044	71	167	2,320	459
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	25.0%	0.0%	0.0%	25.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	95	67	187	0	0	264	0
Total Build-Out Volumes	75	65	87	447	76	308	387	2,231	71	167	2,584	459

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
I-75 SB Ramps @ SR 200
PM Peak Hour

Case	I-75 SB Ramps Northbound			I-75 SB Ramps Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/27/19 Observed Volumes	0	0	0	202	0	417	0	1,380	281	338	1,604	0
Peak Season 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
2020 Peak Season Volumes	0	0	0	222	0	459	0	1,519	309	372	1,766	0
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	268	0	554	0	1,560	373	449	1,813	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	171	0	33	0	123	19	0	90	0
Heathbrook	0	0	0	0	0	17	0	118	9	0	102	0
Trinity Lane/ Red Oak PUD	0	0	0	10	0	0	0	31	0	11	32	0
Grand Oaks Town Center	0	0	0	0	0	5	0	5	5	0	11	0
On Top Of The World	0	0	0	0	0	0	0	49	0	0	69	0
Reserved Trips	0	0	0	181	0	55	0	326	33	11	304	0
2040 Non-Project Traffic	0	0	0	449	0	609	0	1,886	406	460	2,117	0
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	23.0%	2.0%	0.0%	15.0%	0.0%
	--	--	--	--	--	IN	--	OUT	OUT	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	106	0	172	15	0	158	0
Total Build-Out Volumes	0	0	0	449	0	715	0	2,058	421	460	2,275	0

Raw-To-Peak Season Factor:	1.09		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.01

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
I-75 NB Ramps @ SR 200
PM Peak Hour

Case	I-75 NB Ramps Northbound			I-75 NB Ramps Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/22/19 Observed Volumes	236	0	112	0	0	0	298	1,337	0	0	1,835	248
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	257	0	122	0	0	0	325	1,458	0	0	2,002	271
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	310	0	147	0	0	0	393	1,761	0	0	2,418	327
Reserved Trips												
Winding Oaks Vested PD	16	0	0	0	0	0	38	85	0	0	74	0
Heathbrook	0	0	0	0	0	0	0	0	0	0	0	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	16	0	0	0	0	0	38	85	0	0	74	0
2040 Non-Project Traffic	326	0	147	0	0	0	431	1,846	0	0	2,492	327
Project Assignment	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	13.0%	0.0%	0.0%	13.0%	0.0%
	IN	--	--	--	--	--	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	21	0	0	0	0	0	75	97	0	0	137	0
Total Build-Out Volumes	347	0	147	0	0	0	506	1,943	0	0	2,629	327

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.01

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 27th Avenue @ SR 200
PM Peak Hour

Case	SW 27th Avenue Northbound			SW 27th Avenue Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/20/19 Observed Volumes	278	535	77	82	598	154	191	1,000	131	122	1,304	34
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	303	584	84	89	652	168	208	1,091	143	133	1,422	37
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	366	705	101	108	788	203	251	1,318	173	161	1,718	45
Reserved Trips												
Winding Oaks Vested PD	8	0	0	0	0	0	0	66	9	0	57	0
Heathbrook	0	0	0	0	0	11	12	28	0	0	29	0
Trinity Lane/ Red Oak PUD	0	56	28	0	53	13	14	42	0	26	40	0
Grand Oaks Town Center	2	13	6	0	15	0	0	0	2	7	0	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	10	69	34	0	68	24	26	157	11	33	156	0
2040 Non-Project Traffic	376	774	135	108	856	227	277	1,475	184	194	1,874	45
Project Assignment	0.0%	1.0%	0.0%	0.0%	1.0%	2.0%	2.0%	5.0%	0.0%	0.0%	5.0%	0.0%
	--	OUT	--	--	IN	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	7	0	0	11	21	15	37	0	0	53	0
Total Build-Out Volumes	376	781	135	108	867	248	292	1,512	184	194	1,927	45

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.01

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 20th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 20th Street Eastbound			SW 20th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	1	475	220	156	628	0	0	0	0	351	0	237
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	1	519	240	170	686	0	0	0	0	383	0	259
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	1	627	290	205	829	0	0	0	0	463	0	313
Reserved Trips												
Winding Oaks Vested PD	0	66	19	0	57	0	0	0	0	16	0	0
Heathbrook	0	18	6	0	17	0	0	0	0	6	0	0
Trinity Lane/ Red Oak PUD	0	0	0	40	0	0	0	0	0	0	0	42
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	32	32	0	45	0	0	0	0	45	0	0
Reserved Trips	0	116	57	40	119	0	0	0	0	67	0	42
2040 Non-Project Traffic	1	743	347	245	948	0	0	0	0	530	0	355
Project Assignment	0.0%	3.0%	1.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%
	--	OUT	OUT	--	IN	--	--	--	--	IN	--	--
Project Traffic (Net New Trips)	0	22	7	0	32	0	0	0	0	11	0	0
Total Build-Out Volumes	1	765	354	245	980	0	0	0	0	541	0	355

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.34%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.04

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 38th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 38th Street Eastbound			SW 38th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	119	459	45	92	704	203	105	128	104	18	193	79
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2020 Peak Season Volumes	131	505	49	101	774	223	115	141	114	20	212	87
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	158	610	59	122	935	269	139	170	138	24	256	105
Reserved Trips												
Winding Oaks Vested PD	28	85	0	0	74	0	0	0	25	0	0	0
Heathbrook	0	24	6	0	22	0	0	0	0	6	0	0
Trinity Lane/ Red Oak PUD	0	0	26	0	0	0	0	26	0	28	28	0
Grand Oaks Town Center	0	0	4	0	0	0	0	4	0	3	3	0
On Top Of The World	0	0	0	0	0	90	63	42	0	0	60	0
Reserved Trips	28	109	36	0	96	90	63	72	25	37	91	0
2040 Non-Project Traffic	186	719	95	122	1,031	359	202	242	163	61	347	105
Project Assignment	3.0%	4.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%
	OUT	OUT	--	--	IN	--	--	--	IN	--	--	--
Project Traffic (Net New Trips)	22	30	0	0	42	0	0	0	32	0	0	0
Total Build-Out Volumes	208	749	95	122	1,073	359	202	242	195	61	347	105

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.58%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.05

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ N Full Median Opening
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			N Full Median Opening Eastbound			N Full Median Opening Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Peak Season Volumes	0	1,405	0	0	1,435	0	0	0	0	0	0	0
Project Assignment	2.0%	20.0%	2.0%	8.0%	20.0%	8.0%	8.0%	0.0%	2.0%	2.0%	0.0%	3.0%
	IN	OUT	IN	IN & OUT	IN	IN	OUT	--	OUT	OUT	--	OUT
Project Traffic (Net New Trips)	21	149	21	69	211	84	60	0	15	15	0	22
Pass-By Traffic	0	0	0	32	0	0	29	0	0	0	0	0
Total Build-Out Volumes	21	1,554	21	101	1,646	84	89	0	15	15	0	22

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ S Full Median Opening
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			S Full Median Opening Eastbound			S Full Median Opening Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Peak Season Volumes	0	1,431	0	0	1,462	0	0	0	0	0	0	0
Project Assignment	10.0%	4.0%	10.0%	10.0%	4.0%	10.0%	10.0%	0.0%	10.0%	10.0%	0.0%	10.0%
	IN	IN	IN	IN	OUT	IN	OUT	--	OUT	OUT	--	OUT
Project Traffic (Net New Trips)	106	42	106	106	30	106	75	0	75	75	0	75
Total Build-Out Volumes	106	1,473	106	106	1,492	106	75	0	75	75	0	75

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 73rd St Rd
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 73rd St Rd Eastbound			SW 54th Ct Rd Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6/25/19 Observed Volumes	22	540	0	0	1,056	3	20	0	100	0	0	0
Peak Season 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
2020 Peak Season Volumes	23	572	0	0	1,119	3	21	0	106	0	0	0
		-104			-186							
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	28	565	0	0	1,127	4	25	0	128	0	0	0
Reserved Trips												
Winding Oaks Vested PD	0	92	100	112	52	0	0	0	0	183	0	182
Heathbrook	0	29	0	0	28	0	0	0	0	0	0	0
Trinity Lane/ Red Oak PUD	0	70	0	0	66	0	0	0	0	0	0	0
Grand Oaks Town Center	0	6	0	0	6	0	0	0	0	0	0	0
On Top Of The World	0	32	0	0	45	0	0	0	0	0	0	0
Reserved Trips	0	229	100	112	197	0	0	0	0	183	0	182
2040 Non-Project Traffic	28	794	100	112	1,324	4	25	0	128	183	0	182
Project Assignment	0.0%	8.0%	0.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%
	--	OUT	--	IN	IN	--	--	--	--	--	--	OUT
Project Traffic (Net New Trips)	0	60	0	42	84	0	0	0	0	0	0	30
Total Build-Out Volumes	28	854	100	154	1,408	4	25	0	128	183	0	212

Raw-To-Peak Season Factor:	1.06		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 80th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	9	479	15	111	957	1	12	3	7	27	1	55
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	10	521	16	121	1,040	1	13	3	8	29	1	60
		-88		-28	-158							-16
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	12	523	19	112	1,065	1	16	4	10	35	1	53
Reserved Trips												
Winding Oaks Vested PD	0	131	0	57	152	0	0	0	0	0	0	49
Heathbrook	0	22	0	6	24	0	0	0	0	0	0	6
Trinity Lane/ Red Oak PUD	0	53	0	13	56	0	0	0	0	0	0	13
Grand Oaks Town Center	0	7	0	0	7	0	0	0	0	0	0	0
On Top Of The World	0	30	0	11	30	0	0	0	0	0	0	15
Reserved Trips	0	243	0	87	269	0	0	0	0	0	0	83
2040 Non-Project Traffic	12	766	19	199	1,334	1	16	4	10	35	1	136
Project Assignment	0.0%	0.0%	8.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	8.0%
	--	--	IN	IN	--	--	--	--	--	OUT	--	OUT
Project Traffic (Net New Trips)	0	0	84	84	0	0	0	0	0	60	0	60
Total Build-Out Volumes	12	766	103	283	1,334	1	16	4	10	95	1	196

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.18%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.04

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 95th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 95th Street Eastbound			SW 95th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	23	209	16	447	398	21	22	99	44	12	68	265
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2020 Peak Season Volumes	25	230	18	491	438	23	24	109	48	13	75	291
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	30	278	22	593	529	28	29	132	58	16	91	352
Reserved Trips												
Winding Oaks Vested PD	0	25	0	85	28	9	8	0	0	0	0	74
Heathbrook	0	6	0	18	6	12	11	0	0	0	0	17
Trinity Lane/ Red Oak PUD	0	13	0	14	14	14	13	0	0	13	0	13
Grand Oaks Town Center	0	0	0	2	0	5	0	0	2	0	0	5
On Top Of The World	0	0	0	0	0	0	0	116	0	0	165	0
Reserved Trips	0	44	0	119	48	40	32	116	2	13	165	109
2040 Non-Project Traffic	30	322	22	712	577	68	61	248	60	29	256	461
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	7.0%	0.0%	0.0%	7.0%	0.0%
	--	--	--	--	--	OUT	IN	IN	--	--	OUT	--
Project Traffic (Net New Trips)	0	0	0	0	0	30	42	74	0	0	52	0
Total Build-Out Volumes	30	322	22	712	577	98	103	322	60	29	308	461

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.57%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.05

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 7th Avenue @ SW 42nd Street
PM Peak Hour

Case	SW 7th Avenue Northbound			SW 7th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/22/13 Observed Volumes	0	0	0	113	0	63	32	925	0	0	843	50
Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Growth Factor to 2020	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Volumes	0	0	0	128	0	71	36	1,047	0	0	954	57
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	155	0	86	43	1,265	0	0	1,152	69
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	8	9	57	0	0	49	0
Heathbrook	0	0	0	0	0	2	1	8	0	0	12	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	105	112	167	0	0	158	0
Grand Oaks Town Center	0	0	0	0	0	7	7	36	0	0	40	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	0	0	0	0	0	122	129	268	0	0	259	0
2040 Non-Project Traffic	0	0	0	155	0	208	172	1,533	0	0	1,411	69
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	6.0%	0.0%	0.0%	6.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	21	15	45	0	0	63	0
Total Build-Out Volumes	0	0	0	155	0	229	187	1,578	0	0	1,474	69

Raw-To-Peak Season Factor:	1.04		
Applied Growth Rate:	1.04%	2020 Growth:	1.26%
Existing Year	2020	Data Year:	2013
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.09

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475 @ SW 42nd Street
PM Peak Hour

Case	CR 475 Northbound			CR 475 Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/22/13 Observed Volumes	98	113	97	35	287	132	56	858	114	77	638	18
Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Growth Factor to 2020	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
2020 Peak Season Volumes	135	156	134	48	397	182	77	1,186	158	106	882	25
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	163	188	162	58	480	220	93	1,435	191	128	1,067	30
Reserved Trips												
Winding Oaks Vested PD	8	0	0	0	0	8	9	38	9	0	33	0
Heathbrook	0	0	0	0	0	2	1	7	0	0	11	0
Trinity Lane/ Red Oak PUD	13	0	0	0	0	13	14	153	14	0	145	0
Grand Oaks Town Center	2	0	0	0	0	7	7	30	2	0	32	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	23	0	0	0	0	30	31	228	25	0	221	0
2040 Non-Project Traffic	186	188	162	58	480	250	124	1,663	216	128	1,288	30
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	5.0%	0.0%	0.0%	5.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	21	15	37	0	0	53	0
Total Build-Out Volumes	186	188	162	58	480	271	139	1,700	216	128	1,341	30

Raw-To-Peak Season Factor:	1.04		
Applied Growth Rate:	1.04%	2020 Growth:	4.70%
Existing Year	2020	Data Year:	2013
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.33

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 42nd Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	38	0	114	0	0	0	1	623	17	94	734	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	41	0	123	0	0	0	1	674	18	102	794	0
2040 Design Hour Volumes	180	0	450	0	0	0	2	1,100	300	300	1,200	0
Project Assignment	21.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.0%	12.0%	0.0%	0.0%
	OUT	--	OUT	--	--	--	--	--	IN	IN	--	--
Project Traffic (Net New Trips)	157	0	90	0	0	0	0	0	222	127	0	0
Total Build-Out Volumes	337	0	540	0	0	0	2	1,100	522	427	1,200	0

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 66th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Peak Season Volumes	190	900	200	200	1,050	190	195	170	195	200	150	200
Project Assignment	6.0%	25.0%	5.0%	0.0%	29.0%	8.0%	12.0%	6.0%	6.0%	6.0%	5.0%	0.0%
	OUT	OUT	OUT	--	IN	IN	OUT	OUT	IN	IN	IN	--
Project Traffic (Net New Trips)	45	187	37	0	306	84	90	45	63	63	53	0
Pass-By Traffic	41	0	0	0	0	0	0	0	25	0	0	0
Total Build-Out Volumes	276	1,087	237	200	1,356	274	285	215	283	263	203	200

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	0
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 80th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Design Hour Volumes	210	825	45	35	1,100	175	200	10	310	35	5	25
Project Assignment	3.0%	12.0%	0.0%	0.0%	12.0%	12.0%	12.0%	0.0%	3.0%	0.0%	0.0%	0.0%
	IN	IN	--	--	OUT	OUT	IN	--	OUT	--	--	--
Project Traffic (Net New Trips)	32	127	0	0	90	90	127	0	22	0	0	0
Total Build-Out Volumes	242	952	45	35	1,190	265	327	10	332	35	5	25

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 95th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 95th Street Eastbound			SW 95th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2013 Observed Volumes	271	0	39	0	0	0	0	103	359	39	77	0
Peak Season Factor	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Growth Factor to 2020	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11	1.11
2020 Peak Season Volumes	307	0	44	0	0	0	0	117	406	44	87	0
2040 Design Hour Volumes	310	750	175	150	995	300	250	225	275	150	200	150
Project Assignment	0.0%	8.0%	0.0%	0.0%	8.0%	7.0%	7.0%	0.0%	0.0%	0.0%	0.0%	0.0%
	--	IN	--	--	OUT	OUT	IN	--	--	--	--	--
Project Traffic (Net New Trips)	0	84	0	0	60	52	74	0	0	0	0	0
2040 Design Year Traffic	310	834	175	150	1,055	352	324	225	275	150	200	150

Raw-To-Peak Season Factor:	1.02		
Applied Growth Rate:	1.04%	2020 Growth:	1.57%
Existing Year	2020	Data Year:	2013
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.11

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ CR 484
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			CR 484 Eastbound			CR 484 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Design Hour Volumes	140	1,005	365	240	715	135	90	550	30	280	875	365
Project Assignment	0.0%	0.0%	0.0%	6.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	6.0%
	--	--	--	OUT	--	OUT	IN	--	--	--	--	IN
Project Traffic (Net New Trips)	0	0	0	45	0	7	11	0	32	0	0	63
2040 Design Year Traffic	140	1,005	365	285	715	142	101	550	62	280	875	428

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2016
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475A/SW 27th Avenue @ SW 42nd Street
PM Peak Hour

Case	CR 475A/SW 27th Avenue Northbound			CR 475A/SW 27th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/11/16 Observed Volumes	44	267	97	432	447	238	131	641	114	180	565	247
Peak Season 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
Growth Factor to 2020	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
2020 Peak Season Volumes	55	334	121	540	559	297	164	801	142	225	706	309
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	66	403	146	653	676	359	198	969	172	272	854	374
Reserved Trips												
Winding Oaks Vested PD	0	9	9	0	8	8	9	57	0	8	49	0
Heathbrook	0	0	0	0	0	69	48	14	0	0	21	0
Trinity Lane/ Red Oak PUD	66	56	70	0	53	158	167	237	70	66	224	0
Grand Oaks Town Center	0	7	12	12	0	0	31	50	0	17	74	11
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	66	72	91	12	61	235	255	358	70	91	368	11
2040 Non-Project Traffic	132	475	237	665	737	594	453	1,327	242	363	1,222	385
Project Assignment	0.0%	1.0%	1.0%	0.0%	1.0%	3.0%	3.0%	8.0%	0.0%	1.0%	8.0%	0.0%
	--	OUT	OUT	--	IN	IN	OUT	OUT	--	IN	IN	--
Project Traffic (Net New Trips)	0	7	7	0	11	32	22	60	0	11	84	0
Total Build-Out Volumes	132	482	244	665	748	626	475	1,387	242	374	1,306	385

Raw-To-Peak Season Factor:	1.06		
Applied Growth Rate:	1.04%	2020 Growth:	4.48%
Existing Year	2020	Data Year:	2016
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.18

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475A/SW 27th Avenue @ SW 66th Street
PM Peak Hour

Case	CR 475A/SW 27th Avenue Northbound			CR 475A/SW 27th Avenue Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	79	253	7	85	435	200	122	180	67	6	121	60
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	85	274	8	92	470	216	132	195	72	6	131	65
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	103	331	10	111	568	261	159	236	87	7	158	79
Reserved Trips												
Winding Oaks Vested PD	16	0	0	0	0	25	28	28	19	0	25	0
Heathbrook	11	0	0	0	0	11	12	6	12	0	6	0
Trinity Lane/ Red Oak PUD	0	53	0	56	56	28	26	0	0	0	0	53
Grand Oaks Town Center	0	10	0	9	9	0	0	0	0	0	0	10
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	27	63	0	65	65	64	66	55	31	0	61	63
2040 Non-Project Traffic	130	394	10	176	633	325	225	291	118	7	219	142
Project Assignment	3.0%	0.0%	0.0%	0.0%	0.0%	7.0%	7.0%	1.0%	3.0%	0.0%	1.0%	0.0%
	IN	--	--	--	--	IN	OUT	OUT	OUT	--	IN	--
Project Traffic (Net New Trips)	32	0	0	0	0	74	52	7	22	0	11	0
Total Build-Out Volumes	162	394	10	176	633	399	277	298	140	7	230	142

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
W Full Access @ SW 66th Street
PM Peak Hour

Case	W Full Access Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	0	0	0	0	493	0	0	306	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	226	0	0	189	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	9	0	0	9	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	0	0	0	0	0	0	0	285	0	0	256	0
2040 Non-Project Traffic	0	0	0	0	0	0	0	778	0	0	562	0
Project Assignment	2.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	8.0%	2.0%	5.0%	8.0%	0.0%
	OUT	--	OUT	--	--	--	--	IN	IN	IN	OUT	--
Project Traffic (Net New Trips)	15	0	37	0	0	0	0	84	91	53	60	0
Total Build-Out Volumes	15	0	37	0	0	0	0	862	91	53	622	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 54th Ct Rd @ SW 66th Street
PM Peak Hour

	SW 54th Ct Rd Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
Case	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	0	0	0	0	493	0	0	306	0
Reserved Trips												
Winding Oaks Vested PD	230	0	153	0	0	0	0	73	110	143	46	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	230	0	153	0	0	0	0	123	110	143	104	0
2040 Non-Project Traffic	230	0	153	0	0	0	0	616	110	143	410	0
Project Assignment	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	4.0%	0.0%	10.0%	0.0%
	OUT	--	--	--	--	--	--	IN	IN	--	OUT	--
Project Traffic (Net New Trips)	30	0	0	0	0	0	0	106	91	0	75	0
Total Build-Out Volumes	260	0	153	0	0	0	0	722	201	143	485	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	2020 Growth:	0.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
E Full Access @ SW 66th Street
PM Peak Hour

Case	E Full Access Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	0	0	0	0	493	0	0	306	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	226	0	0	189	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	9	0	0	9	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	0	0	0	0	0	0	0	285	0	0	256	0
2040 Non-Project Traffic	0	0	0	0	0	0	0	778	0	0	562	0
Project Assignment	2.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	11.0%	2.0%	8.0%	11.0%	0.0%
	OUT	--	OUT	--	--	--	--	IN & OUT	IN	IN	IN & OUT	--
Project Traffic (Net New Trips)	15	0	97	0	0	0	0	100	91	84	98	0
Pass-By Traffic	50	0	13	0	0	0	0	-46	46	12	-12	0
Total Build-Out Volumes	65	0	110	0	0	0	0	832	137	96	648	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.00

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ RI/RO Access Connection
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			RI/RO Access Connection Eastbound			N/A Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2040 Design Hour Traffic Volumes	0	1,405	0	0	1,435	0	0	0	0	0	0	0
Project Assignment	0.0%	38.0%	0.0%	0.0%	31.0%	10.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%
	--	OUT	--	--	IN	IN	--	--	OUT	--	--	--
Project Traffic (Net New Trips)	0	283	0	0	327	106	0	0	37	0	0	0
Pass-By Traffic	0	0	0	0	-29	29	0	0	32	0	0	0
Total Build-Out Volumes	0	1,688	0	0	1,733	135	0	0	69	0	0	0

2040 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
Access Connection @ SW 80th Street
PM Peak Hour

Case	N/A Northbound			Access Connection Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	0	0	0	0	0	0	0	129	0	0	83	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	0	0	0	0	0	0	0	140	0	0	90	0
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	0	0	0	0	0	0	0	169	0	0	109	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	38	0	0	33	0
Heathbrook	0	0	0	0	0	0	0	0	0	0	6	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	13	0
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	15	0
Reserved Trips	0	0	0	0	0	0	0	38	0	0	67	0
2040 Non-Project Traffic	0	0	0	0	0	0	0	207	0	0	176	0
Project Assignment	0.0%	0.0%	0.0%	3.0%	0.0%	4.0%	4.0%	12.0%	0.0%	0.0%	12.0%	3.0%
	--	--	--	OUT	--	OUT	IN	IN	--	--	OUT	IN
Project Traffic (Net New Trips)	0	0	0	22	0	30	42	127	0	0	90	32
Total Build-Out Volumes	0	0	0	22	0	30	42	334	0	0	266	32

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

2040 Weekday Mid-Day Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SR 200
MIDDay Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	70	162	416	135	177	210	198	1,159	17	337	1,100	155
Peak Season 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
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	77	179	458	149	195	231	218	1,277	19	371	1,212	171
SW 49thAve Diversion			-137					-89		-111	-85	
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	93	216	388	180	236	279	263	1,437	23	314	1,364	207
Reserved Trips												
Winding Oaks Vested PD	80	72	85	63	63	0	0	91	36	110	32	40
Heathbrook	0	0	27	27	0	0	0	65	0	28	70	28
Trinity Lane/ Red Oak PUD	0	0	35	0	0	0	0	42	0	37	45	0
Grand Oaks Town Center	0	0	3	0	0	0	0	10	0	3	9	0
On Top Of The World	35	0	0	0	0	24	16	106	24	0	156	0
Reserved Trips	115	72	150	90	63	24	16	314	60	178	312	68
2040 Non-Project Traffic	208	288	538	270	299	303	279	1,751	83	492	1,676	275
Project Assignment	5.0%	7.0%	0.0%	1.0%	7.0%	0.0%	0.0%	1.0%	5.0%	0.0%	1.0%	1.0%
	OUT	OUT	--	IN	IN	--	--	IN	IN	--	OUT	OUT
Project Traffic (Net New Trips)	37	52	0	11	74	0	0	11	53	0	7	7
Total Build-Out Volumes	245	340	538	281	373	303	279	1,762	136	492	1,683	282

Raw-To-Peak Season Factor:	1.07		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year:	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

2040 Weekday Mid-Day Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 66th Street @ SR 200
MIDDAY Peak Hour

	SW 66th Street Northbound			SW 66th Street Southbound			SR 200 Eastbound			SR 200 Westbound		
Case	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	142	6	37	19	6	8	16	1,599	142	32	1,493	26
Peak Season 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
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	156	7	41	21	7	9	18	1,762	156	35	1,645	29
SW 49thAve Diversion								-264			-247	
Growth Factor	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21	1.21
2040 Peak Season Volumes	188	8	50	25	8	11	22	1,813	188	42	1,692	35
Reserved Trips												
Winding Oaks Vested PD	152	0	80	0	0	0	48	136	91	127	118	0
Heathbrook	0	0	27	0	0	0	0	120	0	28	84	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	77	0	0	81	0
Grand Oaks Town Center	0	0	0	0	0	0	0	15	0	0	12	0
On Top Of The World	23	0	0	0	0	0	0	106	16	0	156	0
Reserved Trips	175	0	107	0	0	0	48	454	107	155	451	0
2040 Non-Project Traffic	363	8	157	25	8	11	70	2,267	295	197	2,143	35
Project Assignment	2.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	3.0%	2.0%	12.0%	3.0%	0.0%
	OUT	--	OUT	--	--	--	--	OUT	IN	IN	IN	--
Project Traffic (Net New Trips)	15	0	90	0	0	0	0	22	21	127	32	0
Total Build-Out Volumes	378	8	247	25	8	11	70	2,289	316	324	2,175	35

Raw-To-Peak Season Factor:	1.07		
Applied Growth Rate:	1.04%	2020 Growth:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2040	Existing Year:	2020
Growth Factor:	1.21	Growth Factor:	1.03

G2: 2025 Intersection Volume Development

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 90th Street/SW 95th Street Road @ SR 200
PM Peak Hour

Case	SW 90th Street/SW 95th Street Northbound			SW 90th Street/SW 95th Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
12/3/19 Observed Volumes	75	69	7	154	139	95	72	962	112	44	1,371	99
Peak Season Factor	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	77	71	7	159	143	98	74	991	115	45	1,412	102
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	81	75	7	167	150	103	78	1,043	121	47	1,485	107
Reserved Trips												
Winding Oaks Vested PD	0	0	8	8	0	0	0	82	0	9	95	9
Heathbrook	0	0	6	11	0	0	0	50	0	6	53	18
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	66	0	0	70	0
Grand Oaks Town Center	0	0	5	5	0	0	0	10	0	5	9	5
On Top Of The World	0	150	0	263	105	0	0	105	0	0	150	375
Reserved Trips	0	150	19	287	105	0	0	313	0	20	377	407
2025 Non-Project Traffic	81	225	26	454	255	103	78	1,356	121	67	1,862	514
Project Assignment	8.0%	3.0%	0.0%	0.0%	3.0%	0.0%	0.0%	1.0%	8.0%	0.0%	1.0%	0.0%
	OUT	OUT	--	--	IN	--	--	IN	IN	--	OUT	--
Project Traffic (Net New Trips)	16	6	0	0	10	0	0	3	27	0	2	0
Total Build-Out Volumes	97	231	26	454	265	103	78	1,359	148	67	1,864	514

Raw-To-Peak Season Factor:	1.03	Growth Rate to 2020:	1.00%
Applied Growth Rate:	1.04%	Data Year:	2019
Existing Year	2020	Existing Year:	2020
Build-Out Year:	2025	Growth Factor:	1.01
Growth Factor:	1.05		

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SR 200
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
7/26/16 Observed Volumes	35	150	312	169	306	287	177	864	17	556	1,214	150
Peak Season 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
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	39	167	347	188	341	319	197	961	19	619	1,351	167
SW 49thAve Diversion			-104					-67		-186	-95	
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	41	176	256	198	359	336	207	940	20	456	1,321	176
Reserved Trips												
Winding Oaks Vested PD	95	85	89	57	57	0	0	82	31	116	38	48
Heathbrook	0	0	22	22	0	0	0	51	0	22	55	22
Trinity Lane/ Red Oak PUD	0	0	51	0	0	0	0	61	0	54	65	0
Grand Oaks Town Center	0	0	5	0	0	0	0	15	0	5	14	0
On Top Of The World	35	0	0	0	0	23	16	105	25	0	150	0
Reserved Trips	130	85	167	79	57	23	16	314	56	197	322	70
2025 Non-Project Traffic	171	261	423	277	416	359	223	1,254	76	653	1,643	246
Project Assignment	5.0%	7.0%	0.0%	1.0%	7.0%	0.0%	0.0%	1.0%	5.0%	0.0%	1.0%	1.0%
	OUT	OUT	--	IN	IN	--	--	IN	IN	--	OUT	OUT
Project Traffic (Net New Trips)	10	14	0	3	24	0	0	3	17	0	2	2
Total Build-Out Volumes	181	275	423	280	440	359	223	1,257	93	653	1,645	248

Raw-To-Peak Season Factor:	1.07		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year:	2020	Data Year:	2016
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.04

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
Directional Access Connection @ SR 200
PM Peak Hour

Case	Directional Access Connection Northbound			N/A Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	0	0	0	0	0	0	0	1,345	0	0	1,961	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	0	0	0	0	0	0	0	1,455	0	0	2,121	0
SW 49th Ave Diversion								-104			-186	
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	0	0	0	0	1,421	0	0	2,036	0
Reserved Trips												
Winding Oaks Vested PD	0	0	220	0	0	0	0	105	141	203	102	0
Heathbrook	0	0	0	0	0	0	0	94	0	0	99	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	112	0	0	119	0
Grand Oaks Town Center	0	0	0	0	0	0	0	20	0	0	18	0
On Top Of The World	0	0	0	0	0	0	0	105	0	0	150	0
Reserved Trips	0	0	220	0	0	0	0	436	141	203	488	0
2025 Non-Project Traffic	0	0	220	0	0	0	0	1,857	141	203	2,524	0
Project Assignment	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	3.0%	2.0%	0.0%
	--	--	OUT	--	--	--	--	IN	--	IN	OUT	--
Project Traffic (Net New Trips)	0	0	6	0	0	0	0	7	0	10	4	0
Total Build-Out Volumes	0	0	226	0	0	0	0	1,864	141	213	2,528	0

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.03

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 66th Street @ SR 200
PM Peak Hour

Case	SW 66th Street Northbound			SW 66th Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	186	15	52	16	22	2	9	1,433	286	100	1,773	46
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	186	15	52	16	22	2	9	1,433	286	100	1,773	46
SW 49thAve Diversion								-215			-266	
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	196	16	55	17	23	2	9	1,281	301	105	1,585	48
Reserved Trips												
Winding Oaks Vested PD	201	0	95	0	0	0	97	161	91	155	67	0
Heathbrook	0	0	22	0	0	0	0	175	0	22	122	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	112	0	0	118	0
Grand Oaks Town Center	0	0	0	0	0	0	0	21	0	0	18	0
On Top Of The World	23	0	0	0	0	0	0	105	16	0	150	0
Reserved Trips	224	0	117	0	0	0	97	574	107	177	475	0
2025 Non-Project Traffic	420	16	172	17	23	2	106	1,855	408	282	2,060	48
Project Assignment	2.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	3.0%	2.0%	12.0%	3.0%	0.0%
	OUT	--	OUT	--	--	--	--	OUT	IN	IN	IN	--
Project Traffic (Net New Trips)	4	0	24	0	0	0	0	6	7	41	10	0
Total Build-Out Volumes	424	16	196	17	23	2	106	1,861	415	323	2,070	48

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 42nd Street @ SR 200
PM Peak Hour

Case	SW 42nd Street Northbound			SW 42nd Street Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/27/19 Observed Volumes	677	22	66	33	23	3	49	1,142	289	210	1,470	9
Peak Season 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
2020 Peak Season Volumes	738	24	72	36	25	3	53	1,245	315	229	1,602	10
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	776	25	76	38	26	3	56	1,310	331	241	1,685	11
Reserved Trips												
Winding Oaks Vested PD	25	0	0	0	0	0	0	152	28	0	131	0
Heathbrook	25	0	0	0	0	0	0	137	17	0	127	0
Trinity Lane/ Red Oak PUD	108	0	54	0	0	0	0	0	102	51	0	0
Grand Oaks Town Center	24	0	14	0	0	0	0	0	25	15	0	0
On Top Of The World	12	0	0	0	0	0	0	57	8	0	81	0
Reserved Trips	194	0	68	0	0	0	0	346	180	66	339	0
2025 Non-Project Traffic	970	25	144	38	26	3	56	1,656	511	307	2,024	11
Project Assignment	0.0%	0.0%	21.0%	0.0%	0.0%	0.0%	0.0%	13.0%	0.0%	21.0%	13.0%	0.0%
	--	--	OUT	--	--	--	--	OUT	--	IN	IN	--
Project Traffic (Net New Trips)	0	0	42	0	0	0	0	26	0	71	44	0
Total Build-Out Volumes	970	25	186	38	26	3	56	1,682	511	378	2,068	11

Raw-To-Peak Season Factor:	1.09		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 38th Street/Court @ SR 200
PM Peak Hour

Case	SW 38th Street/Court Northbound			SW 38th Court Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/22/19 Observed Volumes	57	50	67	343	58	113	195	1,271	55	128	1,523	352
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	62	54	72	370	63	122	211	1,373	59	138	1,645	380
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	65	57	76	389	66	128	222	1,444	62	145	1,731	400
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	8	9	142	0	0	123	0
Heathbrook	0	0	0	0	0	18	12	122	0	0	67	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	20	22	32	0	0	31	0
Grand Oaks Town Center	0	0	0	0	0	20	22	32	0	0	31	0
On Top Of The World	0	0	0	0	0	0	0	57	0	0	81	0
Reserved Trips	0	0	0	0	0	66	65	385	0	0	333	0
2025 Non-Project Traffic	65	57	76	389	66	194	287	1,829	62	145	2,064	400
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	9.0%	9.0%	25.0%	0.0%	0.0%	25.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	31	18	50	0	0	85	0
Total Build-Out Volumes	65	57	76	389	66	225	305	1,879	62	145	2,149	400

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
I-75 SB Ramps @ SR 200
PM Peak Hour

Case	I-75 SB Ramps Northbound			I-75 SB Ramps Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/27/19 Observed Volumes	0	0	0	202	0	417	0	1,380	281	338	1,604	0
Peak Season 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
2020 Peak Season Volumes	0	0	0	220	0	455	0	1,504	306	368	1,748	0
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	231	0	479	0	1,344	322	387	1,563	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	169	0	33	0	123	19	0	90	0
Heathbrook	0	0	0	0	0	17	0	118	9	0	102	0
Trinity Lane/ Red Oak PUD	0	0	0	10	0	0	0	31	0	11	32	0
Grand Oaks Town Center	0	0	0	0	0	5	0	5	5	0	11	0
On Top Of The World	0	0	0	0	0	0	0	49	0	0	69	0
Reserved Trips	0	0	0	179	0	55	0	326	33	11	304	0
2025 Non-Project Traffic	0	0	0	410	0	534	0	1,670	355	398	1,867	0
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	23.0%	2.0%	0.0%	15.0%	0.0%
	--	--	--	--	--	IN	--	OUT	OUT	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	34	0	46	4	0	51	0
Total Build-Out Volumes	0	0	0	410	0	568	0	1,716	359	398	1,918	0

Raw-To-Peak Season Factor:	1.09		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
I-75 NB Ramps @ SR 200
PM Peak Hour

Case	I-75 NB Ramps Northbound			I-75 NB Ramps Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/22/19 Observed Volumes	236	0	112	0	0	0	298	1,337	0	0	1,835	248
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	255	0	121	0	0	0	322	1,444	0	0	1,982	268
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	268	0	127	0	0	0	339	1,519	0	0	2,085	282
Reserved Trips												
Winding Oaks Vested PD	16	0	0	0	0	0	38	85	0	0	74	0
Heathbrook	8	0	0	0	0	0	18	100	0	0	94	0
Trinity Lane/ Red Oak PUD	0	0	10	0	0	0	0	31	0	0	32	10
Grand Oaks Town Center	5	0	0	0	0	0	5	42	0	0	5	0
On Top Of The World	0	0	0	0	0	0	0	49	0	0	69	0
Reserved Trips	29	0	10	0	0	0	61	307	0	0	274	10
2025 Non-Project Traffic	297	0	137	0	0	0	400	1,826	0	0	2,359	292
Project Assignment	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	13.0%	0.0%	0.0%	13.0%	0.0%
	IN	--	--	--	--	--	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	7	0	0	0	0	0	20	26	0	0	44	0
Total Build-Out Volumes	304	0	137	0	0	0	420	1,852	0	0	2,403	292

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ S Full Median Opening
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			S Full Median Opening Eastbound			S Full Median Opening Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Peak Season Volumes	0	812	0	0	1,012	0	0	0	0	0	0	0
Project Assignment	10.0%	4.0%	10.0%	10.0%	4.0%	10.0%	10.0%	0.0%	10.0%	10.0%	0.0%	10.0%
	IN	IN	IN	IN	OUT	IN	OUT	--	OUT	OUT	--	OUT
Project Traffic (Net New Trips)	34	14	34	34	8	34	20	0	20	20	0	20
Total Build-Out Volumes	34	826	34	34	1,020	34	20	0	20	20	0	20

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ N Full Median Opening
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			N Full Median Opening Eastbound			N Full Median Opening Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Peak Season Volumes	0	785	0	0	985	0	0	0	0	0	0	0
Project Assignment	2.0%	20.0%	2.0%	8.0%	20.0%	8.0%	8.0%	0.0%	2.0%	2.0%	0.0%	3.0%
	IN	OUT	IN	IN & OUT	IN	IN	OUT	--	OUT	OUT	--	OUT
Project Traffic (Net New Trips)	7	40	7	20	68	27	16	0	4	4	0	6
Total Build-Out Volumes	7	825	7	20	1,053	27	16	0	4	4	0	6

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 38th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 38th Street Eastbound			SW 38th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	119	459	45	92	704	203	105	128	104	18	193	79
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2020 Peak Season Volumes	131	505	49	101	774	223	115	141	114	20	212	87
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	138	531	52	106	814	235	121	148	120	21	223	92
Reserved Trips												
Winding Oaks Vested PD	28	85	0	0	74	0	0	0	25	0	0	0
Heathbrook	0	24	6	0	22	0	0	0	0	6	0	0
Trinity Lane/ Red Oak PUD	0	0	26	0	0	0	0	26	0	28	28	0
Grand Oaks Town Center	0	0	4	0	0	0	0	4	0	3	3	0
On Top Of The World	0	0	0	0	0	90	63	42	0	0	60	0
Reserved Trips	28	109	36	0	96	90	63	72	25	37	91	0
2025 Non-Project Traffic	166	640	88	106	910	325	184	220	145	58	314	92
Project Assignment	3.0%	4.0%	0.0%	0.0%	4.0%	0.0%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%
	OUT	OUT	--	--	IN	--	--	--	IN	--	--	--
Project Traffic (Net New Trips)	6	8	0	0	14	0	0	0	10	0	0	0
Total Build-Out Volumes	172	648	88	106	924	325	184	220	155	58	314	92

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.58%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.05

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 27th Avenue @ SR 200
PM Peak Hour

Case	SW 27th Avenue Northbound			SW 27th Avenue Southbound			SR 200 Eastbound			SR 200 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
8/20/19 Observed Volumes	278	535	77	82	598	154	191	1,000	131	122	1,304	34
Peak Season Factor	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08	1.08
2020 Peak Season Volumes	300	578	83	89	646	166	206	1,080	141	132	1,408	37
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	316	608	87	94	680	175	217	1,136	148	139	1,481	39
Reserved Trips												
Winding Oaks Vested PD	8	0	0	0	0	0	0	66	9	0	57	0
Heathbrook	0	0	0	0	0	11	12	28	0	0	29	0
Trinity Lane/ Red Oak PUD	0	56	28	0	53	13	14	42	0	26	40	0
Grand Oaks Town Center	2	13	6	0	15	0	0	0	2	7	0	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	10	69	34	0	68	24	26	157	11	33	156	0
2025 Non-Project Traffic	326	677	121	94	748	199	243	1,293	159	172	1,637	39
Project Assignment	0.0%	1.0%	0.0%	0.0%	1.0%	2.0%	2.0%	5.0%	0.0%	0.0%	5.0%	0.0%
	--	OUT	--	--	IN	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	2	0	0	3	7	4	10	0	0	17	0
Total Build-Out Volumes	326	679	121	94	751	206	247	1,303	159	172	1,654	39

Raw-To-Peak Season Factor:	1.08		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 20th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 20th Street Eastbound			SW 20th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	1	475	220	156	628	0	0	0	0	351	0	237
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	1	519	240	170	686	0	0	0	0	383	0	259
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	1	546	252	179	722	0	0	0	0	403	0	272
Reserved Trips												
Winding Oaks Vested PD	0	66	19	0	57	0	0	0	0	16	0	0
Heathbrook	0	18	6	0	17	0	0	0	0	6	0	0
Trinity Lane/ Red Oak PUD	0	0	0	40	0	0	0	0	0	0	0	42
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	32	32	0	45	0	0	0	0	45	0	0
Reserved Trips	0	116	57	40	119	0	0	0	0	67	0	42
2025 Non-Project Traffic	1	662	309	219	841	0	0	0	0	470	0	314
Project Assignment	0.0%	3.0%	1.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%
	--	OUT	OUT	--	IN	--	--	--	--	IN	--	--
Project Traffic (Net New Trips)	0	6	2	0	10	0	0	0	0	3	0	0
Total Build-Out Volumes	1	668	311	219	851	0	0	0	0	473	0	314

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.34%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.04

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 80th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	9	479	15	111	957	1	12	3	7	27	1	55
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
2020 Peak Season Volumes	10	521	16	121	1,040	1	13	3	8	29	1	60
		-88		-28	-158							-16
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	11	456	17	98	928	1	14	3	8	31	1	46
Reserved Trips												
Winding Oaks Vested PD	0	131	0	57	152	0	0	0	0	0	0	49
Heathbrook	0	22	0	6	24	0	0	0	0	0	0	6
Trinity Lane/ Red Oak PUD	0	53	0	13	56	0	0	0	0	0	0	13
Grand Oaks Town Center	0	7	0	0	7	0	0	0	0	0	0	0
On Top Of The World	0	30	0	11	30	0	0	0	0	0	0	15
Reserved Trips	0	243	0	87	269	0	0	0	0	0	0	83
2025 Non-Project Traffic	11	699	17	185	1,197	1	14	3	8	31	1	129
Project Assignment	0.0%	0.0%	8.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	8.0%
	--	--	IN	IN	--	--	--	--	--	OUT	--	OUT
Project Traffic (Net New Trips)	0	0	27	27	0	0	0	0	0	16	0	16
Total Build-Out Volumes	11	699	44	212	1,197	1	14	3	8	47	1	145

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.18%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.04

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 73rd St Rd
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 73rd St Rd Eastbound			SW 54th Ct Rd Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6/25/19 Observed Volumes	22	540	0	0	1,056	3	20	0	100	0	0	0
Peak Season 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
2020 Peak Season Volumes	23	572	0	0	1,119	3	21	0	106	0	0	0
		-104			-186							
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	24	492	0	0	982	3	22	0	112	0	0	0
Reserved Trips												
Winding Oaks Vested PD	0	92	100	112	52	0	0	0	0	183	0	182
Heathbrook	0	29	0	0	28	0	0	0	0	0	0	0
Trinity Lane/ Red Oak PUD	0	70	0	0	66	0	0	0	0	0	0	0
Grand Oaks Town Center	0	6	0	0	6	0	0	0	0	0	0	0
On Top Of The World	0	32	0	0	45	0	0	0	0	0	0	0
Reserved Trips	0	229	100	112	197	0	0	0	0	183	0	182
2025 Non-Project Traffic	24	721	100	112	1,179	3	22	0	112	183	0	182
Project Assignment	0.0%	8.0%	0.0%	4.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%
	--	OUT	--	IN	IN	--	--	--	--	--	--	OUT
Project Traffic (Net New Trips)	0	16	0	14	27	0	0	0	0	0	0	8
Total Build-Out Volumes	24	737	100	126	1,206	3	22	0	112	183	0	190

Raw-To-Peak Season Factor:	1.06		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2019
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 60th Avenue @ SW 95th Street
PM Peak Hour

Case	SW 60th Avenue Northbound			SW 60th Avenue Southbound			SW 95th Street Eastbound			SW 95th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	23	209	16	447	398	21	22	99	44	12	68	265
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2020 Peak Season Volumes	25	230	18	491	438	23	24	109	48	13	75	291
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	26	242	19	517	461	24	25	115	50	14	79	306
Reserved Trips												
Winding Oaks Vested PD	0	25	0	85	28	9	8	0	0	0	0	74
Heathbrook	0	6	0	18	6	12	11	0	0	0	0	17
Trinity Lane/ Red Oak PUD	0	13	0	14	14	14	13	0	0	13	0	13
Grand Oaks Town Center	0	0	0	2	0	5	0	0	2	0	0	5
On Top Of The World	0	0	0	0	0	0	0	116	0	0	165	0
Reserved Trips	0	44	0	119	48	40	32	116	2	13	165	109
2025 Non-Project Traffic	26	286	19	636	509	64	57	231	52	27	244	415
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	4.0%	7.0%	0.0%	0.0%	7.0%	0.0%
	--	--	--	--	--	OUT	IN	IN	--	--	OUT	--
Project Traffic (Net New Trips)	0	0	0	0	0	8	14	24	0	0	14	0
Total Build-Out Volumes	26	286	19	636	509	72	71	255	52	27	258	415

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.57%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.05

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 7th Avenue @ SW 42nd Street
PM Peak Hour

Case	SW 7th Avenue Northbound			SW 7th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/22/13 Observed Volumes	0	0	0	113	0	63	32	925	0	0	843	50
Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Growth Factor to 2020	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
2020 Peak Season Volumes	0	0	0	128	0	71	36	1,047	0	0	954	57
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	135	0	75	38	1,101	0	0	1,004	60
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	8	9	57	0	0	49	0
Heathbrook	0	0	0	0	0	2	1	8	0	0	12	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	105	112	167	0	0	158	0
Grand Oaks Town Center	0	0	0	0	0	7	7	36	0	0	40	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	0	0	0	0	0	122	129	268	0	0	259	0
2025 Non-Project Traffic	0	0	0	135	0	197	167	1,369	0	0	1,263	60
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	6.0%	0.0%	0.0%	6.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	7	4	12	0	0	20	0
Total Build-Out Volumes	0	0	0	135	0	204	171	1,381	0	0	1,283	60

Raw-To-Peak Season Factor:	1.04		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.26%
Existing Year	2020	Data Year:	2013
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.09

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 95th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 95th Street Eastbound			SW 95th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Design Traffic Volumes	190	170	205	115	150	115	235	565	130	115	745	225
2025												
	--	IN	--	--	OUT	OUT	IN	--	--	--	--	--
Project Traffic (Net New Trips)	0	27	0	0	16	14	24	0	0	0	0	0
2025 Design Year Traffic	190	197	205	115	166	129	259	565	130	115	745	225

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ CR 484
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			CR 484 Eastbound			CR 484 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Interpolated DH Volumes	65	495	325	220	380	85	90	550	30	215	820	355
Project Assignment	0.0%	0.0%	0.0%	6.0%	0.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	6.0%
	--	--	--	OUT	--	OUT	IN	--	--	--	--	IN
Project Traffic (Net New Trips)	0	0	0	12	0	2	3	0	32	0	0	20
2025 Design Year Traffic	65	495	325	232	380	87	93	550	62	215	820	375

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 80th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Interpolated Volumes	150	600	30	30	810	145	165	10	230	25	5	20
Project Assignment	3.0%	12.0%	0.0%	0.0%	12.0%	12.0%	12.0%	0.0%	3.0%	0.0%	0.0%	0.0%
	IN	IN	--	--	OUT	OUT	IN	--	OUT	--	--	--
Project Traffic (Net New Trips)	10	41	0	0	24	24	41	0	6	0	0	0
Total Build-Out Volumes	160	641	30	30	834	169	206	10	236	25	5	20

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 66th Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Peak Season Volumes	145	675	150	150	790	140	145	130	145	150	115	150
Project Assignment	6.0%	25.0%	5.0%	0.0%	29.0%	8.0%	12.0%	6.0%	6.0%	6.0%	5.0%	0.0%
	OUT	OUT	OUT	--	IN	IN	OUT	OUT	IN	IN	IN	--
Project Traffic (Net New Trips)	12	50	10	0	98	27	24	12	20	20	17	0
Total Build-Out Volumes	157	725	160	150	888	167	169	142	165	170	132	150

Raw-To-Peak Season Factor:	1.10		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	0
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
Access Connection @ SW 80th Street
PM Peak Hour

Case	N/A Northbound			Access Connection Southbound			SW 80th Street Eastbound			SW 80th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	0	0	0	0	0	0	0	129	0	0	83	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	0	0	0	0	0	0	0	140	0	0	90	0
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	0	0	0	0	147	0	0	95	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	38	0	0	33	0
Heathbrook	0	0	0	0	0	0	0	0	0	0	6	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	13	0
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	15	0
Reserved Trips	0	0	0	0	0	0	0	38	0	0	67	0
2025 Non-Project Traffic	0	0	0	0	0	0	0	185	0	0	162	0
Project Assignment	0.0%	0.0%	0.0%	3.0%	0.0%	4.0%	4.0%	12.0%	0.0%	0.0%	12.0%	3.0%
	--	--	--	OUT	--	OUT	IN	IN	--	--	OUT	IN
Project Traffic (Net New Trips)	0	0	0	6	0	8	14	41	0	0	24	10
Total Build-Out Volumes	0	0	0	6	0	8	14	226	0	0	186	10

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.03

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475 @ SW 42nd Street
PM Peak Hour

Case	CR 475 Northbound			CR 475 Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/22/13 Observed Volumes	98	113	97	35	287	132	56	858	114	77	638	18
Peak Season Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Growth Factor to 2020	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33	1.33
2020 Peak Season Volumes	135	156	134	48	397	182	77	1,186	158	106	882	25
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	142	164	141	50	418	191	81	1,248	166	112	928	26
Reserved Trips												
Winding Oaks Vested PD	8	0	0	0	0	8	9	38	9	0	33	0
Heathbrook	0	0	0	0	0	2	1	7	0	0	11	0
Trinity Lane/ Red Oak PUD	13	0	0	0	0	13	14	153	14	0	145	0
Grand Oaks Town Center	2	0	0	0	0	7	7	30	2	0	32	0
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	23	0	0	0	0	30	31	228	25	0	221	0
2025 Non-Project Traffic	165	164	141	50	418	221	112	1,476	191	112	1,149	26
Project Assignment	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	5.0%	0.0%	0.0%	5.0%	0.0%
	--	--	--	--	--	IN	OUT	OUT	--	--	IN	--
Project Traffic (Net New Trips)	0	0	0	0	0	7	4	10	0	0	17	0
Total Build-Out Volumes	165	164	141	50	418	228	116	1,486	191	112	1,166	26

Raw-To-Peak Season Factor:	1.04		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	4.70%
Existing Year	2020	Data Year:	2013
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.33

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ SW 42nd Street
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	38	0	114	0	0	0	1	623	17	94	734	0
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	41	0	123	0	0	0	1	674	18	102	794	0
2025 Design Hour Volumes	135	0	340	0	0	0	2	825	225	225	900	0
Project Assignment	21.0%	0.0%	12.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.0%	12.0%	0.0%	0.0%
	OUT	--	OUT	--	--	--	--	--	IN	IN	--	--
Project Traffic (Net New Trips)	42	0	24	0	0	0	0	0	71	41	0	0
Total Build-Out Volumes	177	0	364	0	0	0	2	825	296	266	900	0

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.03

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475A/SW 27th Avenue @ SW 42nd Street
PM Peak Hour

Case	CR 475A/SW 27th Avenue Northbound			CR 475A/SW 27th Avenue Southbound			SW 42nd Street Eastbound			SW 42nd Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/11/16 Observed Volumes	44	267	97	432	447	238	131	641	114	180	565	247
Peak Season 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
Growth Factor to 2020	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18	1.18
2020 Peak Season Volumes	55	334	121	540	559	297	164	801	142	225	706	309
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	58	351	127	568	588	312	173	843	149	237	743	325
Reserved Trips												
Winding Oaks Vested PD	0	9	9	0	8	8	9	57	0	8	49	0
Heathbrook	0	0	0	0	0	69	48	14	0	0	21	0
Trinity Lane/ Red Oak PUD	66	56	70	0	53	158	167	237	70	66	224	0
Grand Oaks Town Center	0	7	12	12	0	0	31	50	0	17	74	11
On Top Of The World	0	0	0	0	0	0	0	0	0	0	0	0
Reserved Trips	66	72	91	12	61	235	255	358	70	91	368	11
2025 Non-Project Traffic	124	423	218	580	649	547	428	1,201	219	328	1,111	336
Project Assignment	0.0%	1.0%	1.0%	0.0%	1.0%	3.0%	3.0%	8.0%	0.0%	1.0%	8.0%	0.0%
	--	OUT	OUT	--	IN	IN	OUT	OUT	--	IN	IN	--
Project Traffic (Net New Trips)	0	2	2	0	3	10	6	16	0	3	27	0
Total Build-Out Volumes	124	425	220	580	652	557	434	1,217	219	331	1,138	336

Raw-To-Peak Season Factor:	1.06		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	4.48%
Existing Year	2020	Data Year:	2016
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.18

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
CR 475A/SW 27th Avenue @ SW 66th Street
PM Peak Hour

Case	CR 475A/SW 27th Avenue Northbound			CR 475A/SW 27th Avenue Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1/12/17 Observed Volumes	79	253	7	85	435	200	122	180	67	6	121	60
Peak Season Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Growth Factor to 2020	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
2020 Peak Season Volumes	85	274	8	92	470	216	132	195	72	6	131	65
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	89	288	8	97	494	227	139	205	76	6	138	68
Reserved Trips												
Winding Oaks Vested PD	16	0	0	0	0	25	28	28	19	0	25	0
Heathbrook	11	0	0	0	0	11	12	6	12	0	6	0
Trinity Lane/ Red Oak PUD	0	53	0	56	56	28	26	0	0	0	0	53
Grand Oaks Town Center	0	10	0	9	9	0	0	0	0	0	0	10
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	27	63	0	65	65	64	66	55	31	0	61	63
2025 Non-Project Traffic	116	351	8	162	559	291	205	260	107	6	199	131
Project Assignment	3.0%	0.0%	0.0%	0.0%	0.0%	7.0%	7.0%	1.0%	3.0%	0.0%	1.0%	0.0%
	IN	--	--	--	--	IN	OUT	OUT	OUT	--	IN	--
Project Traffic (Net New Trips)	10	0	0	0	0	24	14	2	6	0	3	0
Total Build-Out Volumes	126	351	8	162	559	315	219	262	113	6	202	131

Raw-To-Peak Season Factor:	1.05		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2017
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.03

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
W Full Access @ SW 66th Street
PM Peak Hour

Case	W Full Access Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	0	0	0	0	429	0	0	266	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	226	0	0	189	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	9	0	0	9	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	0	0	0	0	0	0	0	285	0	0	256	0
2025 Non-Project Traffic	0	0	0	0	0	0	0	714	0	0	522	0
Project Assignment	2.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	8.0%	2.0%	5.0%	8.0%	0.0%
	OUT	--	OUT	--	--	--	--	IN	IN	IN	OUT	--
Project Traffic (Net New Trips)	4	0	10	0	0	0	0	27	91	17	16	0
Total Build-Out Volumes	4	0	10	0	0	0	0	741	91	17	538	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 54th Ct Rd @ SW 66th Street
PM Peak Hour

	SW 54th Ct Rd Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
Case	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	0	0	0	0	429	0	0	266	0
Reserved Trips												
Winding Oaks Vested PD	230	0	153	0	0	0	0	73	110	143	46	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	0	0	0	0	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	230	0	153	0	0	0	0	123	110	143	104	0
2025 Non-Project Traffic	230	0	153	0	0	0	0	552	110	143	370	0
Project Assignment	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	4.0%	0.0%	10.0%	0.0%
	OUT	--	--	--	--	--	--	IN	IN	--	OUT	--
Project Traffic (Net New Trips)	8	0	0	0	0	0	0	34	91	0	20	0
Total Build-Out Volumes	238	0	153	0	0	0	0	586	201	143	390	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	0.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
SW 49th Avenue @ RI/RO Access Connection
PM Peak Hour

Case	SW 49th Avenue Northbound			SW 49th Avenue Southbound			RI/RO Access Connection Eastbound			N/A Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
2025 Design Hour Traffic Volumes	0	785	0	0	985	0	0	0	0	0	0	0
Project Assignment	0.0%	38.0%	0.0%	0.0%	31.0%	10.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%
	--	OUT	--	--	IN	IN	--	--	OUT	--	--	--
Project Traffic (Net New Trips)	0	76	0	0	105	34	0	0	10	0	0	0
Total Build-Out Volumes	0	861	0	0	1,090	34	0	0	10	0	0	0

2025 Weekday PM Peak Hour Traffic Conditions

INTERSECTION VOLUME DEVELOPMENT
E Full Access @ SW 66th Street
PM Peak Hour

Case	E Full Access Northbound			N/A Southbound			SW 66th Street Eastbound			SW 66th Street Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
3/10/20 Observed Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Peak Season 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
Growth Factor to 2020	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
2020 Peak Season Volumes	0	0	0	0	0	0	0	408	0	0	253	0
Growth Factor	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
2025 Peak Season Volumes	0	0	0	0	0	0	0	429	0	0	266	0
Reserved Trips												
Winding Oaks Vested PD	0	0	0	0	0	0	0	226	0	0	189	0
Heathbrook	0	0	0	0	0	0	0	29	0	0	28	0
Trinity Lane/ Red Oak PUD	0	0	0	0	0	0	0	0	0	0	0	0
Grand Oaks Town Center	0	0	0	0	0	0	0	9	0	0	9	0
On Top Of The World	0	0	0	0	0	0	0	21	0	0	30	0
Reserved Trips	0	0	0	0	0	0	0	285	0	0	256	0
2025 Non-Project Traffic	0	0	0	0	0	0	0	714	0	0	522	0
Project Assignment	2.0%	0.0%	13.0%	0.0%	0.0%	0.0%	0.0%	11.0%	2.0%	8.0%	11.0%	0.0%
	OUT	--	OUT	--	--	--	--	IN & OUT	IN	IN	IN & OUT	--
Project Traffic (Net New Trips)	4	0	26	0	0	0	0	30	91	27	29	0
Total Build-Out Volumes	4	0	26	0	0	0	0	744	91	27	551	0

Raw-To-Peak Season Factor:	1.00		
Applied Growth Rate:	1.04%	Growth Rate to 2020:	1.00%
Existing Year	2020	Data Year:	2020
Build-Out Year:	2025	Existing Year:	2020
Growth Factor:	1.05	Growth Factor:	1.00

APPENDIX H: SYNCHRO OUTPUT

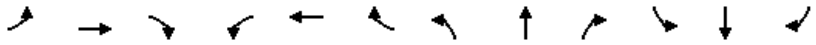
H1: PM Peak Hour Existing Traffic Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	991	115	45	1412	102	77	71	7	159	143	98
Future Volume (vph)	74	991	115	45	1412	102	77	71	7	159	143	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	80	1077	125	49	1535	111	84	77	8	173	155	107
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	1202	0	49	1646	0	84	85	0	173	262	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2		15.5	14.3		14.7	14.3	
Total Split (s)	26.0	97.0		18.0	89.0		23.0	24.0		21.0	22.0	
Total Split (%)	16.3%	60.6%		11.3%	55.6%		14.4%	15.0%		13.1%	13.8%	
Yellow Time (s)	5.3	5.3		5.2	5.2		5.0	5.0		4.1	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0		3.5	2.3		3.6	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2		8.5	7.3		7.7	7.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.58	0.41		0.45	0.58		0.59	0.27		0.61	0.72	
Control Delay	86.7	20.1		74.8	24.4		87.1	64.6		79.8	58.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	86.7	20.1		74.8	24.4		87.1	64.6		79.8	58.5	
Queue Length 50th (ft)	82	250		53	301		86	41		91	95	
Queue Length 95th (ft)	139	343		m80	279		144	68		130	143	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620			375			370		
Base Capacity (vph)	195	3026		118	2878		168	384		301	395	
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	0.41	0.40		0.42	0.57		0.50	0.22		0.57	0.66	

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	991	115	45	1412	102	77	71	7	159	143	98
Future Volume (veh/h)	74	991	115	45	1412	102	77	71	7	159	143	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	80	1077	112	49	1535	100	84	77	5	173	155	58
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	102	2899	301	79	2982	194	103	260	17	216	194	70
Arrive On Green	0.06	0.62	0.62	0.04	0.60	0.60	0.06	0.08	0.08	0.06	0.08	0.08
Sat Flow, veh/h	1781	4699	488	1795	4937	322	1781	3390	218	3346	2478	893
Grp Volume(v), veh/h	80	780	409	49	1067	568	84	40	42	173	106	107
Grp Sat Flow(s),veh/h/ln	1781	1702	1783	1795	1716	1827	1781	1777	1831	1673	1721	1650
Q Serve(g_s), s	7.1	18.2	18.3	4.3	28.6	28.6	7.5	3.4	3.5	8.2	9.7	10.3
Cycle Q Clear(g_c), s	7.1	18.2	18.3	4.3	28.6	28.6	7.5	3.4	3.5	8.2	9.7	10.3
Prop In Lane	1.00		0.27	1.00		0.18	1.00		0.12	1.00		0.54
Lane Grp Cap(c), veh/h	102	2100	1100	79	2072	1104	103	136	141	216	134	129
V/C Ratio(X)	0.78	0.37	0.37	0.62	0.51	0.51	0.81	0.29	0.30	0.80	0.79	0.83
Avail Cap(c_a), veh/h	197	2100	1100	108	2072	1104	161	185	191	278	158	152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	15.2	15.2	75.2	18.2	18.2	74.5	69.8	69.8	73.8	72.4	72.7
Incr Delay (d2), s/veh	12.2	0.5	1.0	5.4	0.6	1.2	15.7	1.2	1.2	12.2	19.8	27.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	6.8	7.3	2.1	10.9	11.7	3.8	1.6	1.7	3.9	5.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.6	15.7	16.2	80.6	18.8	19.4	90.2	70.9	71.0	86.0	92.2	100.2
LnGrp LOS	F	B	B	F	B	B	F	E	E	F	F	F
Approach Vol, veh/h		1269			1684			166			386	
Approach Delay, s/veh		20.4			20.8			80.7			91.6	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	107.0	17.8	19.8	17.5	104.9	18.0	19.6
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	7.7	* 7.3
Max Green Setting (Gmax), s	* 9.6	88.7	14.5	* 15	17.7	* 82	13.3	* 17
Max Q Clear Time (g_c+I1), s	6.3	20.3	9.5	12.3	9.1	30.6	10.2	5.5
Green Ext Time (p_c), s	0.0	9.1	0.1	0.2	0.1	14.9	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

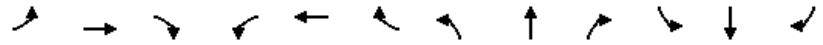
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	197	961	19	619	1351	167	39	167	347	188	341	319
Future Volume (vph)	197	961	19	619	1351	167	39	167	347	188	341	319
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	205	1001	20	645	1407	174	41	174	361	196	355	332
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	1021	0	645	1581	0	41	174	361	196	355	332
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	37.0	61.0		47.0	71.0		18.0	26.0	47.0	26.0	34.0	34.0
Total Split (%)	23.1%	38.1%		29.4%	44.4%		11.3%	16.3%	29.4%	16.3%	21.3%	21.3%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.64	0.61		0.88	0.71		0.41	0.85	0.54	0.79	0.47	0.56
Control Delay	85.2	38.7		86.2	24.3		85.3	103.0	26.4	88.5	58.8	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	38.7		86.2	24.3		85.3	103.0	26.4	88.5	58.8	9.3
Queue Length 50th (ft)	95	343		261	525		42	181	180	196	170	0
Queue Length 95th (ft)	162	395		433	186		86	#308	280	#378	241	96
Internal Link Dist (ft)		12493			405			2275			1127	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	553	1761		791	2233		115	214	696	247	754	598
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	0.37	0.58		0.82	0.71		0.36	0.81	0.52	0.79	0.47	0.56

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 82 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	197	961	19	619	1351	167	39	167	347	188	341	319
Future Volume (veh/h)	197	961	19	619	1351	167	39	167	347	188	341	319
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	1001	0	645	1407	0	41	174	307	196	355	163
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	1850		702	2474		65	215	504	203	687	306
Arrive On Green	0.07	0.36	0.00	0.20	0.48	0.00	0.04	0.12	0.12	0.11	0.19	0.19
Sat Flow, veh/h	3456	5274	0	3456	5274	0	1781	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	205	1001	0	645	1407	0	41	174	307	196	355	163
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	0	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	9.3	24.9	0.0	29.3	31.4	0.0	3.6	14.5	18.4	17.5	14.3	14.8
Cycle Q Clear(g_c), s	9.3	24.9	0.0	29.3	31.4	0.0	3.6	14.5	18.4	17.5	14.3	14.8
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	256	1850		702	2474		65	215	504	203	687	306
V/C Ratio(X)	0.80	0.54		0.92	0.57		0.63	0.81	0.61	0.97	0.52	0.53
Avail Cap(c_a), veh/h	557	1850		797	2474		116	215	504	203	687	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.9	40.5	0.0	62.4	29.3	0.0	76.0	69.1	46.1	70.6	57.8	58.0
Incr Delay (d2), s/veh	5.2	1.0	0.0	14.5	1.0	0.0	9.5	20.1	2.1	53.7	0.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	10.4	0.0	13.9	12.6	0.0	1.8	8.1	10.5	10.9	6.4	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.1	41.5	0.0	76.9	30.3	0.0	85.5	89.2	48.2	124.3	58.5	59.8
LnGrp LOS	E	D		E	C		F	F	D	F	E	E
Approach Vol, veh/h		1206	A		2052	A		522			714	
Approach Delay, s/veh		47.7			45.0			64.8			76.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	84.9	26.0	26.0	42.6	65.4	13.5	38.5
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	25.8	* 64	* 18	18.4	* 37	* 54	* 10	26.4
Max Q Clear Time (g_c+I1), s	11.3	33.4	19.5	20.4	31.3	26.9	5.6	16.8
Green Ext Time (p_c), s	0.5	11.0	0.0	0.0	1.3	6.9	0.0	1.8

Intersection Summary		
HCM 6th Ctrl Delay		53.1
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

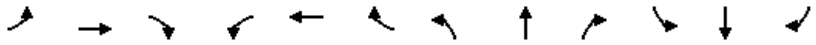
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	1433	286	100	1773	46	186	15	52	16	22	2
Future Volume (vph)	9	1433	286	100	1773	46	186	15	52	16	22	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	10	1541	308	108	1906	49	200	16	56	17	24	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1849	0	108	1955	0	0	272	0	0	43	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	18.0	86.0		18.0	86.0		38.0	38.0		18.0	18.0	
Total Split (%)	11.3%	53.8%		11.3%	53.8%		23.8%	23.8%		11.3%	11.3%	
Yellow Time (s)	5.1	5.1		5.1	5.1		4.8	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1			8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.13	0.71		0.73	0.63			0.87			0.41	
Control Delay	73.9	38.0		97.4	23.6			89.3			82.4	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	73.9	38.0		97.4	23.6			89.3			82.4	
Queue Length 50th (ft)	11	538		109	445			269			43	
Queue Length 95th (ft)	m20	478		#240	650			#416			87	
Internal Link Dist (ft)		415			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	109	2633		148	3092			337			130	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.09	0.70		0.73	0.63			0.81			0.33	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
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: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	1433	286	100	1773	46	186	15	52	16	22	2
Future Volume (veh/h)	9	1433	286	100	1773	46	186	15	52	16	22	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	10	1541	296	108	1906	44	200	16	38	17	24	1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	2394	458	119	3094	71	219	18	42	27	39	2
Arrive On Green	0.02	0.56	0.56	0.07	0.60	0.60	0.16	0.16	0.16	0.04	0.04	0.04
Sat Flow, veh/h	1781	4303	823	1781	5135	118	1381	110	262	739	1043	43
Grp Volume(v), veh/h	10	1218	619	108	1263	687	254	0	0	42	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1722	1781	1702	1849	1754	0	0	1826	0	0
Q Serve(g_s), s	0.9	39.5	39.9	9.6	37.5	37.6	22.8	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.9	39.5	39.9	9.6	37.5	37.6	22.8	0.0	0.0	3.6	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.06	0.79		0.15	0.40		0.02
Lane Grp Cap(c), veh/h	28	1894	958	119	2051	1114	278	0	0	68	0	0
V/C Ratio(X)	0.36	0.64	0.65	0.91	0.62	0.62	0.91	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	110	1894	958	119	2051	1114	329	0	0	130	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	77.9	24.5	24.6	74.2	20.1	20.1	66.2	0.0	0.0	75.9	0.0	0.0
Incr Delay (d2), s/veh	7.5	1.7	3.4	54.5	1.4	2.6	26.2	0.0	0.0	9.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	15.5	16.3	6.1	14.3	15.9	12.1	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.5	26.2	27.9	128.7	21.5	22.7	92.5	0.0	0.0	84.9	0.0	0.0
LnGrp LOS	F	C	C	F	C	C	F	A	A	F	A	A
Approach Vol, veh/h		1847			2058			254			42	
Approach Delay, s/veh		27.1			27.5			92.5			84.9	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.6	103.5		33.4	18.0	96.1		12.5				
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1		6.6				
Max Green Setting (Gmax), s	* 9.9	78.9		* 30	* 11	78.9		11.4				
Max Q Clear Time (g_c+I1), s	2.9	39.6		24.8	11.6	41.9		5.6				
Green Ext Time (p_c), s	0.0	18.3		0.6	0.0	16.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.8
HCM 6th LOS		C

Notes

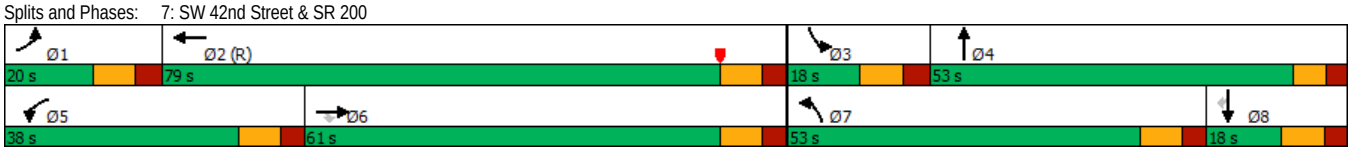
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

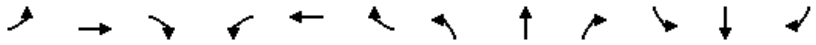
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	1257	318	231	1618	10	745	24	73	36	25	3
Future Volume (vph)	54	1257	318	231	1618	10	745	24	73	36	25	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	59	1381	349	254	1778	11	819	26	80	40	27	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	1381	349	254	1789	0	819	106	0	40	27	3
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	20.0	61.0	61.0	38.0	79.0		53.0	53.0		18.0	18.0	18.0
Total Split (%)	11.8%	35.9%	35.9%	22.4%	46.5%		31.2%	31.2%		10.6%	10.6%	10.6%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.57	0.73	0.43	0.89	0.72		0.94	0.23		0.47	0.30	0.01
Control Delay	99.3	51.0	5.6	115.4	18.5		80.2	15.9		96.4	86.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	99.3	51.0	5.6	115.4	18.5		80.2	15.9		96.4	86.3	0.0
Queue Length 50th (ft)	65	538	0	275	215		459	22		44	30	0
Queue Length 95th (ft)	118	601	79	m318	453		#572	75		89	65	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	116	1889	807	309	2496		900	505		92	100	326
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	0.51	0.73	0.43	0.82	0.72		0.91	0.21		0.43	0.27	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 27 (16%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	1257	318	231	1618	10	745	24	73	36	25	3
Future Volume (veh/h)	54	1257	318	231	1618	10	745	24	73	36	25	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	59	1381	214	254	1778	10	819	26	55	40	27	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	75	1814	563	274	2436	14	867	136	288	60	75	63
Arrive On Green	0.04	0.36	0.36	0.15	0.46	0.46	0.25	0.25	0.25	0.03	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	1781	5240	29	3456	535	1132	1725	1811	1535
Grp Volume(v), veh/h	59	1381	214	254	1155	633	819	0	81	40	27	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1865	1728	0	1667	1725	1811	1535
Q Serve(g_s), s	5.6	40.6	17.1	23.9	46.7	46.7	39.6	0.0	6.5	3.9	2.5	0.2
Cycle Q Clear(g_c), s	5.6	40.6	17.1	23.9	46.7	46.7	39.6	0.0	6.5	3.9	2.5	0.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.68	1.00		1.00
Lane Grp Cap(c), veh/h	75	1814	563	274	1582	867	867	0	425	60	75	63
V/C Ratio(X)	0.79	0.76	0.38	0.93	0.73	0.73	0.94	0.00	0.19	0.66	0.36	0.03
Avail Cap(c_a), veh/h	117	1814	563	310	1582	867	907	0	451	93	101	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.7	48.4	40.9	71.0	36.8	36.9	62.5	0.0	49.6	81.0	79.3	78.3
Incr Delay (d2), s/veh	16.9	1.9	0.4	30.7	3.0	5.4	17.6	0.0	0.3	11.8	4.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	17.2	6.9	13.0	19.4	21.9	19.6	0.0	2.8	1.9	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.5	50.4	41.3	101.7	39.9	42.2	80.1	0.0	49.9	92.8	83.5	78.5
LnGrp LOS	F	D	D	F	D	D	F	A	D	F	F	E
Approach Vol, veh/h		1654			2042			900			69	
Approach Delay, s/veh		50.9			48.3			77.4			88.8	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	87.5	14.7	51.8	34.6	68.9	51.1	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	11.2	70.5	9.2	* 46	* 30	52.5	* 45	9.5
Max Q Clear Time (g_c+I1), s	7.6	48.7	5.9	8.5	25.9	42.6	41.6	4.5
Green Ext Time (p_c), s	0.0	12.0	0.0	0.7	0.2	6.2	1.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

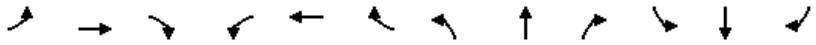
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1373	59	138	1645	380	62	54	72	370	63	122
Future Volume (vph)	211	1373	59	138	1645	380	62	54	72	370	63	122
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	224	1461	63	147	1750	404	66	57	77	394	67	130
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	1524	0	147	2154	0	66	134	0	394	197	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0		13.3	13.7		13.7	13.7	
Total Split (s)	30.0	89.0		30.0	89.0		19.0	22.0		29.0	32.0	
Total Split (%)	17.6%	52.4%		17.6%	52.4%		11.2%	12.9%		17.1%	18.8%	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.8	3.8		3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.5	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0		6.3	6.7		6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	C-Min		None	None		None	None	
v/c Ratio	0.94	0.59		0.77	0.89		0.59	0.81		0.90	0.61	
Control Delay	109.5	36.7		104.5	23.1		97.9	91.0		95.9	59.7	
Queue Delay	0.0	0.0		0.0	1.0		0.0	0.0		0.9	0.0	
Total Delay	109.5	36.7		104.5	24.0		97.9	91.0		96.8	59.7	
Queue Length 50th (ft)	263	380		160	420		73	114		225	157	
Queue Length 95th (ft)	#445	447		m225	m358		128	#219		#314	251	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	238	2575		229	2409		132	181		450	328	
Starvation Cap Reductn	0	0		0	89		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		7	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.94	0.59		0.64	0.93		0.50	0.74		0.89	0.60	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	211	1373	59	138	1645	380	62	54	72	370	63	122
Future Volume (veh/h)	211	1373	59	138	1645	380	62	54	72	370	63	122
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	224	1461	61	147	1750	384	66	57	57	394	67	77
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2662	111	168	2077	449	83	67	67	433	131	151
Arrive On Green	0.13	0.53	0.53	0.09	0.49	0.49	0.05	0.08	0.08	0.13	0.16	0.16
Sat Flow, veh/h	1781	5027	210	1781	4203	908	1781	858	858	3456	826	949
Grp Volume(v), veh/h	224	989	533	147	1412	722	66	0	114	394	0	144
Grp Sat Flow(s),veh/h/ln	1781	1702	1833	1781	1702	1707	1781	0	1716	1728	0	1774
Q Serve(g_s), s	21.3	32.8	32.8	13.9	61.0	63.0	6.2	0.0	11.2	19.1	0.0	12.6
Cycle Q Clear(g_c), s	21.3	32.8	32.8	13.9	61.0	63.0	6.2	0.0	11.2	19.1	0.0	12.6
Prop In Lane	1.00		0.11	1.00		0.53	1.00		0.50	1.00		0.53
Lane Grp Cap(c), veh/h	231	1803	970	168	1683	844	83	0	134	433	0	282
V/C Ratio(X)	0.97	0.55	0.55	0.88	0.84	0.86	0.80	0.00	0.85	0.91	0.00	0.51
Avail Cap(c_a), veh/h	231	1803	970	231	1683	844	133	0	154	453	0	282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.7	26.5	26.5	76.0	37.2	37.7	80.2	0.0	77.4	73.4	0.0	65.4
Incr Delay (d2), s/veh	51.1	0.4	0.7	23.2	5.2	10.8	15.7	0.0	31.2	21.6	0.0	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	13.1	14.2	7.4	25.7	28.0	3.2	0.0	6.1	9.8	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.8	26.9	27.2	99.2	42.4	48.5	95.9	0.0	108.6	95.0	0.0	66.9
LnGrp LOS	F	C	C	F	D	D	F	A	F	F	A	E
Approach Vol, veh/h		1746			2281			180			538	
Approach Delay, s/veh		39.5			48.0			103.9			87.4	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	92.0	28.0	19.9	24.0	98.0	14.2	33.8
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	22.0	81.0	* 22	* 15	22.0	81.0	* 13	* 25
Max Q Clear Time (g_c+I1), s	23.3	65.0	21.1	13.2	15.9	34.8	8.2	14.6
Green Ext Time (p_c), s	0.0	12.1	0.2	0.1	0.2	13.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1519	309	372	1766	0	0	0	0	222	0	459
Future Volume (vph)	0	1519	309	372	1766	0	0	0	0	222	0	459
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)	0	1746	355	428	2030	0	0	0	0	255	0	528
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2101	0	428	2030	0	0	0	0	255	0	528
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases												
Detector Phase		6		5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0		12.0	20.0					7.0		7.0
Minimum Split (s)		28.9		20.9	28.9					13.1		13.1
Total Split (s)		73.0		58.0	131.0					39.0		39.0
Total Split (%)		42.9%		34.1%	77.1%					22.9%		22.9%
Yellow Time (s)		4.9		4.9	4.9					4.1		4.1
All-Red Time (s)		4.0		4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0		0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9		8.9	8.9					6.1		6.1
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Recall Mode		C-Min		None	Min					None		None
v/c Ratio		0.84		0.91	0.56					0.38		0.96
Control Delay		34.9		63.9	1.8					61.3		96.0
Queue Delay		47.0		16.0	0.8					2.1		0.0
Total Delay		82.0		79.9	2.6					63.4		96.0
Queue Length 50th (ft)		527		322	2					129		336
Queue Length 95th (ft)		652		m425	5					169		#447
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		2495		511	3652					678		550
Starvation Cap Reductn		45		78	1194					0		0
Spillback Cap Reductn		743		0	33					289		0
Storage Cap Reductn		0		0	0					0		0
Reduced v/c Ratio		1.20		0.99	0.83					0.66		0.96

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
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: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1519	309	372	1766	0	0	0	0	222	0	459
Future Volume (veh/h)	0	1519	309	372	1766	0	0	0	0	222	0	459
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1746	0	428	2030	0				255	0	528
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2177		454	3296	0				669	0	540
Arrive On Green	0.00	0.34	0.00	0.25	0.65	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6958	0	1781	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	1746	0	428	2030	0				255	0	528
Grp Sat Flow(s),veh/h/ln	0	1609	0	1781	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	41.9	0.0	40.1	39.8	0.0				10.9	0.0	32.0
Cycle Q Clear(g_c), s	0.0	41.9	0.0	40.1	39.8	0.0				10.9	0.0	32.0
Prop In Lane	0.00		0.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2177		454	3296	0				669	0	540
V/C Ratio(X)	0.00	0.80		0.94	0.62	0.00				0.38	0.00	0.98
Avail Cap(c_a), veh/h	0	2426		514	3667	0				669	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	51.1	0.0	62.1	17.7	0.0				59.7	0.0	68.2
Incr Delay (d2), s/veh	0.0	3.2	0.0	12.3	0.1	0.0				0.5	0.0	33.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	17.1	0.0	19.4	14.8	0.0				4.9	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.3	0.0	74.4	17.8	0.0				60.2	0.0	101.3
LnGrp LOS	A	D		E	B	A				E	A	F
Approach Vol, veh/h		1746	A		2458						783	
Approach Delay, s/veh		54.3			27.7						87.9	
Approach LOS		D			C						F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		118.6			52.2	66.4		39.0				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1.2E2			* 49	* 64		32.9				
Max Q Clear Time (g_c+I1), s		41.8			42.1	43.9		34.0				
Green Ext Time (p_c), s		36.4			1.2	13.6		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		46.5
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

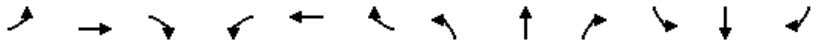
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	325	1458	0	0	2002	271	257	0	122	0	0	0
Future Volume (vph)	325	1458	0	0	2002	271	257	0	122	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	353	1585	0	0	2176	295	279	0	133	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	353	1585	0	0	2471	0	279	0	133	0	0	0
Turn Type	Prot	NA			NA		Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases												
Detector Phase	1	6			2		4		4			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0		7.0		7.0			
Minimum Split (s)	28.9	28.9			28.9		14.0		14.0			
Total Split (s)	47.0	124.0			77.0		46.0		46.0			
Total Split (%)	27.6%	72.9%			45.3%		27.1%		27.1%			
Yellow Time (s)	4.9	4.9			4.9		4.1		4.1			
All-Red Time (s)	3.9	3.9			3.9		2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0		0.0		0.0			
Total Lost Time (s)	8.8	8.8			8.8		6.1		6.1			
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?	Yes				Yes							
Recall Mode	None	Min			C-Min		None		None			
v/c Ratio	0.90	0.43			0.88		0.84		0.36			
Control Delay	57.4	33.8			25.3		86.9		21.0			
Queue Delay	37.0	48.8			0.4		0.0		0.0			
Total Delay	94.4	82.5			25.7		86.9		21.0			
Queue Length 50th (ft)	394	609			707		302		36			
Queue Length 95th (ft)	m#527	682			#805		399		98			
Internal Link Dist (ft)		392			571			585			564	
Turn Bay Length (ft)	300								525			
Base Capacity (vph)	409	3652			2805		403		432			
Starvation Cap Reductn	76	2245			0		0		0			
Spillback Cap Reductn	0	0			77		0		0			
Storage Cap Reductn	0	0			0		0		0			
Reduced v/c Ratio	1.06	1.13			0.91		0.69		0.31			

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 166 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
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: 10: I-75 NB OFR/I-75 NB ONR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	1458	0	0	2002	271	257	0	122	0	0	0
Future Volume (veh/h)	325	1458	0	0	2002	271	257	0	122	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1826	0	1826			
Adj Flow Rate, veh/h	353	1585	0	0	2176	0	279	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	5	0	5			
Cap, veh/h	369	3764	0	0	3076		305	0				
Arrive On Green	0.41	1.00	0.00	0.00	0.48	0.00	0.18	0.00	0.00			
Sat Flow, veh/h	1781	5274	0	0	6958	0	1739	0	1547			
Grp Volume(v), veh/h	353	1585	0	0	2176	0	279	0	0			
Grp Sat Flow(s),veh/h/ln	1781	1702	0	0	1609	0	1739	0	1547			
Q Serve(g_s), s	32.7	0.0	0.0	0.0	45.3	0.0	26.8	0.0	0.0			
Cycle Q Clear(g_c), s	32.7	0.0	0.0	0.0	45.3	0.0	26.8	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		0.00	1.00		1.00			
Lane Grp Cap(c), veh/h	369	3764	0	0	3076		305	0				
V/C Ratio(X)	0.96	0.42	0.00	0.00	0.71		0.92	0.00				
Avail Cap(c_a), veh/h	400	3764	0	0	3076		408	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	49.0	0.0	0.0	0.0	35.0	0.0	68.9	0.0	0.0			
Incr Delay (d2), s/veh	21.6	0.0	0.0	0.0	1.4	0.0	22.6	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.2	0.0	0.0	0.0	17.6	0.0	13.9	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	0.0	0.0	0.0	36.4	0.0	91.5	0.0	0.0			
LnGrp LOS	E	A	A	A	D		F	A				
Approach Vol, veh/h		1938			2176	A		279	A			
Approach Delay, s/veh		12.9			36.4			91.5				
Approach LOS		B			D			F				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	44.0	90.1		35.9		134.1						
Change Period (Y+Rc), s	8.8	8.8		6.1		8.8						
Max Green Setting (Gmax), s	38.2	68.2		39.9		115.2						
Max Q Clear Time (g_c+I1), s	34.7	47.3		28.8		2.0						
Green Ext Time (p_c), s	0.6	16.8		1.0		22.9						

Intersection Summary												
HCM 6th Ctrl Delay			29.5									
HCM 6th LOS			C									

Notes

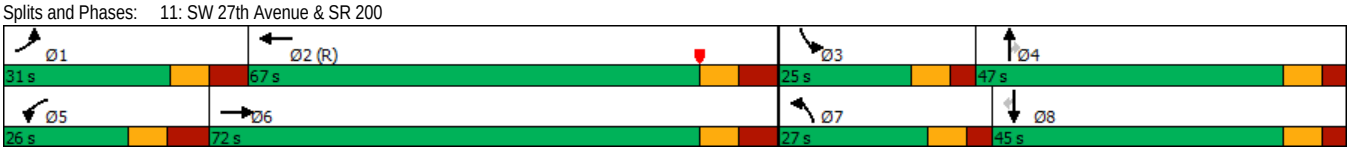
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	1091	143	133	1422	37	303	584	84	89	652	168
Future Volume (vph)	208	1091	143	133	1422	37	303	584	84	89	652	168
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
Adj. Flow (vph)	214	1125	147	137	1466	38	312	602	87	92	672	173
Shared Lane Traffic (%)												
Lane Group Flow (vph)	214	1272	0	137	1504	0	312	602	87	92	672	173
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9		17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	31.0	72.0		26.0	67.0		27.0	47.0	47.0	25.0	45.0	45.0
Total Split (%)	18.2%	42.4%		15.3%	39.4%		15.9%	27.6%	27.6%	14.7%	26.5%	26.5%
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0		5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9		10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.94	0.67		0.85	0.87		0.85	0.72	0.17	0.65	0.91	0.38
Control Delay	127.2	31.7		115.2	58.9		95.0	65.5	0.8	96.7	82.2	11.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	127.2	31.7		115.2	58.9		95.0	65.5	0.8	96.7	82.2	11.4
Queue Length 50th (ft)	249	200		153	581		178	324	0	101	385	10
Queue Length 95th (ft)	#429	327		#278	645		#251	405	0	166	#483	80
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	227	1896		166	1732		379	837	498	174	766	469
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	0.94	0.67		0.83	0.87		0.82	0.72	0.17	0.53	0.88	0.37

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	208	1091	143	133	1422	37	303	584	84	89	652	168
Future Volume (veh/h)	208	1091	143	133	1422	37	303	584	84	89	652	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	214	1125	0	137	1466	0	312	602	50	92	672	118
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1991		156	1815		352	871	388	111	730	326
Arrive On Green	0.12	0.39	0.00	0.09	0.36	0.00	0.10	0.24	0.24	0.06	0.21	0.21
Sat Flow, veh/h	1781	5274	0	1781	5274	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	214	1125	0	137	1466	0	312	602	50	92	672	118
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	20.3	29.3	0.0	12.9	44.1	0.0	15.2	26.2	4.2	8.7	31.5	10.9
Cycle Q Clear(g_c), s	20.3	29.3	0.0	12.9	44.1	0.0	15.2	26.2	4.2	8.7	31.5	10.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1991		156	1815		352	871	388	111	730	326
V/C Ratio(X)	0.97	0.56		0.88	0.81		0.89	0.69	0.13	0.83	0.92	0.36
Avail Cap(c_a), veh/h	221	1991		166	1815		382	871	388	176	769	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.75	0.75	0.75	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.1	40.6	0.0	76.6	49.5	0.0	75.3	58.3	50.0	78.8	66.2	58.0
Incr Delay (d2), s/veh	51.3	0.4	0.0	36.1	4.0	0.0	16.0	1.8	0.1	16.1	15.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.3	12.2	0.0	7.4	19.1	0.0	7.4	11.8	1.7	4.4	15.7	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.4	40.9	0.0	112.7	53.5	0.0	91.4	60.1	50.1	94.8	82.0	58.6
LnGrp LOS	F	D		F	D		F	E	D	F	F	E
Approach Vol, veh/h		1339	A		1603	A		964			882	
Approach Delay, s/veh		54.4			58.6			69.7			80.2	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	70.3	18.8	49.8	25.1	76.2	25.5	43.1
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 21	* 57	* 17	* 39	* 16	* 62	* 19	* 37
Max Q Clear Time (g_c+I1), s	22.3	46.1	10.7	28.2	14.9	31.3	17.2	33.5
Green Ext Time (p_c), s	0.0	6.7	0.1	2.8	0.0	8.6	0.2	1.4

Intersection Summary	
HCM 6th Ctrl Delay	63.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

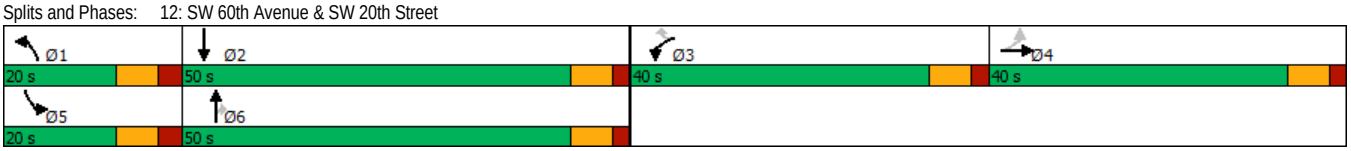
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

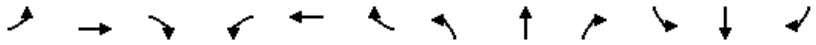
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	383	0	259	1	519	240	170	686	0
Future Volume (vph)	0	0	0	383	0	259	1	519	240	170	686	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	426	0	288	1	577	267	189	762	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	426	0	288	1	577	267	189	762	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	40.0	40.0		40.0		40.0	20.0	50.0	50.0	20.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%		26.7%	13.3%	33.3%	33.3%	13.3%	33.3%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.63		0.39	0.01	0.71	0.47	0.74	0.50	
Control Delay				27.5		6.8	39.0	36.0	6.5	55.8	20.2	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				27.5		6.8	39.0	36.0	6.5	55.8	20.2	
Queue Length 50th (ft)				183		20	1	153	0	100	144	
Queue Length 95th (ft)				315		82	6	208	57	#219	258	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				679		748	254	1749	916	255	1766	
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				0.63		0.39	0.00	0.33	0.29	0.74	0.43	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 86.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	383	0	259	1	519	240	170	686	0
Future Volume (veh/h)	0	0	0	383	0	259	1	519	240	170	686	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	426	0	114	1	577	186	189	762	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	3	0	608	0	0	3	840	375	272	1389	0
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.24	0.24	0.15	0.39	0.00
Sat Flow, veh/h	0	-125314	0	1781	426		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	426	23.0		1	577	186	189	762	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	C		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	14.3			0.0	9.4	6.4	6.3	10.5	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	14.3			0.0	9.4	6.4	6.3	10.5	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	3	0	608			3	840	375	272	1389	0
V/C Ratio(X)	0.00	0.00	0.00	0.70			0.29	0.69	0.50	0.69	0.55	0.00
Avail Cap(c_a), veh/h	0	989	0	1056			354	2424	1081	354	2443	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	21.5			31.4	21.9	20.7	25.3	14.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.5			32.0	0.8	0.8	3.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	5.3			0.0	3.5	2.1	2.6	3.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	23.0			63.4	22.6	21.5	28.5	15.1	0.0
LnGrp LOS	A	A	A	C			E	C	C	C	B	A
Approach Vol, veh/h		0						764			951	
Approach Delay, s/veh		0.0						22.4			17.8	
Approach LOS								C			B	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.5	31.3	24.1	0.0	17.1	21.7
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 13	43.3	33.3	33.3	* 13	43.3
Max Q Clear Time (g_c+I1), s	2.0	12.5	16.3	0.0	8.3	11.4
Green Ext Time (p_c), s	0.0	4.2	1.2	0.0	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	141	114	20	212	87	131	505	49	101	774	223
Future Volume (vph)	115	141	114	20	212	87	131	505	49	101	774	223
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
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	124	152	123	22	228	94	141	543	53	109	832	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	275	0	22	322	0	141	596	0	109	1072	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		7.0	25.0		7.0	25.0	
Minimum Split (s)	10.7	16.8		10.7	16.8		12.7	31.8		12.7	31.8	
Total Split (s)	11.0	20.0		11.0	20.0		20.0	50.0		20.0	50.0	
Total Split (%)	10.9%	19.8%		10.9%	19.8%		19.8%	49.5%		19.8%	49.5%	
Yellow Time (s)	3.7	4.8		3.7	4.8		3.7	4.8		3.7	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.8		5.7	6.8		5.7	6.8		5.7	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	0.66	0.64		0.09	1.15		0.50	0.40		0.23	0.81	
Control Delay	47.2	39.2		27.1	134.2		17.1	17.8		9.6	28.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.2	39.2		27.1	134.2		17.1	17.8		9.6	28.4	
Queue Length 50th (ft)	51	111		9	~201		33	116		25	256	
Queue Length 95th (ft)	#146	#342		31	#435		75	163		46	360	
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	188	433		257	281		362	1734		592	1733	
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	0.66	0.64		0.09	1.15		0.39	0.34		0.18	0.62	

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 87.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	141	114	20	212	87	131	505	49	101	774	223
Future Volume (veh/h)	115	141	114	20	212	87	131	505	49	101	774	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	124	152	89	22	228	70	141	543	45	109	832	203
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	210	231	135	226	225	69	293	1206	100	436	1041	254
Arrive On Green	0.07	0.21	0.21	0.02	0.17	0.17	0.08	0.37	0.37	0.08	0.37	0.37
Sat Flow, veh/h	1781	1106	648	1753	1351	415	1739	3244	268	1781	2832	691
Grp Volume(v), veh/h	124	0	241	22	0	298	141	290	298	109	522	513
Grp Sat Flow(s),veh/h/ln	1781	0	1754	1753	0	1766	1739	1735	1778	1781	1777	1746
Q Serve(g_s), s	4.6	0.0	10.0	0.8	0.0	13.2	3.8	10.0	10.1	2.9	20.9	20.9
Cycle Q Clear(g_c), s	4.6	0.0	10.0	0.8	0.0	13.2	3.8	10.0	10.1	2.9	20.9	20.9
Prop In Lane	1.00		0.37	1.00		0.23	1.00		0.15	1.00		0.40
Lane Grp Cap(c), veh/h	210	0	366	226	0	294	293	645	661	436	653	642
V/C Ratio(X)	0.59	0.00	0.66	0.10	0.00	1.01	0.48	0.45	0.45	0.25	0.80	0.80
Avail Cap(c_a), veh/h	210	0	366	301	0	294	460	944	968	615	967	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.2	0.0	28.8	26.6	0.0	33.1	16.7	18.8	18.8	13.6	22.5	22.5
Incr Delay (d2), s/veh	4.4	0.0	4.3	0.2	0.0	56.2	1.2	0.5	0.5	0.3	3.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	4.3	0.3	0.0	9.8	1.4	3.7	3.8	1.0	8.2	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	0.0	33.0	26.8	0.0	89.3	17.9	19.3	19.3	13.9	25.4	25.5
LnGrp LOS	C	A	C	C	A	F	B	B	B	B	C	C
Approach Vol, veh/h		365			320			729			1144	
Approach Delay, s/veh		32.2			85.0			19.0			24.3	
Approach LOS		C			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	36.3	7.6	23.4	12.4	36.0	11.0	20.0
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	43.2	* 5.3	13.2	* 14	43.2	* 5.3	13.2
Max Q Clear Time (g_c+I1), s	4.9	12.1	2.8	12.0	5.8	22.9	6.6	15.2
Green Ext Time (p_c), s	0.1	3.4	0.0	0.1	0.2	6.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	106	23	572	1119	3
Future Volume (vph)	21	106	23	572	1119	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	22	112	24	602	1178	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	134	0	24	602	1181	0
Sign Control	Stop			Free	Free	

Intersection Summary

Control Type: Unsignalized

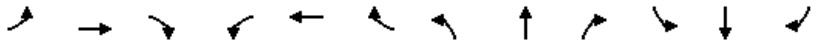
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	106	23	572	1119	3
Future Vol, veh/h	21	106	23	572	1119	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	22	112	24	602	1178	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1529	591	1181	0	-	0
Stage 1	1180	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.16	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.23	-	-	-
Pot Cap-1 Maneuver	108	450	581	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	104	450	581	-	-	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	244	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.6	0.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	581	-	290	-	-
HCM Lane V/C Ratio	0.042	-	0.461	-	-
HCM Control Delay (s)	11.5	-	27.6	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	3	8	29	1	60	10	521	16	121	1040	1
Future Volume (vph)	13	3	8	29	1	60	10	521	16	121	1040	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	14	3	8	30	1	63	10	543	17	126	1083	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	94	0	10	560	0	126	1084	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	3	8	29	1	60	10	521	16	121	1040	1
Future Vol, veh/h	13	3	8	29	1	60	10	521	16	121	1040	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	310	-	-	445	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	14	3	8	30	1	63	10	543	17	126	1083	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1628	1916	542	1367	1908	280	1084	0	0	560	0	0
Stage 1	1336	1336	-	572	572	-	-	-	-	-	-	-
Stage 2	292	580	-	795	1336	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	68	67	485	105	67	714	639	-	-	1007	-	-
Stage 1	162	221	-	470	500	-	-	-	-	-	-	-
Stage 2	692	498	-	345	219	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	55	58	485	89	58	714	639	-	-	1007	-	-
Mov Cap-2 Maneuver	55	58	-	89	58	-	-	-	-	-	-	-
Stage 1	159	193	-	462	492	-	-	-	-	-	-	-
Stage 2	620	490	-	292	192	-	-	-	-	-	-	-

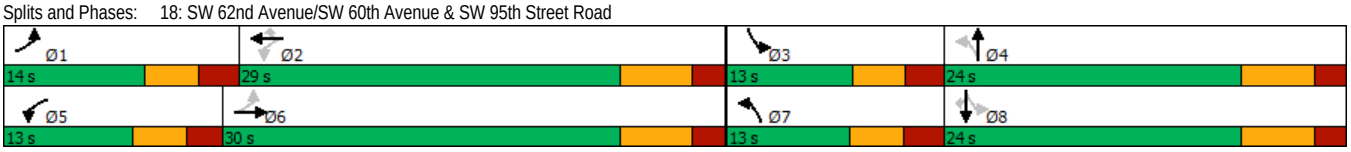
Approach	EB	WB	NB	SB
HCM Control Delay, s	70.4	35	0.2	0.9
HCM LOS	F	E		

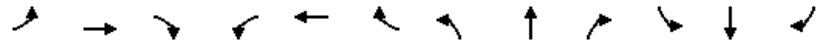
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	639	-	-	79	211	1007	-	-
HCM Lane V/C Ratio	0.016	-	-	0.316	0.444	0.125	-	-
HCM Control Delay (s)	10.7	-	-	70.4	35	9.1	-	-
HCM Lane LOS	B	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.2	2.1	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	109	48	13	75	291	25	230	18	491	438	23
Future Volume (vph)	24	109	48	13	75	291	25	230	18	491	438	23
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
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	25	112	49	13	77	300	26	237	19	506	452	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	161	0	13	77	300	26	256	0	506	452	24
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	14.0	30.0		13.0	29.0	29.0	13.0	24.0		13.0	24.0	24.0
Total Split (%)	17.5%	37.5%		16.3%	36.3%	36.3%	16.3%	30.0%		16.3%	30.0%	30.0%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.06	0.17		0.03	0.09	0.49	0.06	0.53		1.04	0.60	0.03
Control Delay	13.8	13.3		13.3	20.7	6.5	11.0	25.1		71.6	25.2	0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.8	13.3		13.3	20.7	6.5	11.0	25.1		71.6	25.2	0.1
Queue Length 50th (ft)	6	14		3	10	0	4	70		102	90	0
Queue Length 95th (ft)	20	44		13	31	59	19	165		#459	#369	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	442	1331		441	1320	778	422	539		488	750	753
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	0.06	0.12		0.03	0.06	0.39	0.06	0.47		1.04	0.60	0.03

Intersection Summary
Cycle Length: 80
Actuated Cycle Length: 61.7
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





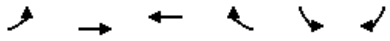
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	109	48	13	75	291	25	230	18	491	438	23
Future Volume (veh/h)	24	109	48	13	75	291	25	230	18	491	438	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	112	31	13	77	149	26	237	14	506	452	20
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	690	184	431	837	373	270	412	24	453	582	493
Arrive On Green	0.04	0.26	0.26	0.02	0.24	0.24	0.04	0.24	0.24	0.12	0.31	0.31
Sat Flow, veh/h	1725	2684	718	1781	3554	1585	1781	1748	103	1781	1870	1585
Grp Volume(v), veh/h	25	70	73	13	77	149	26	0	251	506	452	20
Grp Sat Flow(s),veh/h/ln	1725	1721	1682	1781	1777	1585	1781	0	1852	1781	1870	1585
Q Serve(g_s), s	0.7	2.0	2.1	0.3	1.1	5.1	0.7	0.0	7.6	7.5	14.0	0.6
Cycle Q Clear(g_c), s	0.7	2.0	2.1	0.3	1.1	5.1	0.7	0.0	7.6	7.5	14.0	0.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	425	442	432	431	837	373	270	0	436	453	582	493
V/C Ratio(X)	0.06	0.16	0.17	0.03	0.09	0.40	0.10	0.00	0.58	1.12	0.78	0.04
Avail Cap(c_a), veh/h	585	640	626	606	1266	565	404	0	515	453	582	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.0	18.3	18.4	17.7	19.0	20.5	17.6	0.0	21.5	21.5	19.9	15.3
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.0	0.0	0.7	0.2	0.0	1.2	78.0	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	0.7	0.1	0.4	1.7	0.3	0.0	3.0	12.5	6.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	18.5	18.6	17.7	19.1	21.2	17.8	0.0	22.7	99.5	26.5	15.3
LnGrp LOS	B	B	B	B	B	C	B	A	C	F	C	B
Approach Vol, veh/h		168			239			277			978	
Approach Delay, s/veh		18.3			20.3			22.3			64.0	
Approach LOS		B			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.1	21.3	13.0	21.3	6.7	22.7	8.2	26.1
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 8.4	22.7	7.5	17.7	* 7.7	23.7	* 7.4	17.7
Max Q Clear Time (g_c+I1), s	2.7	7.1	9.5	9.6	2.3	4.1	2.7	16.0
Green Ext Time (p_c), s	0.0	0.7	0.0	0.7	0.0	0.6	0.0	0.5

Intersection Summary		
HCM 6th Ctrl Delay		46.2
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	36	1047	954	57	128	71
Future Volume (vph)	36	1047	954	57	128	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	1138	1037	62	139	77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	1138	1099	0	216	0
Sign Control		Free	Free		Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	47

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	1047	954	57	128	71
Future Vol, veh/h	36	1047	954	57	128	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	1138	1037	62	139	77

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1099	0	-	0	1715	550
Stage 1	-	-	-	-	1068	-
Stage 2	-	-	-	-	647	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	631	-	-	-	~ 81	479
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	631	-	-	-	~ 76	479
Mov Cap-2 Maneuver	-	-	-	-	~ 76	-
Stage 1	-	-	-	-	273	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	$ 539.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	631	-	-	-	109
HCM Lane V/C Ratio	0.062	-	-	-	1.984
HCM Control Delay (s)	11.1	-	-	-	$ 539.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	17.9

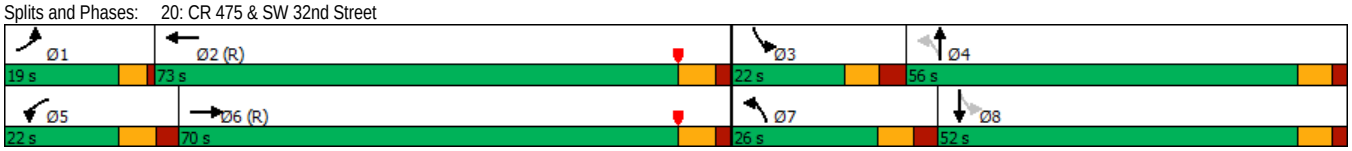
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	1186	158	106	882	25	135	156	134	48	397	182
Future Volume (vph)	77	1186	158	106	882	25	135	156	134	48	397	182
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	85	1303	174	116	969	27	148	171	147	53	436	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1477	0	116	996	0	148	318	0	53	636	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	12.0		8.0	12.0	
Minimum Split (s)	9.5	31.0		15.6	31.0		15.5	50.0		15.8	50.0	
Total Split (s)	19.0	70.0		22.0	73.0		26.0	56.0		22.0	52.0	
Total Split (%)	11.2%	41.2%		12.9%	42.9%		15.3%	32.9%		12.9%	30.6%	
Yellow Time (s)	3.5	4.8		4.8	4.8		4.5	4.5		4.4	4.5	
All-Red Time (s)	1.0	2.0		2.8	2.0		3.0	2.0		3.4	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.8		7.6	6.8		7.5	6.5		7.8	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.66	1.13		0.82	0.70		0.70	0.52		0.16	1.25	
Control Delay	99.9	114.4		114.2	46.0		59.2	46.2		32.3	176.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	99.9	114.4		114.2	46.0		59.2	46.2		32.3	176.9	
Queue Length 50th (ft)	93	~1003		129	490		112	269		36	~885	
Queue Length 95th (ft)	158	#1143		#238	580		196	386		67	#1153	
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	150	1311		149	1416		232	606		383	507	
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	0.57	1.13		0.78	0.70		0.64	0.52		0.14	1.25	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 76 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 20: CR 475 & SW 32nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	1186	158	106	882	25	135	156	134	48	397	182
Future Volume (veh/h)	77	1186	158	106	882	25	135	156	134	48	397	182
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	85	1303	130	116	969	24	148	171	104	53	436	132
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	104	1360	135	135	1605	40	172	321	195	300	369	112
Arrive On Green	0.06	0.42	0.42	0.08	0.45	0.45	0.07	0.30	0.30	0.04	0.27	0.27
Sat Flow, veh/h	1781	3264	324	1781	3544	88	1781	1089	662	1781	1378	417
Grp Volume(v), veh/h	85	707	726	116	486	507	148	0	275	53	0	568
Grp Sat Flow(s),veh/h/ln	1781	1777	1812	1781	1777	1855	1781	0	1751	1781	0	1795
Q Serve(g_s), s	8.0	65.5	66.3	10.9	35.0	35.0	10.2	0.0	22.3	3.6	0.0	45.5
Cycle Q Clear(g_c), s	8.0	65.5	66.3	10.9	35.0	35.0	10.2	0.0	22.3	3.6	0.0	45.5
Prop In Lane	1.00		0.18	1.00		0.05	1.00		0.38	1.00		0.23
Lane Grp Cap(c), veh/h	104	741	755	135	805	840	172	0	517	300	0	480
V/C Ratio(X)	0.82	0.95	0.96	0.86	0.60	0.60	0.86	0.00	0.53	0.18	0.00	1.18
Avail Cap(c_a), veh/h	152	741	755	151	805	840	236	0	517	372	0	480
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	79.2	48.0	48.2	77.6	35.0	35.0	46.4	0.0	50.1	42.6	0.0	62.3
Incr Delay (d2), s/veh	19.6	23.7	24.6	33.4	3.3	3.2	20.5	0.0	1.0	0.3	0.0	101.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	33.0	34.2	6.2	15.6	16.3	5.5	0.0	9.9	1.6	0.0	34.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	71.7	72.8	111.0	38.4	38.2	67.0	0.0	51.1	42.8	0.0	163.8
LnGrp LOS	F	E	E	F	D	D	E	A	D	D	A	F
Approach Vol, veh/h		1518			1109			423			621	
Approach Delay, s/veh		73.8			45.9			56.7			153.5	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	83.8	15.1	56.7	20.5	77.6	19.8	52.0
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	14.5	66.2	14.2	49.5	* 14	63.2	18.5	45.5
Max Q Clear Time (g_c+I1), s	10.0	37.0	5.6	24.3	12.9	68.3	12.2	47.5
Green Ext Time (p_c), s	0.1	6.5	0.0	1.6	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	674	18	102	794	41	123
Future Volume (vph)	674	18	102	794	41	123
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	757	20	115	892	46	138
Shared Lane Traffic (%)						
Lane Group Flow (vph)	777	0	115	892	46	138
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	674	18	102	794	41	123
Future Vol, veh/h	674	18	102	794	41	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	265	-	0	270
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	757	20	115	892	46	138

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	777	0	1443	389
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	676	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	835	-	123	610
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	467	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	835	-	106	610
Mov Cap-2 Maneuver	-	-	-	-	106	-
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	403	-

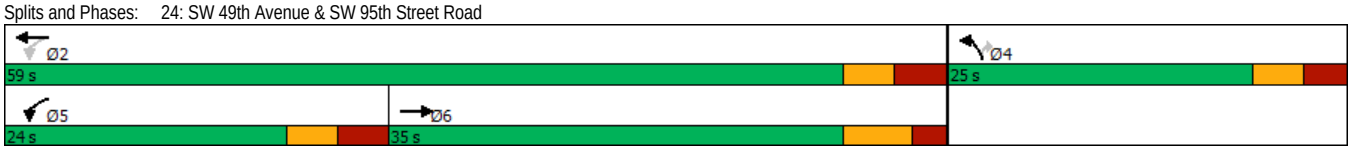
Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	25.2
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	610	-	-	835	-
HCM Lane V/C Ratio	0.435	0.227	-	-	0.137	-
HCM Control Delay (s)	62.8	12.6	-	-	10	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	1.8	0.9	-	-	0.5	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	117	406	44	87	307	44
Future Volume (vph)	117	406	44	87	307	44
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	127	441	48	95	334	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	568	0	48	95	334	48
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			4
Detector Phase	6		5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0		7.0	15.0	15.0	15.0
Minimum Split (s)	26.6		13.4	24.6	21.0	21.0
Total Split (s)	35.0		24.0	59.0	25.0	25.0
Total Split (%)	41.7%		28.6%	70.2%	29.8%	29.8%
Yellow Time (s)	4.3		3.2	3.2	3.2	3.2
All-Red Time (s)	2.3		3.2	3.4	2.8	2.8
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6		6.4	6.6	6.0	6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	Min		None	None	None	None
v/c Ratio	0.46		0.12	0.06	0.58	0.09
Control Delay	6.2		9.0	8.6	21.3	6.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	6.2		9.0	8.6	21.3	6.0
Queue Length 50th (ft)	17		8	8	100	0
Queue Length 95th (ft)	56		23	19	180	20
Internal Link Dist (ft)	5200			3554	3071	
Turn Bay Length (ft)			240		420	
Base Capacity (vph)	1922		665	3272	652	613
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.30		0.07	0.03	0.51	0.08

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 53
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 24: SW 49th Avenue & SW 95th Street Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	117	406	44	87	307	44
Future Volume (veh/h)	117	406	44	87	307	44
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	441	48	95	334	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	600	536	313	1833	468	417
Arrive On Green	0.34	0.34	0.07	0.52	0.26	0.26
Sat Flow, veh/h	1870	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	127	441	48	95	334	48
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	2.9	14.5	0.9	0.8	9.7	1.3
Cycle Q Clear(g_c), s	2.9	14.5	0.9	0.8	9.7	1.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	600	536	313	1833	468	417
V/C Ratio(X)	0.21	0.82	0.15	0.05	0.71	0.12
Avail Cap(c_a), veh/h	887	791	747	3272	595	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	17.3	11.8	6.9	19.0	15.9
Incr Delay (d2), s/veh	0.2	4.5	0.2	0.0	2.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.9	0.3	0.2	3.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.6	21.8	12.0	6.9	22.0	16.1
LnGrp LOS	B	C	B	A	C	B
Approach Vol, veh/h	568			143	382	
Approach Delay, s/veh	20.0			8.6	21.2	
Approach LOS	B			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.0		21.0	10.1	25.8
Change Period (Y+Rc), s		* 6.6		6.0	6.4	* 6.6
Max Green Setting (Gmax), s		* 52		19.0	17.6	* 28
Max Q Clear Time (g_c+I1), s		2.8		11.7	2.9	16.5
Green Ext Time (p_c), s		0.5		0.7	0.1	2.7

Intersection Summary		
HCM 6th Ctrl Delay		18.9
HCM 6th LOS		B

Notes

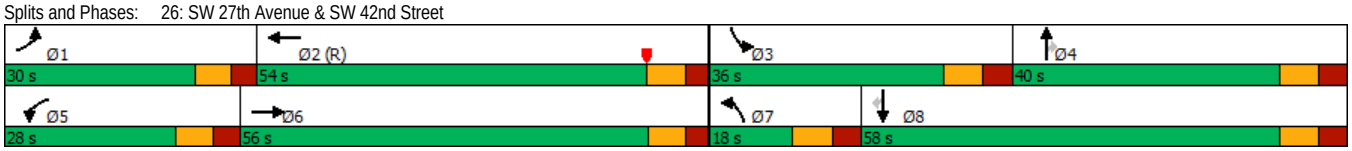
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

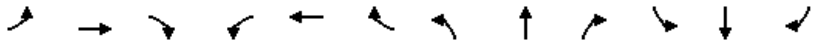
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	164	801	142	225	706	309	55	334	121	540	559	297
Future Volume (vph)	164	801	142	225	706	309	55	334	121	540	559	297
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	173	843	149	237	743	325	58	352	127	568	588	313
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	992	0	237	1068	0	58	352	127	568	588	313
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.4	44.4		13.6	44.5		14.3	18.3	18.3	14.3	18.3	18.3
Total Split (s)	30.0	56.0		28.0	54.0		18.0	40.0	40.0	36.0	58.0	58.0
Total Split (%)	18.8%	35.0%		17.5%	33.8%		11.3%	25.0%	25.0%	22.5%	36.3%	36.3%
Yellow Time (s)	4.4	4.4		4.5	4.5		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0		3.1	3.0		3.5	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.6	7.5		8.3	8.3	8.3	8.3	8.3	8.3
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.80	0.94		0.98	0.96		0.59	0.53	0.28	0.96	0.97	0.49
Control Delay	93.8	69.4		119.5	70.8		97.5	61.4	1.5	92.3	83.6	19.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.8	69.4		119.5	70.8		97.5	61.4	1.5	92.3	83.6	19.4
Queue Length 50th (ft)	177	528		~269	~603		60	174	0	307	~647	100
Queue Length 95th (ft)	263	#662		#451	#766		112	228	0	#426	#888	199
Internal Link Dist (ft)		1700			2015			1169			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	250	1059		242	1107		107	701	470	594	604	642
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	0.69	0.94		0.98	0.96		0.54	0.50	0.27	0.96	0.97	0.49

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	801	142	225	706	309	55	334	121	540	559	297
Future Volume (veh/h)	164	801	142	225	706	309	55	334	121	540	559	297
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	173	843	111	237	743	283	58	352	90	568	588	207
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	1017	134	227	860	327	74	636	284	598	581	492
Arrive On Green	0.11	0.32	0.32	0.13	0.34	0.34	0.04	0.18	0.18	0.17	0.31	0.31
Sat Flow, veh/h	1781	3157	416	1781	2516	958	1781	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	173	474	480	237	525	501	58	352	90	568	588	207
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1698	1781	1777	1585	1728	1870	1585
Q Serve(g_s), s	15.3	39.5	39.5	20.4	44.1	44.1	5.2	14.4	7.9	26.0	49.7	16.6
Cycle Q Clear(g_c), s	15.3	39.5	39.5	20.4	44.1	44.1	5.2	14.4	7.9	26.0	49.7	16.6
Prop In Lane	1.00		0.23	1.00		0.56	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	573	579	227	607	580	74	636	284	598	581	492
V/C Ratio(X)	0.89	0.83	0.83	1.04	0.86	0.86	0.79	0.55	0.32	0.95	1.01	0.42
Avail Cap(c_a), veh/h	252	573	579	227	607	580	108	704	314	598	581	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32
Uniform Delay (d), s/veh	70.3	50.1	50.1	69.8	49.2	49.2	76.0	59.9	57.2	65.5	55.2	43.7
Incr Delay (d2), s/veh	24.9	9.9	9.8	71.6	15.1	15.7	20.2	1.1	0.9	11.2	24.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	18.8	18.9	13.7	21.7	20.8	2.8	6.5	3.2	12.2	26.7	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.2	60.0	59.9	141.4	64.3	65.0	96.2	60.9	58.1	76.6	79.3	44.0
LnGrp LOS	F	E	E	F	E	E	F	E	E	E	F	D
Approach Vol, veh/h		1127			1263			500			1363	
Approach Delay, s/veh		65.4			79.0			64.5			72.8	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.9	62.2	36.0	36.9	28.0	59.1	14.9	58.0
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	22.6	46.5	27.7	31.7	20.4	* 49	9.7	49.7
Max Q Clear Time (g_c+I1), s	17.3	46.1	28.0	16.4	22.4	41.5	7.2	51.7
Green Ext Time (p_c), s	0.2	0.2	0.0	2.8	0.0	3.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	195	72	6	131	65	85	274	8	92	470	216
Future Volume (vph)	132	195	72	6	131	65	85	274	8	92	470	216
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
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	148	219	81	7	147	73	96	308	9	103	528	243
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	448	0	0	227	0	96	317	0	103	771	0
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases				4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	17.0		6.0	17.0	
Minimum Split (s)	12.8	22.0		22.0	22.0		13.0	23.8		13.0	23.8	
Total Split (s)	25.0	62.0		37.0	37.0		15.0	70.0		15.0	70.0	
Total Split (%)	17.0%	42.2%		25.2%	25.2%		10.2%	47.6%		10.2%	47.6%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.2	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.8	6.8		7.0	6.8	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Min	None		None	None		None	Min		None	Min	
v/c Ratio		5.74			0.44		0.68	0.40		0.22	0.99	
Control Delay		2166.2			42.7		48.1	30.5		18.7	70.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		2166.2			42.7		48.1	30.5		18.7	70.6	
Queue Length 50th (ft)		~817			166		44	206		48	716	
Queue Length 95th (ft)		#1026			247		#113	284		80	#984	
Internal Link Dist (ft)		1849			1734			1468			7887	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)		78			518		149	801		472	777	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		5.74			0.44		0.64	0.40		0.22	0.99	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 146.4

Natural Cycle: 80

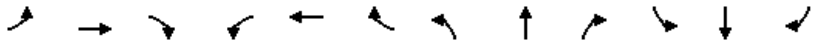
Control Type: Actuated-Uncoordinated

~ 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: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	195	72	6	131	65	85	274	8	92	470	216
Future Volume (veh/h)	132	195	72	6	131	65	85	274	8	92	470	216
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	148	219	74	7	147	48	96	308	9	103	528	228
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	272	92	44	276	87	296	935	27	626	644	278
Arrive On Green	0.00	0.21	0.21	0.21	0.21	0.21	0.06	0.52	0.52	0.06	0.52	0.52
Sat Flow, veh/h	0	1327	448	22	1345	426	1781	1808	53	1781	1239	535
Grp Volume(v), veh/h	0	0	293	202	0	0	96	0	317	103	0	756
Grp Sat Flow(s),veh/h/ln	0	0	1775	1793	0	0	1781	0	1861	1781	0	1774
Q Serve(g_s), s	0.0	0.0	14.8	0.0	0.0	0.0	2.3	0.0	9.4	2.5	0.0	33.6
Cycle Q Clear(g_c), s	0.0	0.0	14.8	9.5	0.0	0.0	2.3	0.0	9.4	2.5	0.0	33.6
Prop In Lane	0.00		0.25	0.03		0.24	1.00		0.03	1.00		0.30
Lane Grp Cap(c), veh/h	0	0	364	407	0	0	296	0	962	626	0	923
V/C Ratio(X)	0.00	0.00	0.80	0.50	0.00	0.00	0.32	0.00	0.33	0.16	0.00	0.82
Avail Cap(c_a), veh/h	0	0	1039	609	0	0	347	0	1247	672	0	1189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	35.7	33.6	0.0	0.0	15.8	0.0	13.3	9.5	0.0	18.9
Incr Delay (d2), s/veh	0.0	0.0	5.9	1.3	0.0	0.0	0.2	0.0	0.7	0.0	0.0	6.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.6	4.1	0.0	0.0	0.8	0.0	3.7	0.8	0.0	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	41.6	34.9	0.0	0.0	16.0	0.0	14.0	9.5	0.0	25.8
LnGrp LOS	A	A	D	C	A	A	B	A	B	A	A	C
Approach Vol, veh/h		293			202			413			859	
Approach Delay, s/veh		41.6			34.9			14.5			23.9	
Approach LOS		D			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	55.8	0.0	26.1	12.6	55.6		26.1				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	* 7	6.8		6.8				
Max Green Setting (Gmax), s	8.2	63.2	18.2	30.2	* 8	63.2		55.2				
Max Q Clear Time (g_c+I1), s	4.3	35.6	0.0	11.5	4.5	11.4		16.8				
Green Ext Time (p_c), s	0.0	13.4	0.0	1.3	0.0	5.2		2.5				

Intersection Summary	
HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H2: PM Peak Hour 2040 Future Year Background Traffic Conditions

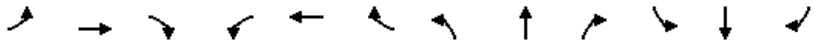
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1510	139	74	2083	530	93	236	27	479	278	118
Future Volume (vph)	89	1510	139	74	2083	530	93	236	27	479	278	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	97	1641	151	80	2264	576	101	257	29	521	302	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1792	0	80	2840	0	101	286	0	521	430	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2		15.5	14.3		14.7	14.3	
Total Split (s)	26.0	97.0		18.0	89.0		23.0	24.0		21.0	22.0	
Total Split (%)	16.3%	60.6%		11.3%	55.6%		14.4%	15.0%		13.1%	13.8%	
Yellow Time (s)	5.3	5.3		5.2	5.2		5.0	5.0		4.1	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0		3.5	2.3		3.6	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2		8.5	7.3		7.7	7.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.64	0.64		0.77	1.05		0.71	0.78		1.90	1.20	
Control Delay	89.2	25.6		94.9	51.2		97.2	83.1		454.3	166.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	89.2	25.6		94.9	51.2		97.2	83.1		454.3	166.3	
Queue Length 50th (ft)	100	458		88	~1158		104	153		~428	~287	
Queue Length 95th (ft)	163	507		m96	m#1202		#172	#215		#549	#406	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620			375			370		
Base Capacity (vph)	195	2796		107	2697		160	369		274	359	
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	0.50	0.64		0.75	1.05		0.63	0.78		1.90	1.20	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ 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: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1510	139	74	2083	530	93	236	27	479	278	118
Future Volume (veh/h)	89	1510	139	74	2083	530	93	236	27	479	278	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	97	1641	135	80	2264	517	101	257	15	521	302	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	119	2755	226	102	2388	514	121	305	18	278	278	62
Arrive On Green	0.07	0.57	0.57	0.06	0.56	0.56	0.07	0.09	0.09	0.08	0.10	0.10
Sat Flow, veh/h	1781	4808	395	1795	4240	912	1781	3413	198	3346	2799	621
Grp Volume(v), veh/h	97	1161	615	80	1806	975	101	133	139	521	184	186
Grp Sat Flow(s),veh/h/ln	1781	1702	1799	1795	1716	1721	1781	1777	1835	1673	1721	1699
Q Serve(g_s), s	8.6	35.4	35.5	7.0	77.6	90.1	9.0	11.8	11.9	13.3	15.9	15.9
Cycle Q Clear(g_c), s	8.6	35.4	35.5	7.0	77.6	90.1	9.0	11.8	11.9	13.3	15.9	15.9
Prop In Lane	1.00		0.22	1.00		0.53	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	119	1950	1031	102	1933	969	121	159	164	278	171	169
V/C Ratio(X)	0.81	0.60	0.60	0.79	0.93	1.01	0.83	0.84	0.85	1.87	1.08	1.10
Avail Cap(c_a), veh/h	197	1950	1031	108	1933	969	161	185	191	278	171	169
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	22.1	22.2	74.5	32.2	34.9	73.6	71.7	71.8	73.3	72.1	72.1
Incr Delay (d2), s/veh	12.5	1.3	2.5	3.8	1.3	10.7	23.3	24.7	25.5	406.3	91.0	99.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	13.8	14.9	3.3	30.1	37.6	4.8	6.4	6.7	21.4	11.3	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.1	23.5	24.7	78.3	33.5	45.6	96.9	96.5	97.3	479.7	163.0	171.8
LnGrp LOS	F	C	C	E	C	F	F	F	F	F	F	F
Approach Vol, veh/h		1873			2861			373			891	
Approach Delay, s/veh		27.1			38.9			96.9			350.0	
Approach LOS		C			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	100.0	19.4	23.2	19.0	98.4	21.0	21.6
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	7.7	* 7.3
Max Green Setting (Gmax), s	* 9.6	88.7	14.5	* 15	17.7	* 82	13.3	* 17
Max Q Clear Time (g_c+I1), s	9.0	37.5	11.0	17.9	10.6	92.1	15.3	13.9
Green Ext Time (p_c), s	0.0	17.3	0.1	0.0	0.1	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	85.0
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1396	79	721	1842	272	177	287	461	306	469	408
Future Volume (vph)	254	1396	79	721	1842	272	177	287	461	306	469	408
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	265	1454	82	751	1919	283	184	299	480	319	489	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	1536	0	751	2202	0	184	299	480	319	489	425
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	37.0	61.0		47.0	71.0		18.0	26.0	47.0	26.0	34.0	34.0
Total Split (%)	23.1%	38.1%		29.4%	44.4%		11.3%	16.3%	29.4%	16.3%	21.3%	21.3%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.70	0.90		0.96	0.98		1.60	1.40	0.68	1.59	0.84	0.81
Control Delay	97.0	49.0		87.3	35.2		349.8	252.9	34.0	328.6	78.3	29.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.0	49.0		87.3	35.2		349.8	252.9	34.0	328.6	78.3	29.4
Queue Length 50th (ft)	152	582		430	360		~274	~416	305	~473	264	113
Queue Length 95th (ft)	m171	m543		m397	m332		#441	#615	444	#675	#346	#261
Internal Link Dist (ft)		12493			405			2275			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	553	1701		791	2249		115	214	704	201	583	525
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	0.90		0.95	0.98		1.60	1.40	0.68	1.59	0.84	0.81

Intersection Summary

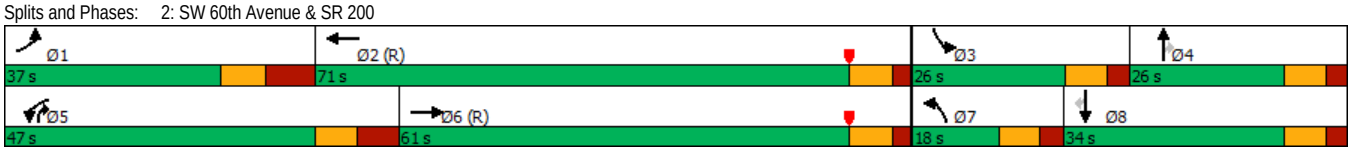
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 82 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

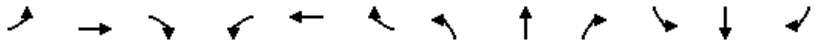
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1396	79	721	1842	272	177	287	461	306	469	408
Future Volume (veh/h)	254	1396	79	721	1842	272	177	287	461	306	469	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	1454	0	751	1919	0	184	299	409	319	489	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	318	1723		789	2383		116	215	544	203	586	262
Arrive On Green	0.09	0.34	0.00	0.23	0.47	0.00	0.06	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	3456	5274	0	3456	5274	0	1781	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	265	1454	0	751	1919	0	184	299	409	319	489	208
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	0	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	12.1	42.2	0.0	34.3	51.4	0.0	10.4	18.4	18.4	18.2	21.3	20.2
Cycle Q Clear(g_c), s	12.1	42.2	0.0	34.3	51.4	0.0	10.4	18.4	18.4	18.2	21.3	20.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	318	1723		789	2383		116	215	544	203	586	262
V/C Ratio(X)	0.83	0.84		0.95	0.81		1.59	1.39	0.75	1.57	0.83	0.80
Avail Cap(c_a), veh/h	557	1723		797	2383		116	215	544	203	586	262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.4	49.1	0.0	60.9	36.4	0.0	74.8	70.8	46.5	70.9	64.7	64.2
Incr Delay (d2), s/veh	1.6	1.4	0.0	21.0	3.0	0.0	296.6	197.8	4.9	280.9	10.1	15.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	17.6	0.0	16.9	21.1	0.0	14.2	20.5	14.9	24.0	10.3	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.0	50.5	0.0	81.9	39.5	0.0	371.4	268.6	51.4	351.8	74.7	79.7
LnGrp LOS	E	D		F	D		F	F	D	F	E	E
Approach Vol, veh/h		1719	A		2670	A		892			1016	
Approach Delay, s/veh		54.0			51.4			190.2			162.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.9	82.1	26.0	26.0	46.6	61.4	18.0	34.0
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	25.8	* 64	* 18	18.4	* 37	* 54	* 10	26.4
Max Q Clear Time (g_c+I1), s	14.1	53.4	20.2	20.4	36.3	44.2	12.4	23.3
Green Ext Time (p_c), s	0.6	7.8	0.0	0.0	0.2	5.9	0.0	1.1

Intersection Summary		
HCM 6th Ctrl Delay		89.7
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

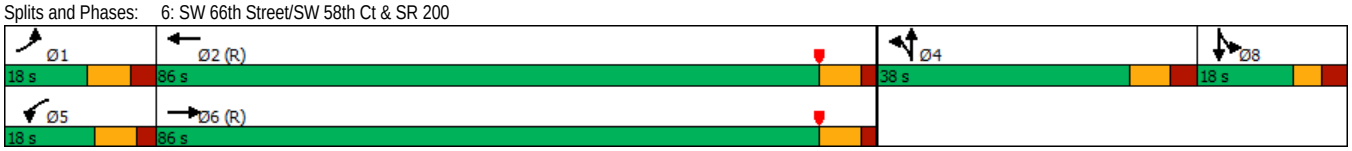
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

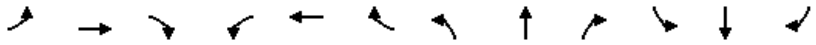
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	2048	452	298	2298	56	449	18	180	19	27	2
Future Volume (vph)	108	2048	452	298	2298	56	449	18	180	19	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	116	2202	486	320	2471	60	483	19	194	20	29	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	2688	0	320	2531	0	0	696	0	0	51	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	18.0	86.0		18.0	86.0		38.0	38.0		18.0	18.0	
Total Split (%)	11.3%	53.8%		11.3%	53.8%		23.8%	23.8%		11.3%	11.3%	
Yellow Time (s)	5.1	5.1		5.1	5.1		4.8	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1			8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.83	1.09		1.89	0.99			2.09			0.47	
Control Delay	94.4	88.6		459.6	54.3			530.0			84.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	94.4	88.6		459.6	54.3			530.0			84.8	
Queue Length 50th (ft)	125	~1126		~546	~1016			~1147			51	
Queue Length 95th (ft)	m#184	m#1108		#769	#1098			#1402			99	
Internal Link Dist (ft)		415			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	139	2461		169	2559			333			130	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.83	1.09		1.89	0.99			2.09			0.39	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	2048	452	298	2298	56	449	18	180	19	27	2
Future Volume (veh/h)	108	2048	452	298	2298	56	449	18	180	19	27	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	2202	471	320	2471	56	483	19	136	20	29	-1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	2575	525	119	3111	70	247	10	69	55	79	0
Arrive On Green	0.04	0.41	0.41	0.07	0.61	0.61	0.19	0.19	0.19	0.00	0.00	0.00
Sat Flow, veh/h	1781	4251	867	1781	5138	116	1316	52	370	766	1111	-38
Grp Volume(v), veh/h	116	1742	931	320	1634	893	638	0	0	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1714	1781	1702	1849	1738	0	0	0	0	0
Q Serve(g_s), s	9.9	74.0	81.2	10.7	58.2	58.9	30.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.9	74.0	81.2	10.7	58.2	58.9	30.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.06	0.76		0.21	0.42		-0.02
Lane Grp Cap(c), veh/h	110	2062	1038	119	2062	1120	326	0	0	0	0	0
V/C Ratio(X)	1.05	0.84	0.90	2.69	0.79	0.80	1.96	0.00	0.00	0.00	0.00	0.00
Avail Cap(c_a), veh/h	110	2062	1038	119	2062	1120	326	0	0	0	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	76.7	40.7	42.9	74.7	23.9	24.1	65.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	100.5	4.5	12.0	782.2	3.2	5.9	442.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	32.9	38.3	30.7	22.5	25.6	53.1	0.0	0.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	177.2	45.2	54.8	856.8	27.2	30.0	507.1	0.0	0.0	0.0	0.0	0.0
LnGrp LOS	F	D	D	F	C	C	F	A	A	A	A	A
Approach Vol, veh/h		2789			2847			638			0	
Approach Delay, s/veh		53.9			121.3			507.1			0.0	
Approach LOS		D			F			F				

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.0	104.0		38.0	18.0	104.0		0.0
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1		6.6
Max Green Setting (Gmax), s	* 9.9	78.9		* 30	* 11	78.9		11.4
Max Q Clear Time (g_c+I1), s	11.9	60.9		32.0	12.7	83.2		0.0
Green Ext Time (p_c), s	0.0	14.7		0.0	0.0	0.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		130.6
HCM 6th LOS		F

Notes

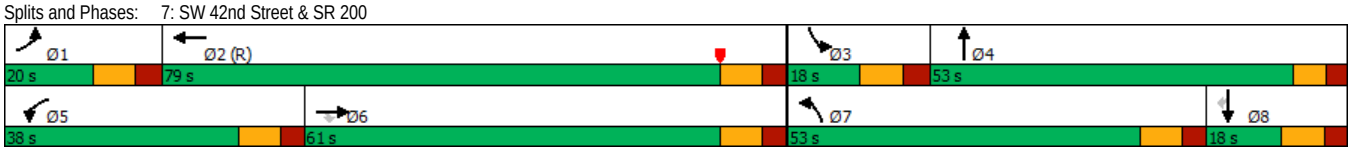
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

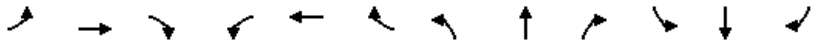
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Future Volume (vph)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	71	2048	620	379	2521	13	1203	32	171	47	33	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	2048	620	379	2534	0	1203	203	0	47	33	4
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	20.0	61.0	61.0	38.0	79.0		53.0	53.0		18.0	18.0	18.0
Total Split (%)	11.8%	35.9%	35.9%	22.4%	46.5%		31.2%	31.2%		10.6%	10.6%	10.6%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.66	1.30	0.68	1.09	1.13		1.34	0.37		0.55	0.36	0.01
Control Delay	106.0	187.0	7.1	126.9	85.5		205.4	15.1		101.8	88.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	106.0	187.0	7.1	126.9	85.5		205.4	15.1		101.8	88.6	0.0
Queue Length 50th (ft)	79	~1066	0	~513	~1234		~894	41		52	36	0
Queue Length 95th (ft)	#147	#1154	106	m#391	m#741		#1032	116		101	76	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	116	1570	917	348	2249		900	553		92	100	326
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	0.61	1.30	0.68	1.09	1.13		1.34	0.37		0.51	0.33	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 27 (16%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Future Volume (veh/h)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	71	2048	379	379	2521	12	1203	32	60	47	33	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	88	1652	513	310	2338	11	907	154	289	63	75	63
Arrive On Green	0.05	0.32	0.32	0.17	0.45	0.45	0.26	0.26	0.26	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	1781	5245	25	3456	582	1092	1725	1811	1535
Grp Volume(v), veh/h	71	2048	379	379	1635	898	1203	0	92	47	33	3
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1866	1728	0	1674	1725	1811	1535
Q Serve(g_s), s	6.7	55.0	36.1	29.6	75.8	75.8	44.6	0.0	7.3	4.6	3.0	0.3
Cycle Q Clear(g_c), s	6.7	55.0	36.1	29.6	75.8	75.8	44.6	0.0	7.3	4.6	3.0	0.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	88	1652	513	310	1517	832	907	0	443	63	75	63
V/C Ratio(X)	0.80	1.24	0.74	1.22	1.08	1.08	1.33	0.00	0.21	0.74	0.44	0.05
Avail Cap(c_a), veh/h	117	1652	513	310	1517	832	907	0	453	93	101	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.0	57.5	51.1	70.2	47.1	47.1	62.7	0.0	48.7	81.1	79.6	78.3
Incr Delay (d2), s/veh	24.9	113.2	5.6	125.3	47.2	54.8	154.8	0.0	0.3	16.0	5.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	40.2	15.3	24.0	40.6	46.3	39.1	0.0	3.1	2.3	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	170.7	56.7	195.5	94.3	101.9	217.5	0.0	49.0	97.0	85.4	78.7
LnGrp LOS	F	F	E	F	F	F	F	A	D	F	F	E
Approach Vol, veh/h		2498			2912			1295			83	
Approach Delay, s/veh		151.6			109.8			205.5			91.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	84.3	15.0	53.5	38.0	63.5	53.0	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	11.2	70.5	9.2	* 46	* 30	52.5	* 45	9.5
Max Q Clear Time (g_c+I1), s	8.7	77.8	6.6	9.3	31.6	57.0	46.6	5.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	143.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	2044	71	167	2320	459	75	65	87	447	76	213
Future Volume (vph)	320	2044	71	167	2320	459	75	65	87	447	76	213
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)	340	2174	76	178	2468	488	80	69	93	476	81	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	340	2250	0	178	2956	0	80	162	0	476	308	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0		13.3	13.7		13.7	13.7	
Total Split (s)	30.0	89.0		30.0	89.0		19.0	22.0		29.0	32.0	
Total Split (%)	17.6%	52.4%		17.6%	52.4%		11.2%	12.9%		17.1%	18.8%	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.8	3.8		3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.5	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0		6.3	6.7		6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	C-Min		None	None		None	None	
v/c Ratio	1.46	0.91		0.84	1.24		0.68	0.92		1.06	0.89	
Control Delay	253.3	62.8		104.9	137.6		104.2	108.3		126.4	79.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	253.3	62.8		104.9	137.7		104.2	108.3		126.4	79.9	
Queue Length 50th (ft)	~532	689		193	~1514		88	148		~297	271	
Queue Length 95th (ft)	m#430	m511		m254	m#445		#152	#294		#418	#456	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	233	2475		229	2379		132	181		450	348	
Starvation Cap Reductn	0	0		0	26		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	1.46	0.91		0.78	1.26		0.61	0.90		1.06	0.89	

Intersection Summary

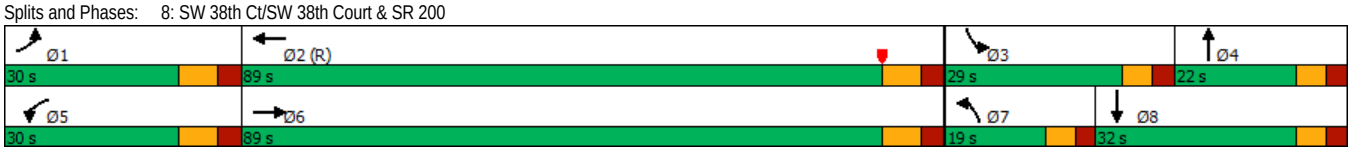
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

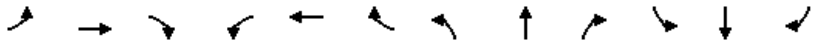
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	2044	71	167	2320	459	75	65	87	447	76	213
Future Volume (veh/h)	320	2044	71	167	2320	459	75	65	87	447	76	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	340	2174	73	178	2468	465	80	69	69	476	81	133
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2510	84	198	2078	369	98	77	77	453	112	183
Arrive On Green	0.13	0.49	0.49	0.11	0.48	0.48	0.06	0.09	0.09	0.13	0.17	0.17
Sat Flow, veh/h	1781	5074	170	1781	4361	774	1781	858	858	3456	662	1087
Grp Volume(v), veh/h	340	1456	791	178	1893	1040	80	0	138	476	0	214
Grp Sat Flow(s),veh/h/ln	1781	1702	1840	1781	1702	1731	1781	0	1716	1728	0	1749
Q Serve(g_s), s	22.0	64.2	64.8	16.8	81.0	81.0	7.6	0.0	13.5	22.3	0.0	19.7
Cycle Q Clear(g_c), s	22.0	64.2	64.8	16.8	81.0	81.0	7.6	0.0	13.5	22.3	0.0	19.7
Prop In Lane	1.00		0.09	1.00		0.45	1.00		0.50	1.00		0.62
Lane Grp Cap(c), veh/h	231	1684	910	198	1622	825	98	0	154	453	0	295
V/C Ratio(X)	1.47	0.86	0.87	0.90	1.17	1.26	0.81	0.00	0.89	1.05	0.00	0.73
Avail Cap(c_a), veh/h	231	1684	910	231	1622	825	133	0	154	453	0	295
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.0	37.9	38.1	74.6	44.5	44.5	79.5	0.0	76.5	73.9	0.0	67.0
Incr Delay (d2), s/veh	235.7	5.0	9.0	30.9	82.3	127.2	23.5	0.0	43.0	56.0	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.0	27.0	30.4	9.3	51.3	62.5	4.1	0.0	7.9	13.4	0.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	309.7	42.9	47.1	105.5	126.8	171.7	103.0	0.0	119.5	129.9	0.0	75.6
LnGrp LOS	F	D	D	F	F	F	F	A	F	F	A	E
Approach Vol, veh/h		2587			3111			218			690	
Approach Delay, s/veh		79.3			140.6			113.5			113.0	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	89.0	29.0	22.0	26.9	92.1	15.7	35.3
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	22.0	81.0	* 22	* 15	22.0	81.0	* 13	* 25
Max Q Clear Time (g_c+I1), s	24.0	83.0	24.3	15.5	18.8	66.8	9.6	21.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.1	11.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	112.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

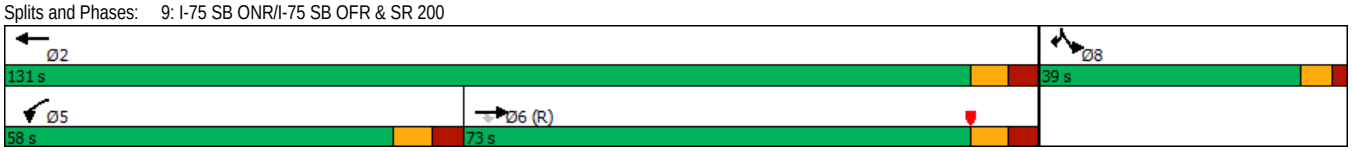
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1886	406	460	2117	0	0	0	0	449	0	609
Future Volume (vph)	0	1886	406	460	2117	0	0	0	0	449	0	609
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	2168	467	529	2433	0	0	0	0	516	0	700
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2168	467	529	2433	0	0	0	0	516	0	700
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	58.0	131.0					39.0		39.0
Total Split (%)		42.9%	42.9%	34.1%	77.1%					22.9%		22.9%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.72	0.52	0.80	0.67					0.78		1.30
Control Delay		20.9	4.8	66.9	8.3					74.2		198.9
Queue Delay		0.7	0.9	0.1	1.5					5.8		0.0
Total Delay		21.6	5.7	67.0	9.8					80.0		198.9
Queue Length 50th (ft)		486	80	261	793					285		~563
Queue Length 95th (ft)		m549	m142	274	0					340		#672
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		3027	894	991	3652					664		539
Starvation Cap Reductn		473	197	46	952					0		0
Spillback Cap Reductn		449	0	0	757					101		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.85	0.67	0.56	0.90					0.92		1.30

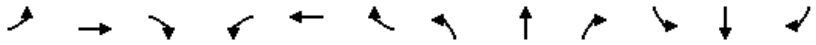
Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

~ 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: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1886	406	460	2117	0	0	0	0	449	0	609
Future Volume (veh/h)	0	1886	406	460	2117	0	0	0	0	449	0	609
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	2168	0	529	2433	0				516	0	700
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2468		614	3133	0				669	0	540
Arrive On Green	0.00	0.38	0.00	0.18	0.61	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	2168	0	529	2433	0				516	0	700
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	53.3	0.0	25.3	59.8	0.0				24.1	0.0	32.9
Cycle Q Clear(g_c), s	0.0	53.3	0.0	25.3	59.8	0.0				24.1	0.0	32.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2468		614	3133	0				669	0	540
V/C Ratio(X)	0.00	0.88		0.86	0.78	0.00				0.77	0.00	1.30
Avail Cap(c_a), veh/h	0	2468		998	3667	0				669	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.54	0.54	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	48.7	0.0	67.9	24.3	0.0				65.0	0.0	68.6
Incr Delay (d2), s/veh	0.0	4.8	0.0	3.3	0.5	0.0				5.9	0.0	146.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	21.7	0.0	11.3	23.0	0.0				11.2	0.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	53.6	0.0	71.2	24.8	0.0				70.9	0.0	215.3
LnGrp LOS	A	D		E	C	A				E	A	F
Approach Vol, veh/h		2168	A		2962						1216	
Approach Delay, s/veh		53.6			33.1						154.0	
Approach LOS		D			C						F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		113.2			39.1	74.1		39.0				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1.2E2			* 49	* 64		32.9				
Max Q Clear Time (g_c+I1), s		61.8			27.3	55.3		34.9				
Green Ext Time (p_c), s		42.5			2.9	7.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			63.2									
HCM 6th LOS			E									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

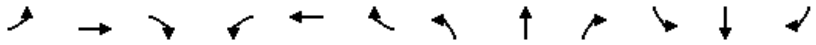
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	431	1846	0	0	2492	327	326	0	147	0	0	0
Future Volume (vph)	431	1846	0	0	2492	327	326	0	147	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	468	2007	0	0	2709	355	354	0	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	468	2007	0	0	2709	355	354	0	160	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases						2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0		7.0			
Minimum Split (s)	28.9	28.9			28.9	28.9	14.0		14.0			
Total Split (s)	47.0	124.0			77.0	77.0	46.0		46.0			
Total Split (%)	27.6%	72.9%			45.3%	45.3%	27.1%		27.1%			
Yellow Time (s)	4.9	4.9			4.9	4.9	4.1		4.1			
All-Red Time (s)	3.9	3.9			3.9	3.9	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	8.8	8.8			8.8	8.8	6.1		6.1			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	Min			C-Min	C-Min	None		None			
v/c Ratio	0.79	0.51			0.78	0.38	0.73		0.34			
Control Delay	62.0	18.9			11.0	0.7	78.6		28.2			
Queue Delay	0.1	19.7			0.7	0.0	0.0		0.0			
Total Delay	62.1	38.6			11.7	0.7	78.6		28.2			
Queue Length 50th (ft)	277	439			126	1	197		37			
Queue Length 95th (ft)	318	730			m625	m1	245		75			
Internal Link Dist (ft)		392			571			585			564	
Turn Bay Length (ft)	300								525			
Base Capacity (vph)	771	3902			3477	938	782		707			
Starvation Cap Reductn	26	1953			0	0	0		0			
Spillback Cap Reductn	0	0			405	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.63	1.03			0.88	0.38	0.45		0.23			

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 166 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: I-75 NB OFR/I-75 NB ONR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	431	1846	0	0	2492	327	326	0	147	0	0	0
Future Volume (veh/h)	431	1846	0	0	2492	327	326	0	147	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1826	0	1826			
Adj Flow Rate, veh/h	468	2007	0	0	2709	0	354	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	5	0	5			
Cap, veh/h	530	4018	0	0	3743		423	0				
Arrive On Green	0.31	1.00	0.00	0.00	0.58	0.00	0.13	0.00	0.00			
Sat Flow, veh/h	3456	5274	0	0	6696	1585	3374	0	2723			
Grp Volume(v), veh/h	468	2007	0	0	2709	0	354	0	0			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1609	1585	1687	0	1362			
Q Serve(g_s), s	21.9	0.0	0.0	0.0	51.7	0.0	17.4	0.0	0.0			
Cycle Q Clear(g_c), s	21.9	0.0	0.0	0.0	51.7	0.0	17.4	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	530	4018	0	0	3743		423	0				
V/C Ratio(X)	0.88	0.50	0.00	0.00	0.72		0.84	0.00				
Avail Cap(c_a), veh/h	777	4018	0	0	3743		792	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.61	0.61	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	57.5	0.0	0.0	0.0	25.7	0.0	72.6	0.0	0.0			
Incr Delay (d2), s/veh	6.3	0.1	0.0	0.0	1.2	0.0	6.2	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.7	0.0	0.0	0.0	19.3	0.0	8.0	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	0.1	0.0	0.0	26.9	0.0	78.8	0.0	0.0			
LnGrp LOS	E	A	A	A	C		E	A				
Approach Vol, veh/h		2475			2709	A		354	A			
Approach Delay, s/veh		12.1			26.9			78.8				
Approach LOS		B			C			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.9	107.7		27.4		142.6						
Change Period (Y+Rc), s	8.8	8.8		6.1		8.8						
Max Green Setting (Gmax), s	38.2	68.2		39.9		115.2						
Max Q Clear Time (g_c+I1), s	23.9	53.7		19.4		2.0						
Green Ext Time (p_c), s	2.2	13.6		1.9		39.4						

Intersection Summary			
HCM 6th Ctrl Delay		23.6	
HCM 6th LOS		C	

Notes

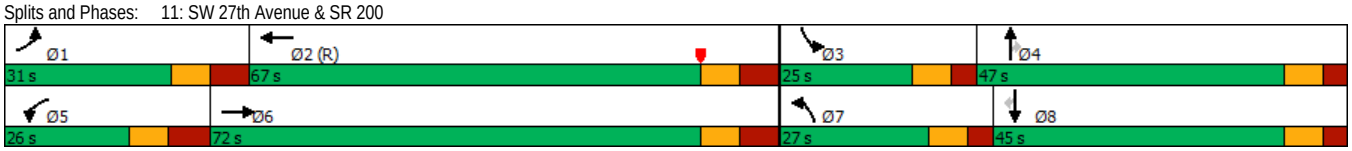
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

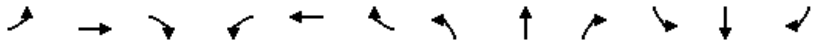
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1475	184	194	1874	45	376	774	135	108	856	227
Future Volume (vph)	277	1475	184	194	1874	45	376	774	135	108	856	227
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	286	1521	190	200	1932	46	388	798	139	111	882	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	1711	0	200	1978	0	388	798	139	111	882	234
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9		17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	31.0	72.0		26.0	67.0		27.0	47.0	47.0	25.0	45.0	45.0
Total Split (%)	18.2%	42.4%		15.3%	39.4%		15.9%	27.6%	27.6%	14.7%	26.5%	26.5%
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0		5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9		10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	1.31	0.93		1.22	1.16		1.02	0.94	0.28	0.73	1.15	0.50
Control Delay	220.8	41.4		201.2	128.3		124.2	81.3	5.3	102.1	139.6	22.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	220.8	41.4		201.2	128.3		124.2	81.3	5.3	102.1	139.6	22.2
Queue Length 50th (ft)	~416	300		~272	~953		~235	468	0	122	~605	67
Queue Length 95th (ft)	#612	515		#447	#1043		#348	#615	38	195	#744	160
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	219	1835		164	1704		379	852	504	174	766	469
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	1.31	0.93		1.22	1.16		1.02	0.94	0.28	0.64	1.15	0.50

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1475	184	194	1874	45	376	774	135	108	856	227
Future Volume (veh/h)	277	1475	184	194	1874	45	376	774	135	108	856	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	1521	0	200	1932	0	388	798	78	111	882	161
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1865		166	1715		382	901	402	131	769	343
Arrive On Green	0.12	0.37	0.00	0.09	0.34	0.00	0.11	0.25	0.25	0.07	0.22	0.22
Sat Flow, veh/h	1781	5274	0	1781	5274	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	286	1521	0	200	1932	0	388	798	78	111	882	161
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	21.1	45.8	0.0	15.8	57.1	0.0	18.8	36.7	6.6	10.5	36.8	15.1
Cycle Q Clear(g_c), s	21.1	45.8	0.0	15.8	57.1	0.0	18.8	36.7	6.6	10.5	36.8	15.1
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1865		166	1715		382	901	402	131	769	343
V/C Ratio(X)	1.29	0.82		1.21	1.13		1.02	0.89	0.19	0.85	1.15	0.47
Avail Cap(c_a), veh/h	221	1865		166	1715		382	901	402	176	769	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	48.8	0.0	77.1	56.4	0.0	75.6	61.1	49.8	77.8	66.6	58.1
Incr Delay (d2), s/veh	161.5	2.9	0.0	136.8	65.1	0.0	17.8	1.1	0.0	24.0	80.9	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	19.6	0.0	13.5	34.3	0.0	9.2	16.4	2.6	5.6	25.1	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.9	51.7	0.0	213.9	121.5	0.0	93.4	62.2	49.8	101.8	147.5	59.1
LnGrp LOS	F	D		F	F		F	E	D	F	F	E
Approach Vol, veh/h		1807	A		2132	A		1264			1154	
Approach Delay, s/veh		80.9			130.2			71.0			130.7	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	67.0	20.7	51.3	26.0	72.0	27.0	45.0
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 21	* 57	* 17	* 39	* 16	* 62	* 19	* 37
Max Q Clear Time (g_c+I1), s	23.1	59.1	12.5	38.7	17.8	47.8	20.8	38.8
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.0	8.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	104.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	530	0	355	1	743	347	245	948	0
Future Volume (vph)	0	0	0	530	0	355	1	743	347	245	948	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	589	0	394	1	826	386	272	1053	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	589	0	394	1	826	386	272	1053	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	40.0	40.0		40.0		40.0	20.0	50.0	50.0	20.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%		26.7%	13.3%	33.3%	33.3%	13.3%	33.3%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.97		0.57	0.01	0.76	0.51	1.19	0.61	
Control Delay				62.2		14.8	45.0	35.2	5.1	159.0	20.6	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				62.2		14.8	45.0	35.2	5.1	159.0	20.6	
Queue Length 50th (ft)				347		75	1	240	0	~200	223	
Queue Length 95th (ft)				#650		193	7	307	61	#398	379	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				610		695	228	1572	916	229	1735	
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				0.97		0.57	0.00	0.53	0.42	1.19	0.61	

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 96.8

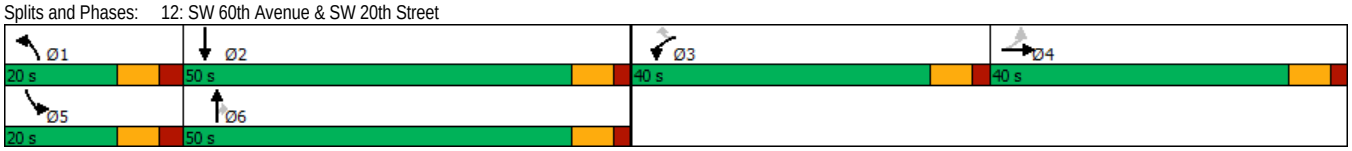
Natural Cycle: 140

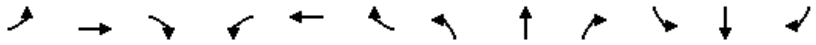
Control Type: Actuated-Uncoordinated

~ 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: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	530	0	355	1	743	347	245	948	0
Future Volume (veh/h)	0	0	0	530	0	355	1	743	347	245	948	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	589	0	155	1	826	268	272	1053	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	2	0	696	0	0	3	1031	460	240	1516	0
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.29	0.29	0.13	0.43	0.00
Sat Flow, veh/h	0	-125314	0	1781	589		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	589	38.5		1	826	268	272	1053	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	D		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	29.9			0.1	20.1	13.5	12.5	22.4	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	29.9			0.1	20.1	13.5	12.5	22.4	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	696			3	1031	460	240	1516	0
V/C Ratio(X)	0.00	0.00	0.00	0.85			0.29	0.80	0.58	1.13	0.69	0.00
Avail Cap(c_a), veh/h	0	672	0	717			240	1646	734	240	1659	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	29.4			46.2	30.3	28.0	40.1	21.7	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	9.0			32.3	1.1	0.9	98.6	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	13.4			0.1	8.1	4.8	11.8	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.5			78.5	31.4	28.8	138.7	22.7	0.0
LnGrp LOS	A	A	A	D			E	C	C	F	C	A
Approach Vol, veh/h		0						1095			1325	
Approach Delay, s/veh		0.0						30.8			46.5	
Approach LOS								C			D	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.6	46.3	38.9	0.0	20.0	33.8
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 13	43.3	33.3	33.3	* 13	43.3
Max Q Clear Time (g_c+I1), s	2.1	24.4	31.9	0.0	14.5	22.1
Green Ext Time (p_c), s	0.0	5.6	0.4	0.0	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	39.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

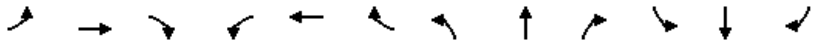
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	242	163	61	347	105	186	719	95	122	1031	359
Future Volume (vph)	202	242	163	61	347	105	186	719	95	122	1031	359
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	217	260	175	66	373	113	200	773	102	131	1109	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	435	0	66	486	0	200	875	0	131	1495	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		7.0	25.0		7.0	25.0	
Minimum Split (s)	10.7	16.8		10.7	16.8		12.7	31.8		12.7	31.8	
Total Split (s)	11.0	20.0		11.0	20.0		20.0	50.0		20.0	50.0	
Total Split (%)	10.9%	19.8%		10.9%	19.8%		19.8%	49.5%		19.8%	49.5%	
Yellow Time (s)	3.7	4.8		3.7	4.8		3.7	4.8		3.7	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.8		5.7	6.8		5.7	6.8		5.7	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	1.28	1.46		0.40	1.99		0.68	0.54		0.35	0.99	
Control Delay	197.3	258.9		37.3	484.5		31.0	19.6		10.7	48.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	197.3	258.9		37.3	484.5		31.0	19.6		10.7	48.1	
Queue Length 50th (ft)	~136	~403		33	~492		66	193		30	~484	
Queue Length 95th (ft)	#282	#598		69	#694		145	262		53	#659	
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	169	297		166	244		321	1616		477	1514	
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	1.28	1.46		0.40	1.99		0.62	0.54		0.27	0.99	

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 99.3
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	242	163	61	347	105	186	719	95	122	1031	359
Future Volume (veh/h)	202	242	163	61	347	105	186	719	95	122	1031	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	217	260	126	66	373	84	200	773	88	131	1109	328
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	179	184	89	154	206	46	246	1445	164	389	1215	355
Arrive On Green	0.06	0.15	0.15	0.04	0.14	0.14	0.08	0.46	0.46	0.07	0.45	0.45
Sat Flow, veh/h	1781	1190	577	1753	1454	328	1739	3139	357	1781	2712	793
Grp Volume(v), veh/h	217	0	386	66	0	457	200	427	434	131	722	715
Grp Sat Flow(s),veh/h/ln	1781	0	1767	1753	0	1782	1739	1735	1762	1781	1777	1728
Q Serve(g_s), s	5.3	0.0	14.4	3.0	0.0	13.2	5.7	16.4	16.4	3.5	35.2	36.3
Cycle Q Clear(g_c), s	5.3	0.0	14.4	3.0	0.0	13.2	5.7	16.4	16.4	3.5	35.2	36.3
Prop In Lane	1.00		0.33	1.00		0.18	1.00		0.20	1.00		0.46
Lane Grp Cap(c), veh/h	179	0	273	154	0	253	246	798	811	389	796	774
V/C Ratio(X)	1.21	0.00	1.41	0.43	0.00	1.81	0.81	0.54	0.54	0.34	0.91	0.92
Avail Cap(c_a), veh/h	179	0	273	177	0	253	366	805	817	533	824	802
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.6	0.0	39.4	33.0	0.0	40.0	20.5	18.0	18.0	13.1	23.9	24.2
Incr Delay (d2), s/veh	136.7	0.0	205.8	1.9	0.0	379.5	8.4	0.7	0.7	0.5	13.5	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	21.5	1.3	0.0	32.1	2.5	6.0	6.1	1.3	16.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	174.2	0.0	245.2	34.9	0.0	419.4	28.9	18.7	18.7	13.6	37.3	40.1
LnGrp LOS	F	A	F	C	A	F	C	B	B	B	D	D
Approach Vol, veh/h		603			523			1061			1568	
Approach Delay, s/veh		219.7			370.9			20.6			36.6	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	49.7	9.8	21.2	13.6	48.5	11.0	20.0
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	43.2	* 5.3	13.2	* 14	43.2	* 5.3	13.2
Max Q Clear Time (g_c+I1), s	5.5	18.4	5.0	16.4	7.7	38.3	7.3	15.2
Green Ext Time (p_c), s	0.2	5.2	0.0	0.0	0.3	3.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	108.0
HCM 6th LOS	F

Notes

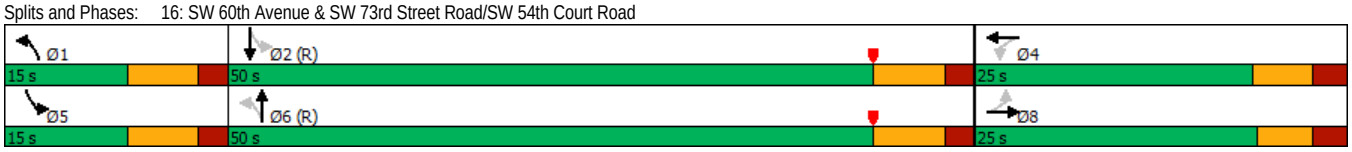
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

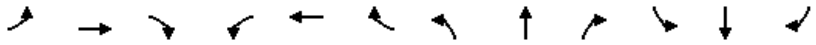
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	0	128	183	0	182	28	794	100	112	1324	4
Future Volume (vph)	25	0	128	183	0	182	28	794	100	112	1324	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	26	0	135	193	0	192	29	836	105	118	1394	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	135	0	193	192	0	29	941	0	118	1398	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	16.1	16.1		16.4	16.4		11.8	26.8		11.8	26.8	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	50.0		15.0	50.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	55.6%		16.7%	55.6%	
Yellow Time (s)	3.7	3.7		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.4	2.4		2.4	2.4		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.4	6.4		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.13	0.29		0.81	0.37		0.12	0.54		0.32	0.65	
Control Delay	30.7	3.2		61.0	3.2		7.4	16.7		8.5	15.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.7	3.2		61.0	3.2		7.4	16.7		8.5	15.4	
Queue Length 50th (ft)	12	0		101	0		6	193		24	230	
Queue Length 95th (ft)	34	18		#209	17		14	246		42	424	
Internal Link Dist (ft)		636			308			1613			2275	
Turn Bay Length (ft)							150			185		
Base Capacity (vph)	218	488		262	541		276	1758		380	2136	
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	0.12	0.28		0.74	0.35		0.11	0.54		0.31	0.65	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68.9 (77%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: SW 60th Avenue & SW 73rd Street Road/SW 54th Court Road





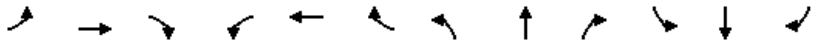
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	0	128	183	0	182	28	794	100	112	1324	4
Future Volume (veh/h)	25	0	128	183	0	182	28	794	100	112	1324	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	26	0	135	193	0	192	29	836	105	118	1394	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	196	0	328	247	0	328	229	1634	205	379	1972	6
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.52	0.52	0.05	0.54	0.54
Sat Flow, veh/h	1191	0	1585	1254	0	1585	1767	3151	396	1781	3635	10
Grp Volume(v), veh/h	26	0	135	193	0	192	29	468	473	118	681	717
Grp Sat Flow(s),veh/h/ln	1191	0	1585	1254	0	1585	1767	1763	1784	1781	1777	1868
Q Serve(g_s), s	1.8	0.0	6.6	12.0	0.0	9.8	0.7	15.6	15.6	2.7	25.6	25.6
Cycle Q Clear(g_c), s	11.7	0.0	6.6	18.6	0.0	9.8	0.7	15.6	15.6	2.7	25.6	25.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.01
Lane Grp Cap(c), veh/h	196	0	328	247	0	328	229	914	925	379	964	1014
V/C Ratio(X)	0.13	0.00	0.41	0.78	0.00	0.59	0.13	0.51	0.51	0.31	0.71	0.71
Avail Cap(c_a), veh/h	200	0	333	247	0	328	340	914	925	448	964	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.29	0.29	0.29
Uniform Delay (d), s/veh	37.5	0.0	31.0	39.8	0.0	32.2	12.7	14.2	14.2	10.6	15.3	15.3
Incr Delay (d2), s/veh	0.3	0.0	0.8	15.0	0.0	2.7	0.2	2.0	2.0	0.1	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.6	5.2	0.0	3.9	0.2	5.9	6.0	0.9	9.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	31.8	54.9	0.0	34.9	12.9	16.2	16.2	10.7	16.6	16.5
LnGrp LOS	D	A	C	D	A	C	B	B	B	B	B	B
Approach Vol, veh/h		161			385			970			1516	
Approach Delay, s/veh		32.8			44.9			16.1			16.1	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	55.6		25.0	11.5	53.5		25.0				
Change Period (Y+Rc), s	6.8	6.8		6.4	6.8	6.8		* 6.4				
Max Green Setting (Gmax), s	8.2	43.2		18.6	8.2	43.2		* 19				
Max Q Clear Time (g_c+I1), s	2.7	27.6		20.6	4.7	17.6		13.7				
Green Ext Time (p_c), s	0.0	7.9		0.0	0.1	5.9		0.3				

Intersection Summary		
HCM 6th Ctrl Delay		20.6
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	4	10	35	1	136	12	766	19	199	1334	1
Future Volume (vph)	16	4	10	35	1	136	12	766	19	199	1334	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	17	4	10	36	1	142	13	798	20	207	1390	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	179	0	13	818	0	207	1391	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	4	10	35	1	136	12	766	19	199	1334	1
Future Vol, veh/h	16	4	10	35	1	136	12	766	19	199	1334	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	310	-	-	445	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	17	4	10	36	1	142	13	798	20	207	1390	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2231	2649	696	1945	2639	409	1391	0	0	818	0	0
Stage 1	1805	1805	-	834	834	-	-	-	-	-	-	-
Stage 2	426	844	-	1111	1805	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	46	19	*532	*124	20	589	*795	-	-	806	-	-
Stage 1	234	248	-	*327	379	-	-	-	-	-	-	-
Stage 2	577	377	-	*500	247	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	26	14	*532	*75	14	589	*795	-	-	806	-	-
Mov Cap-2 Maneuver	26	14	-	*75	14	-	-	-	-	-	-	-
Stage 1	230	185	-	*322	373	-	-	-	-	-	-	-
Stage 2	430	371	-	*356	183	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 318.1	64.4	0.1	1.4
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 795	-	-	33	224	806	-	-
HCM Lane V/C Ratio	0.016	-	-	0.947	0.8	0.257	-	-
HCM Control Delay (s)	9.6	-	-	$ 318.1	64.4	11	-	-
HCM Lane LOS	A	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0	-	-	3.3	5.9	1	-	-

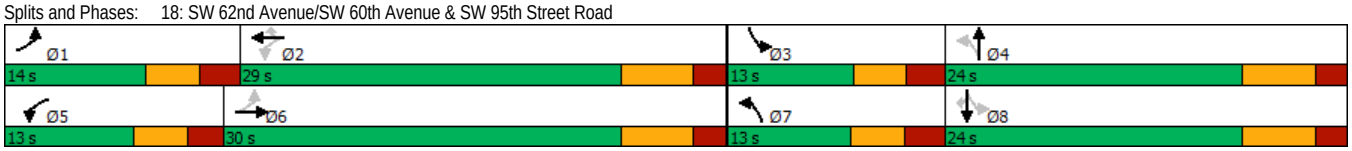
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

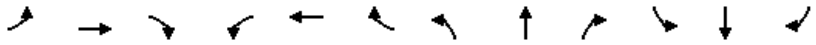
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	248	60	29	256	461	30	322	22	712	577	68
Future Volume (vph)	61	248	60	29	256	461	30	322	22	712	577	68
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	63	256	62	30	264	475	31	332	23	734	595	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	318	0	30	264	475	31	355	0	734	595	70
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	14.0	30.0		13.0	29.0	29.0	13.0	24.0		13.0	24.0	24.0
Total Split (%)	17.5%	37.5%		16.3%	36.3%	36.3%	16.3%	30.0%		16.3%	30.0%	30.0%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.16	0.33		0.07	0.31	0.64	0.11	0.74		1.90	0.82	0.10
Control Delay	14.2	18.6		13.2	23.3	7.1	13.7	35.9		432.0	37.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	14.2	18.6		13.2	23.3	7.1	13.7	35.9		432.0	37.2	0.3
Queue Length 50th (ft)	17	41		8	52	0	7	143		~507	208	0
Queue Length 95th (ft)	38	90		22	84	70	25	#307		#746	#585	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	418	1252		418	1221	857	294	499		387	723	733
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	0.15	0.25		0.07	0.22	0.55	0.11	0.71		1.90	0.82	0.10

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 66.9
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ 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: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





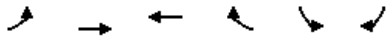
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	248	60	29	256	461	30	322	22	712	577	68
Future Volume (veh/h)	61	248	60	29	256	461	30	322	22	712	577	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	256	39	30	264	237	31	332	17	734	595	59
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	378	779	117	395	808	360	191	401	21	361	549	465
Arrive On Green	0.07	0.26	0.26	0.04	0.23	0.23	0.05	0.23	0.23	0.11	0.29	0.29
Sat Flow, veh/h	1725	2999	451	1781	3554	1585	1781	1764	90	1781	1870	1585
Grp Volume(v), veh/h	63	145	150	30	264	237	31	0	349	734	595	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1730	1781	1777	1585	1781	0	1854	1781	1870	1585
Q Serve(g_s), s	1.8	4.5	4.6	0.8	4.1	9.0	0.8	0.0	11.8	7.5	19.4	1.8
Cycle Q Clear(g_c), s	1.8	4.5	4.6	0.8	4.1	9.0	0.8	0.0	11.8	7.5	19.4	1.8
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	378	447	449	395	808	360	191	0	421	361	549	465
V/C Ratio(X)	0.17	0.33	0.33	0.08	0.33	0.66	0.16	0.00	0.83	2.03	1.08	0.13
Avail Cap(c_a), veh/h	472	618	621	522	1222	545	309	0	497	361	549	465
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	19.8	19.8	17.8	21.3	23.2	19.4	0.0	24.3	21.8	23.3	17.1
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	0.2	2.0	0.4	0.0	9.7	474.1	63.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.6	1.7	0.3	1.5	3.2	0.3	0.0	5.7	49.2	16.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	20.2	20.2	17.9	21.5	25.2	19.8	0.0	34.0	495.9	86.5	17.2
LnGrp LOS	B	C	C	B	C	C	B	A	C	F	F	B
Approach Vol, veh/h		358			531			380			1388	
Approach Delay, s/veh		19.7			23.0			32.8			300.0	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	21.3	13.0	21.3	8.3	23.4	8.6	25.7
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 8.4	22.7	7.5	17.7	* 7.7	23.7	* 7.4	17.7
Max Q Clear Time (g_c+I1), s	3.8	11.0	9.5	13.8	2.8	6.6	2.8	21.4
Green Ext Time (p_c), s	0.0	1.8	0.0	0.7	0.0	1.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	168.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	1533	1411	69	155	208
Future Volume (vph)	172	1533	1411	69	155	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	1666	1534	75	168	226
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	1666	1609	0	394	0
Sign Control		Free	Free		Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1006.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	172	1533	1411	69	155	208
Future Vol, veh/h	172	1533	1411	69	155	208
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	187	1666	1534	75	168	226

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1609	0	-	0	2779	805
Stage 1	-	-	-	-	1572	-
Stage 2	-	-	-	-	1207	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	402	-	-	-	~ 15	325
Stage 1	-	-	-	-	~ 156	-
Stage 2	-	-	-	-	246	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	402	-	-	-	~ 8	325
Mov Cap-2 Maneuver	-	-	-	-	~ 8	-
Stage 1	-	-	-	-	~ 83	-
Stage 2	-	-	-	-	246	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	$ 9824.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	402	-	-	-	18
HCM Lane V/C Ratio	0.465	-	-	-	21.92
HCM Control Delay (s)	21.5	-	-	-	$ 9824.2
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	2.4	-	-	-	50

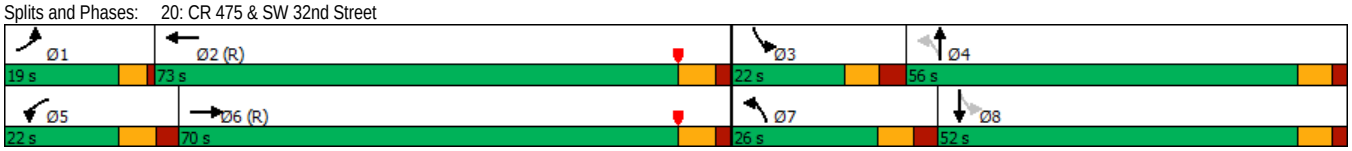
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

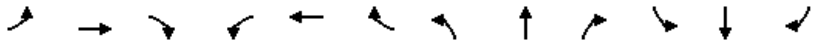
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1663	216	128	1288	30	186	188	162	58	480	250
Future Volume (vph)	124	1663	216	128	1288	30	186	188	162	58	480	250
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	136	1827	237	141	1415	33	204	207	178	64	527	275
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	2064	0	141	1448	0	204	385	0	64	802	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	12.0		8.0	12.0	
Minimum Split (s)	9.5	31.0		15.6	31.0		15.5	50.0		15.8	50.0	
Total Split (s)	19.0	70.0		22.0	73.0		26.0	56.0		22.0	52.0	
Total Split (%)	11.2%	41.2%		12.9%	42.9%		15.3%	32.9%		12.9%	30.6%	
Yellow Time (s)	3.5	4.8		4.8	4.8		4.5	4.5		4.4	4.5	
All-Red Time (s)	1.0	2.0		2.8	2.0		3.0	2.0		3.4	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.8		7.6	6.8		7.5	6.5		7.8	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.91	1.59		0.95	1.05		0.88	0.68		0.24	1.65	
Control Delay	127.4	303.7		135.6	88.6		81.2	54.0		33.7	336.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	127.4	303.7		135.6	88.6		81.2	54.0		33.7	336.4	
Queue Length 50th (ft)	153	~1724		159	~923		176	350		43	~1287	
Queue Length 95th (ft)	#292	#1851		#307	#1063		#330	490		79	#1548	
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	150	1299		149	1375		235	569		312	487	
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	0.91	1.59		0.95	1.05		0.87	0.68		0.21	1.65	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 76 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 20: CR 475 & SW 32nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1663	216	128	1288	30	186	188	162	58	480	250
Future Volume (veh/h)	124	1663	216	128	1288	30	186	188	162	58	480	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1827	178	141	1415	29	204	207	126	64	527	182
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	1242	119	151	1413	29	223	351	214	293	356	123
Arrive On Green	0.09	0.38	0.38	0.08	0.40	0.40	0.10	0.32	0.32	0.04	0.27	0.27
Sat Flow, veh/h	1781	3277	314	1781	3561	73	1781	1089	663	1781	1329	459
Grp Volume(v), veh/h	136	977	1028	141	705	739	204	0	333	64	0	709
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1857	1781	0	1751	1781	0	1788
Q Serve(g_s), s	12.9	64.4	64.4	13.4	67.4	67.4	15.2	0.0	27.0	4.4	0.0	45.5
Cycle Q Clear(g_c), s	12.9	64.4	64.4	13.4	67.4	67.4	15.2	0.0	27.0	4.4	0.0	45.5
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.38	1.00		0.26
Lane Grp Cap(c), veh/h	152	674	688	151	705	737	223	0	565	293	0	478
V/C Ratio(X)	0.90	1.45	1.50	0.93	1.00	1.00	0.91	0.00	0.59	0.22	0.00	1.48
Avail Cap(c_a), veh/h	152	674	688	151	705	737	236	0	565	362	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	77.0	52.8	52.8	77.3	51.3	51.3	52.0	0.0	48.2	42.7	0.0	62.3
Incr Delay (d2), s/veh	43.8	210.9	230.6	53.9	34.1	33.8	35.2	0.0	1.6	0.4	0.0	227.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	67.4	72.6	8.3	35.8	37.4	8.1	0.0	12.0	2.0	0.0	50.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	120.8	263.7	283.4	131.3	85.4	85.0	87.2	0.0	49.8	43.0	0.0	290.0
LnGrp LOS	F	F	F	F	F	F	F	A	D	D	A	F
Approach Vol, veh/h		2141			1585			537			773	
Approach Delay, s/veh		264.1			89.3			64.0			269.6	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	74.2	15.4	61.4	22.0	71.2	24.8	52.0
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	14.5	66.2	14.2	49.5	* 14	63.2	18.5	45.5
Max Q Clear Time (g_c+I1), s	14.9	69.4	6.4	29.0	15.4	66.4	17.2	47.5
Green Ext Time (p_c), s	0.0	0.0	0.1	1.8	0.0	0.0	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		188.6
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

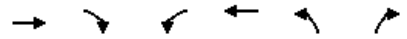
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	300	300	1200	180	450
Future Volume (vph)	1100	300	300	1200	180	450
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1236	337	337	1348	202	506
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1236	337	337	1348	202	506
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	8	8
Permitted Phases		6	2			
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	10.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	16.8	26.8	24.8	24.8
Total Split (s)	52.0	52.0	38.0	90.0	30.0	30.0
Total Split (%)	43.3%	43.3%	31.7%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
v/c Ratio	0.71	0.37	0.77	0.52	0.74	0.81
Control Delay	29.1	6.5	34.2	8.3	64.2	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	6.5	34.2	8.3	64.2	17.7
Queue Length 50th (ft)	386	25	154	210	151	36
Queue Length 95th (ft)	#606	99	248	291	222	155
Internal Link Dist (ft)	667			985	554	
Turn Bay Length (ft)			265			270
Base Capacity (vph)	1735	916	554	2590	342	671
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.37	0.61	0.52	0.59	0.75

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 21: SW 49th Avenue & SW 42nd Street Road





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1100	300	300	1200	180	450
Future Volume (veh/h)	1100	300	300	1200	180	450
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1236	315	337	1348	202	281
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1813	809	372	2471	341	303
Arrive On Green	0.51	0.51	0.13	0.70	0.19	0.19
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1236	315	337	1348	202	281
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	31.4	14.6	12.5	22.3	12.4	20.9
Cycle Q Clear(g_c), s	31.4	14.6	12.5	22.3	12.4	20.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1813	809	372	2471	341	303
V/C Ratio(X)	0.68	0.39	0.91	0.55	0.59	0.93
Avail Cap(c_a), veh/h	1813	809	606	2471	344	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	18.0	27.2	9.0	44.2	47.7
Incr Delay (d2), s/veh	2.1	1.4	11.2	0.9	2.7	32.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	5.4	10.7	7.7	5.6	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.2	19.4	38.4	9.8	46.9	80.3
LnGrp LOS	C	B	D	A	D	F
Approach Vol, veh/h	1551			1685	483	
Approach Delay, s/veh	23.2			15.6	66.4	
Approach LOS	C			B	E	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		90.2			22.2	68.0	29.8
Change Period (Y+Rc), s		6.8			6.8	6.8	6.8
Max Green Setting (Gmax), s		83.2			31.2	45.2	23.2
Max Q Clear Time (g_c+I1), s		24.3			14.5	33.4	22.9
Green Ext Time (p_c), s		13.9			0.9	7.1	0.1

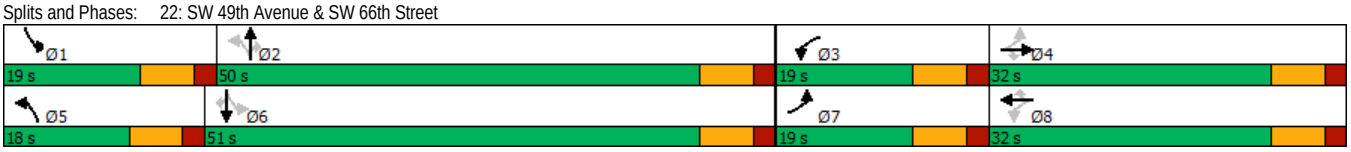
Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

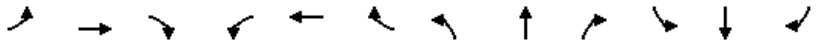
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	195	170	195	200	150	200	190	900	200	200	1050	190
Future Volume (vph)	195	170	195	200	150	200	190	900	200	200	1050	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	212	185	212	217	163	217	207	978	217	217	1141	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	212	185	212	217	163	217	207	978	217	217	1141	207
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.8	22.5	22.5	13.8	22.5	22.5	13.8	26.8	26.8	13.8	26.8	26.8
Total Split (s)	19.0	32.0	32.0	19.0	32.0	32.0	18.0	50.0	50.0	19.0	51.0	51.0
Total Split (%)	15.8%	26.7%	26.7%	15.8%	26.7%	26.7%	15.0%	41.7%	41.7%	15.8%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
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
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
v/c Ratio	0.60	0.66	0.50	0.65	0.58	0.51	0.81	0.74	0.31	0.74	0.86	0.30
Control Delay	36.7	55.0	10.0	39.0	51.6	10.1	49.2	33.6	8.6	33.4	38.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.7	55.0	10.0	39.0	51.6	10.1	49.2	33.6	8.6	33.4	38.7	8.1
Queue Length 50th (ft)	117	127	0	120	110	0	90	305	24	74	374	21
Queue Length 95th (ft)	182	201	64	186	179	65	#241	423	84	#193	514	77
Internal Link Dist (ft)		2166			2294			5628			1530	
Turn Bay Length (ft)	240		185	240		185	240		180	240		180
Base Capacity (vph)	362	443	538	345	443	542	256	1442	741	306	1476	752
Starvation Cap Reductn	0	0	0	0	0	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	0.59	0.42	0.39	0.63	0.37	0.40	0.81	0.68	0.29	0.71	0.77	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 107.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: SW 49th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	170	195	200	150	200	190	900	200	200	1050	190
Future Volume (veh/h)	195	170	195	200	150	200	190	900	200	200	1050	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	185	169	217	163	174	207	978	195	217	1141	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	344	253	215	331	257	218	270	1333	595	307	1347	601
Arrive On Green	0.12	0.14	0.14	0.12	0.14	0.14	0.09	0.38	0.38	0.09	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	212	185	169	217	163	174	207	978	195	217	1141	185
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.0	9.5	10.3	10.3	8.2	10.6	7.0	23.7	8.8	7.3	29.3	8.2
Cycle Q Clear(g_c), s	10.0	9.5	10.3	10.3	8.2	10.6	7.0	23.7	8.8	7.3	29.3	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	344	253	215	331	257	218	270	1333	595	307	1347	601
V/C Ratio(X)	0.62	0.73	0.79	0.66	0.63	0.80	0.77	0.73	0.33	0.71	0.85	0.31
Avail Cap(c_a), veh/h	347	472	400	331	472	400	307	1537	686	356	1573	701
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	41.4	41.8	31.9	40.7	41.8	22.4	26.9	22.2	20.9	28.4	21.8
Incr Delay (d2), s/veh	3.2	4.0	6.3	4.6	2.6	6.7	9.9	1.6	0.3	5.3	4.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.5	4.2	4.6	3.8	4.4	3.4	9.6	3.1	3.2	12.2	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	45.5	48.1	36.5	43.3	48.4	32.3	28.5	22.5	26.2	32.4	22.1
LnGrp LOS	D	D	D	D	D	D	C	C	C	C	C	C
Approach Vol, veh/h		566			554			1380			1543	
Approach Delay, s/veh		42.3			42.3			28.2			30.3	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	44.3	19.0	20.3	15.9	44.7	18.8	20.5
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	12.2	43.2	12.2	25.2	11.2	44.2	12.2	25.2
Max Q Clear Time (g_c+I1), s	9.3	25.7	12.3	12.3	9.0	31.3	12.0	12.6
Green Ext Time (p_c), s	0.2	6.7	0.0	1.2	0.1	6.5	0.0	1.1

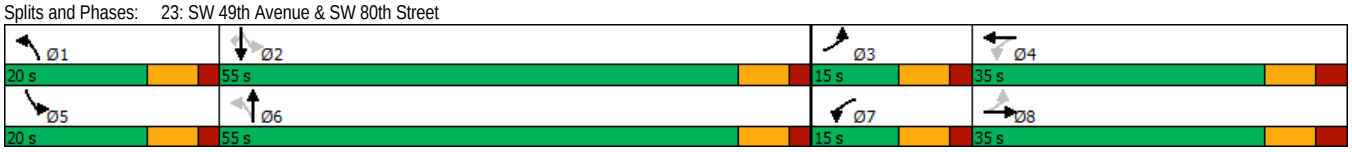
Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

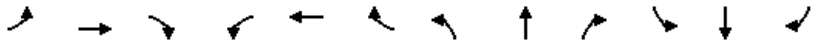
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	10	310	35	5	25	210	825	45	35	1100	175
Future Volume (vph)	200	10	310	35	5	25	210	825	45	35	1100	175
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	11	337	38	5	27	228	897	49	38	1196	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	348	0	38	32	0	228	946	0	38	1196	190
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	22.5		13.9	22.5		13.8	26.8		13.8	26.8	26.8
Total Split (s)	15.0	35.0		15.0	35.0		20.0	55.0		20.0	55.0	55.0
Total Split (%)	12.0%	28.0%		12.0%	28.0%		16.0%	44.0%		16.0%	44.0%	44.0%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	3.0		2.1	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	7.8		6.9	7.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min
v/c Ratio	0.89	0.72		0.17	0.14		0.71	0.48		0.11	0.79	0.25
Control Delay	72.8	16.5		32.7	19.6		34.4	17.4		10.5	30.0	5.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	72.8	16.5		32.7	19.6		34.4	17.4		10.5	30.0	5.9
Queue Length 50th (ft)	130	21		20	3		87	223		9	353	11
Queue Length 95th (ft)	#249	116		47	32		#244	346		28	520	60
Internal Link Dist (ft)		1390			1117			834			5628	
Turn Bay Length (ft)	185			185			240			240		185
Base Capacity (vph)	245	685		232	490		332	1978		473	1816	890
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	0.89	0.51		0.16	0.07		0.69	0.48		0.08	0.66	0.21

Intersection Summary

Cycle Length: 125
Actuated Cycle Length: 97.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: SW 49th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	10	310	35	5	25	210	825	45	35	1100	175
Future Volume (veh/h)	200	10	310	35	5	25	210	825	45	35	1100	175
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	11	270	38	5	22	228	897	39	38	1196	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	415	12	305	177	50	222	272	1549	67	298	1408	628
Arrive On Green	0.08	0.20	0.20	0.04	0.17	0.17	0.09	0.45	0.45	0.04	0.40	0.40
Sat Flow, veh/h	1781	62	1532	1781	302	1329	1781	3469	151	1781	3554	1585
Grp Volume(v), veh/h	217	0	281	38	0	27	228	459	477	38	1196	152
Grp Sat Flow(s),veh/h/ln	1781	0	1595	1781	0	1631	1781	1777	1843	1781	1777	1585
Q Serve(g_s), s	8.1	0.0	18.2	1.8	0.0	1.5	7.9	20.5	20.5	1.3	32.6	6.8
Cycle Q Clear(g_c), s	8.1	0.0	18.2	1.8	0.0	1.5	7.9	20.5	20.5	1.3	32.6	6.8
Prop In Lane	1.00		0.96	1.00		0.81	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	415	0	317	177	0	273	272	793	823	298	1408	628
V/C Ratio(X)	0.52	0.00	0.89	0.21	0.00	0.10	0.84	0.58	0.58	0.13	0.85	0.24
Avail Cap(c_a), veh/h	415	0	408	233	0	417	325	805	835	440	1610	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	41.5	34.9	0.0	37.5	23.3	22.0	22.0	18.2	29.2	21.4
Incr Delay (d2), s/veh	1.2	0.0	17.0	0.6	0.0	0.2	15.0	1.0	1.0	0.2	4.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.0	8.5	0.8	0.0	0.6	4.1	8.2	8.5	0.5	14.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.4	0.0	58.5	35.5	0.0	37.7	38.3	23.0	23.0	18.4	33.3	21.6
LnGrp LOS	D	A	E	D	A	D	D	C	C	B	C	C
Approach Vol, veh/h		498			65			1164			1386	
Approach Delay, s/veh		48.8			36.4			26.0			31.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	49.0	15.0	25.6	11.5	54.3	11.6	29.0
Change Period (Y+Rc), s	6.8	6.8	6.9	7.8	6.8	6.8	6.9	7.8
Max Green Setting (Gmax), s	13.2	48.2	8.1	27.2	13.2	48.2	8.1	27.2
Max Q Clear Time (g_c+I1), s	9.9	34.6	10.1	3.5	3.3	22.5	3.8	20.2
Green Ext Time (p_c), s	0.2	7.6	0.0	0.1	0.0	5.8	0.0	0.9

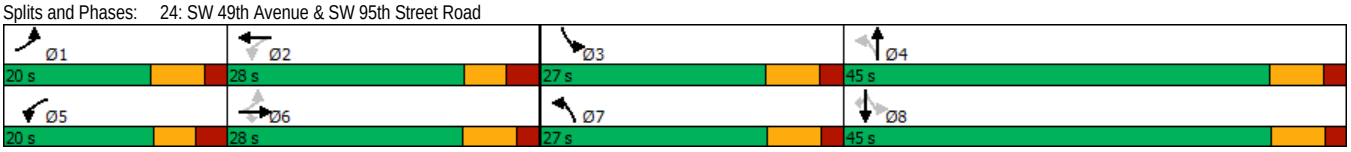
Intersection Summary	
HCM 6th Ctrl Delay	32.4
HCM 6th LOS	C

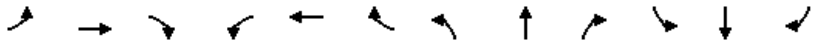
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	225	275	150	200	150	310	750	175	150	995	300
Future Volume (vph)	250	225	275	150	200	150	310	750	175	150	995	300
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	245	299	163	217	163	337	815	190	163	1082	326
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	245	299	163	380	0	337	1005	0	163	1082	326
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	27.1	27.1	13.9	27.1		15.0	28.2		13.9	27.1	27.1
Total Split (s)	20.0	28.0	28.0	20.0	28.0		27.0	45.0		27.0	45.0	45.0
Total Split (%)	16.7%	23.3%	23.3%	16.7%	23.3%		22.5%	37.5%		22.5%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	2.2	2.2	2.9	3.2		2.0	2.2		2.1	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
Total Lost Time (s)	6.9	7.0	7.0	6.6	6.9		6.8	7.0		6.9	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
v/c Ratio	0.86	0.72	0.56	0.53	0.55		0.94	0.76		0.58	0.96	0.50
Control Delay	58.4	59.4	9.3	35.4	31.7		68.9	36.5		24.5	58.4	14.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	58.4	59.4	9.3	35.4	31.7		68.9	36.5		24.5	58.4	14.2
Queue Length 50th (ft)	163	182	0	91	89		207	343		61	432	65
Queue Length 95th (ft)	#260	#297	80	147	141		#400	463		99	#574	154
Internal Link Dist (ft)		5200			3554			3071			396	
Turn Bay Length (ft)	300			240			420			185		185
Base Capacity (vph)	318	341	533	329	698		360	1328		395	1131	650
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	0.86	0.72	0.56	0.50	0.54		0.94	0.76		0.41	0.96	0.50

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 119.5
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: SW 49th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	250	225	275	150	200	150	310	750	175	150	995	300
Future Volume (veh/h)	250	225	275	150	200	150	310	750	175	150	995	300
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	272	245	239	163	217	160	337	815	152	163	1082	261
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	321	358	303	288	337	238	363	1210	226	308	1141	509
Arrive On Green	0.11	0.19	0.19	0.09	0.17	0.17	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	1992	1403	1781	2989	558	1781	3554	1585
Grp Volume(v), veh/h	272	245	239	163	192	185	337	484	483	163	1082	261
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1618	1781	1777	1770	1781	1777	1585
Q Serve(g_s), s	13.1	14.4	17.0	8.8	11.9	12.6	17.3	26.3	26.3	7.1	35.1	15.8
Cycle Q Clear(g_c), s	13.1	14.4	17.0	8.8	11.9	12.6	17.3	26.3	26.3	7.1	35.1	15.8
Prop In Lane	1.00		1.00	1.00		0.87	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	321	358	303	288	301	274	363	719	716	308	1141	509
V/C Ratio(X)	0.85	0.69	0.79	0.57	0.64	0.67	0.93	0.67	0.67	0.53	0.95	0.51
Avail Cap(c_a), veh/h	321	358	303	326	318	289	375	719	716	470	1150	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	44.4	45.5	36.2	45.7	46.0	34.3	28.8	28.8	25.0	39.1	32.6
Incr Delay (d2), s/veh	18.5	5.3	13.0	1.8	4.0	5.6	28.7	2.5	2.5	1.4	15.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	7.0	7.6	3.8	5.4	5.4	12.3	11.1	11.1	3.0	17.0	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.3	49.8	58.5	37.9	49.6	51.6	63.0	31.2	31.2	26.4	54.9	33.4
LnGrp LOS	E	D	E	D	D	D	E	C	C	C	D	C
Approach Vol, veh/h		756			540			1304			1506	
Approach Delay, s/veh		55.3			46.8			39.4			48.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	27.0	16.3	54.8	17.4	29.6	26.2	44.9
Change Period (Y+Rc), s	6.9	* 7	6.9	* 7	* 6.6	* 7	6.8	* 7
Max Green Setting (Gmax), s	13.1	* 21	20.1	* 38	* 13	* 21	20.2	* 38
Max Q Clear Time (g_c+I1), s	15.1	14.6	9.1	28.3	10.8	19.0	19.3	37.1
Green Ext Time (p_c), s	0.0	1.1	0.3	3.9	0.1	0.5	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

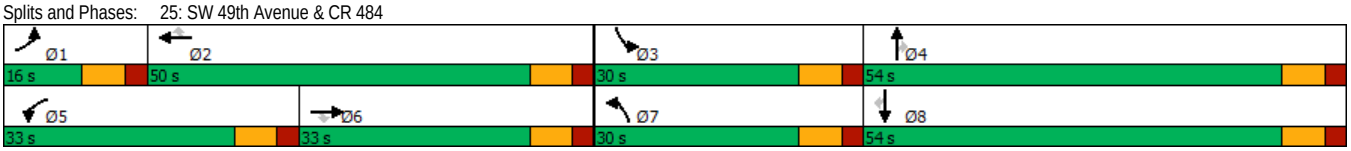
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

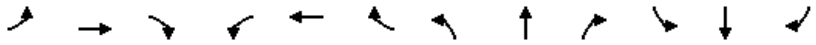
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	550	30	280	875	365	140	1005	365	240	715	135
Future Volume (vph)	90	550	30	280	875	365	140	1005	365	240	715	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	598	33	304	951	397	152	1092	397	261	777	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	598	33	304	951	397	152	1092	397	261	777	147
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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	20.0	20.0	5.0	20.0	20.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.3	27.3	27.3	12.3	27.3	27.3	12.3	17.3	17.3	12.3	17.3	17.3
Total Split (s)	16.0	33.0	33.0	33.0	50.0	50.0	30.0	54.0	54.0	30.0	54.0	54.0
Total Split (%)	10.7%	22.0%	22.0%	22.0%	33.3%	33.3%	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
v/c Ratio	0.92	0.74	0.06	0.71	0.92	0.57	0.72	0.94	0.61	0.67	0.68	0.23
Control Delay	132.2	58.4	0.2	69.6	63.4	11.2	79.4	61.9	23.7	70.2	46.5	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	132.2	58.4	0.2	69.6	63.4	11.2	79.4	61.9	23.7	70.2	46.5	2.4
Queue Length 50th (ft)	93	273	0	142	450	42	138	523	153	122	334	0
Queue Length 95th (ft)	#220	#409	0	196	#615	152	218	#695	279	172	430	21
Internal Link Dist (ft)		862			752			747			938	
Turn Bay Length (ft)	405		350	405		350	240		185	240		185
Base Capacity (vph)	107	807	508	618	1058	708	281	1165	656	545	1160	647
Starvation Cap Reductn	0	0	0	0	0	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	0.92	0.74	0.06	0.49	0.90	0.56	0.54	0.94	0.61	0.48	0.67	0.23

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 143
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: SW 49th Avenue & CR 484





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	550	30	280	875	365	140	1005	365	240	715	135
Future Volume (veh/h)	90	550	30	280	875	365	140	1005	365	240	715	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	598	26	304	951	318	152	1092	318	261	777	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	899	401	368	1051	469	178	1182	527	322	1157	516
Arrive On Green	0.06	0.25	0.25	0.11	0.30	0.30	0.10	0.33	0.33	0.09	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	98	598	26	304	951	318	152	1092	318	261	777	118
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	7.4	20.6	1.7	11.7	35.0	24.0	11.4	40.3	22.8	10.1	25.7	7.4
Cycle Q Clear(g_c), s	7.4	20.6	1.7	11.7	35.0	24.0	11.4	40.3	22.8	10.1	25.7	7.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	114	899	401	368	1051	469	178	1182	527	322	1157	516
V/C Ratio(X)	0.86	0.66	0.06	0.83	0.91	0.68	0.85	0.92	0.60	0.81	0.67	0.23
Avail Cap(c_a), veh/h	114	899	401	653	1115	498	297	1220	544	577	1220	544
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	45.6	38.6	59.5	46.1	42.2	60.2	43.8	37.9	60.5	39.6	33.4
Incr Delay (d2), s/veh	44.5	1.9	0.1	4.7	10.2	3.4	11.6	11.6	1.8	4.9	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	8.9	0.7	5.2	16.2	9.6	5.6	19.0	8.9	4.5	11.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.6	47.5	38.6	64.3	56.2	45.7	71.9	55.3	39.7	65.3	40.9	33.6
LnGrp LOS	F	D	D	E	E	D	E	E	D	E	D	C
Approach Vol, veh/h		722			1573			1562			1156	
Approach Delay, s/veh		55.3			55.6			53.8			45.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	47.5	20.0	52.5	21.8	41.7	20.9	51.6
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	8.7	42.7	22.7	46.7	25.7	25.7	22.7	46.7
Max Q Clear Time (g_c+I1), s	9.4	37.0	12.1	42.3	13.7	22.6	13.4	27.7
Green Ext Time (p_c), s	0.0	3.2	0.6	2.9	0.8	1.1	0.2	5.1

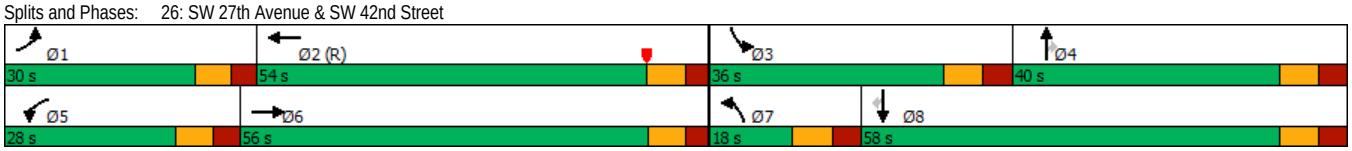
Intersection Summary	
HCM 6th Ctrl Delay	52.7
HCM 6th LOS	D

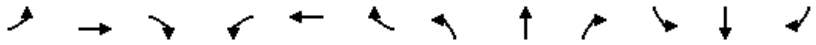
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	453	1327	242	363	1222	385	132	475	237	665	737	594
Future Volume (vph)	453	1327	242	363	1222	385	132	475	237	665	737	594
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	477	1397	255	382	1286	405	139	500	249	700	776	625
Shared Lane Traffic (%)												
Lane Group Flow (vph)	477	1652	0	382	1691	0	139	500	249	700	776	625
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.4	44.4		13.6	44.5		14.3	18.3	18.3	14.3	18.3	18.3
Total Split (s)	30.0	56.0		28.0	54.0		18.0	40.0	40.0	36.0	58.0	58.0
Total Split (%)	18.8%	35.0%		17.5%	33.8%		11.3%	25.0%	25.0%	22.5%	36.3%	36.3%
Yellow Time (s)	4.4	4.4		4.5	4.5		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0		3.1	3.0		3.5	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.6	7.5		8.3	8.3	8.3	8.3	8.3	8.3
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	1.91	1.56		1.70	1.67		1.30	0.71	0.49	1.18	1.34	0.91
Control Delay	457.0	293.0		371.1	341.9		241.5	66.4	9.2	152.0	207.5	45.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	457.0	293.0		371.1	341.9		241.5	66.4	9.2	152.0	207.5	45.8
Queue Length 50th (ft)	~763	~1283		~583	~1352		~185	260	0	~450	~1055	383
Queue Length 95th (ft)	#990	#1422		#800	#1490		#335	327	80	#578	#1311	#631
Internal Link Dist (ft)		1700			2015			1169			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	250	1059		225	1010		107	701	513	594	578	690
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	1.91	1.56		1.70	1.67		1.30	0.71	0.49	1.18	1.34	0.91

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1327	242	363	1222	385	132	475	237	665	737	594
Future Volume (veh/h)	453	1327	242	363	1222	385	132	475	237	665	737	594
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	477	1397	191	382	1286	352	139	500	176	700	776	413
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	252	1020	138	227	864	232	108	704	314	598	581	492
Arrive On Green	0.14	0.32	0.32	0.13	0.31	0.31	0.06	0.20	0.20	0.17	0.31	0.31
Sat Flow, veh/h	1781	3145	426	1781	2771	742	1781	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	477	784	804	382	814	824	139	500	176	700	776	413
Grp Sat Flow(s),veh/h/ln	1781	1777	1794	1781	1777	1737	1781	1777	1585	1728	1870	1585
Q Serve(g_s), s	22.6	51.9	51.9	20.4	49.9	49.9	9.7	21.0	16.0	27.7	49.7	38.9
Cycle Q Clear(g_c), s	22.6	51.9	51.9	20.4	49.9	49.9	9.7	21.0	16.0	27.7	49.7	38.9
Prop In Lane	1.00		0.24	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	252	576	582	227	554	542	108	704	314	598	581	492
V/C Ratio(X)	1.90	1.36	1.38	1.68	1.47	1.52	1.29	0.71	0.56	1.17	1.34	0.84
Avail Cap(c_a), veh/h	252	576	582	227	554	542	108	704	314	598	581	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	68.7	54.1	54.1	69.8	55.1	55.1	75.1	59.9	57.9	66.2	55.2	51.4
Incr Delay (d2), s/veh	417.7	172.9	182.6	325.3	221.1	243.5	182.2	3.6	2.8	78.3	152.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	39.3	50.3	52.3	29.7	55.8	57.9	9.9	9.7	6.6	18.5	47.4	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	486.4	227.0	236.7	395.1	276.1	298.6	257.4	63.5	60.7	144.5	207.3	52.7
LnGrp LOS	F	F	F	F	F	F	F	E	E	F	F	D
Approach Vol, veh/h		2065			2020			815			1889	
Approach Delay, s/veh		290.7			307.8			96.0			150.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.5	36.0	40.0	28.0	59.5	18.0	58.0
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	22.6	46.5	27.7	31.7	20.4	* 49	9.7	49.7
Max Q Clear Time (g_c+I1), s	24.6	51.9	29.7	23.0	22.4	53.9	11.7	51.7
Green Ext Time (p_c), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	233.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

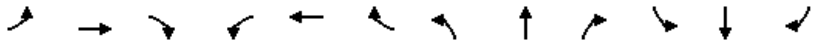
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	291	118	7	219	142	130	394	10	176	633	325
Future Volume (vph)	225	291	118	7	219	142	130	394	10	176	633	325
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	253	327	133	8	246	160	146	443	11	198	711	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	713	0	0	414	0	146	454	0	198	1076	0
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases				4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	17.0		6.0	17.0	
Minimum Split (s)	12.8	22.0		22.0	22.0		13.0	23.8		13.0	23.8	
Total Split (s)	25.0	62.0		37.0	37.0		15.0	70.0		15.0	70.0	
Total Split (%)	17.0%	42.2%		25.2%	25.2%		10.2%	47.6%		10.2%	47.6%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.2	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.8	6.8		7.0	6.8	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Min	None		None	None		None	Min		None	Min	
v/c Ratio		9.26			0.81		0.98	0.57		0.55	1.39	
Control Delay		3749.4			59.5		102.8	35.0		26.4	218.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3749.4			59.5		102.8	35.0		26.4	218.2	
Queue Length 50th (ft)		~1351			354		91	324		98	~1366	
Queue Length 95th (ft)		#1582			#486		#234	430		145	#1605	
Internal Link Dist (ft)		1849			1734			1468			7887	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)		77			514		149	798		360	772	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		9.26			0.81		0.98	0.57		0.55	1.39	

Intersection Summary

Cycle Length: 147
Actuated Cycle Length: 147
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
~ 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: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	291	118	7	219	142	130	394	10	176	633	325
Future Volume (veh/h)	225	291	118	7	219	142	130	394	10	176	633	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	327	122	8	246	107	146	443	11	198	711	344
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	370	138	33	356	152	169	892	22	473	584	283
Arrive On Green	0.00	0.29	0.29	0.29	0.29	0.29	0.06	0.49	0.49	0.06	0.49	0.49
Sat Flow, veh/h	0	1288	481	15	1240	529	1781	1817	45	1781	1191	576
Grp Volume(v), veh/h	0	0	449	361	0	0	146	0	454	198	0	1055
Grp Sat Flow(s),veh/h/ln	0	0	1769	1784	0	0	1781	0	1862	1781	0	1767
Q Serve(g_s), s	0.0	0.0	31.2	0.0	0.0	0.0	6.4	0.0	21.1	7.2	0.0	63.2
Cycle Q Clear(g_c), s	0.0	0.0	31.2	23.4	0.0	0.0	6.4	0.0	21.1	7.2	0.0	63.2
Prop In Lane	0.00		0.27	0.02		0.30	1.00		0.02	1.00		0.33
Lane Grp Cap(c), veh/h	0	0	508	541	0	0	169	0	914	473	0	867
V/C Ratio(X)	0.00	0.00	0.88	0.67	0.00	0.00	0.86	0.00	0.50	0.42	0.00	1.22
Avail Cap(c_a), veh/h	0	0	758	541	0	0	169	0	914	473	0	867
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.9	41.1	0.0	0.0	36.2	0.0	22.1	16.7	0.0	32.8
Incr Delay (d2), s/veh	0.0	0.0	9.9	3.5	0.0	0.0	32.5	0.0	1.5	0.2	0.0	108.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	14.6	10.5	0.0	0.0	3.6	0.0	9.2	2.8	0.0	51.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	53.8	44.6	0.0	0.0	68.7	0.0	23.6	16.9	0.0	140.7
LnGrp LOS	A	A	D	D	A	A	E	A	C	B	A	F
Approach Vol, veh/h		449			361			600			1253	
Approach Delay, s/veh		53.8			44.6			34.6			121.2	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	70.0	0.0	43.7	15.0	70.0		43.7				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	* 7	6.8		6.8				
Max Green Setting (Gmax), s	8.2	63.2	18.2	30.2	* 8	63.2		55.2				
Max Q Clear Time (g_c+I1), s	8.4	65.2	0.0	25.4	9.2	23.1		33.2				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.1	0.0	7.8		3.7				

Intersection Summary			
HCM 6th Ctrl Delay		79.9	
HCM 6th LOS		E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H3: PM Peak Hour 2040 Future Year Background Traffic Conditions with Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1510	139	74	2083	530	93	236	27	479	278	118
Future Volume (vph)	89	1510	139	74	2083	530	93	236	27	479	278	118
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	97	1641	151	80	2264	576	101	257	29	521	302	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1792	0	80	2264	576	101	286	0	521	430	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2	27.2	15.5	14.3		14.3	14.3	
Total Split (s)	18.0	84.0		16.0	82.0	82.0	32.0	26.0		34.0	28.0	
Total Split (%)	11.3%	52.5%		10.0%	51.3%	51.3%	20.0%	16.3%		21.3%	17.5%	
Yellow Time (s)	5.3	5.3		5.2	5.2	5.2	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0	2.0	3.5	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2	7.2	8.5	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.83	0.75		0.81	0.93	0.58	0.64	0.76		0.95	0.72	
Control Delay	118.7	36.4		116.6	23.9	1.8	87.2	81.4		93.0	65.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	118.7	36.4		116.6	23.9	1.8	87.2	81.4		93.0	65.0	
Queue Length 50th (ft)	102	550		88	487	8	104	151		281	207	
Queue Length 95th (ft)	#224	609		m#112	m538	m9	165	205		#394	#293	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620		350	375			370		
Base Capacity (vph)	117	2395		99	2428	987	259	412		551	597	
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	0.83	0.75		0.81	0.93	0.58	0.39	0.69		0.95	0.72	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1510	139	74	2083	530	93	236	27	479	278	118
Future Volume (veh/h)	89	1510	139	74	2083	530	93	236	27	479	278	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	97	1641	135	80	2264	517	101	257	15	521	302	70
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	108	2405	198	85	2510	779	122	308	18	557	502	115
Arrive On Green	0.06	0.50	0.50	0.05	0.49	0.49	0.07	0.09	0.09	0.17	0.18	0.18
Sat Flow, veh/h	1781	4808	395	1795	5147	1598	1781	3413	198	3346	2782	635
Grp Volume(v), veh/h	97	1161	615	80	2264	517	101	133	139	521	185	187
Grp Sat Flow(s),veh/h/ln	1781	1702	1799	1795	1716	1598	1781	1777	1835	1673	1721	1697
Q Serve(g_s), s	8.7	41.4	41.5	7.1	64.4	39.2	9.0	11.8	11.9	24.6	15.8	16.2
Cycle Q Clear(g_c), s	8.7	41.4	41.5	7.1	64.4	39.2	9.0	11.8	11.9	24.6	15.8	16.2
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	108	1702	900	85	2510	779	122	161	166	557	311	306
V/C Ratio(X)	0.90	0.68	0.68	0.94	0.90	0.66	0.83	0.83	0.84	0.94	0.60	0.61
Avail Cap(c_a), veh/h	108	1702	900	85	2510	779	262	208	214	558	311	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	30.3	30.4	76.0	37.5	31.1	73.6	71.6	71.6	65.8	60.2	60.4
Incr Delay (d2), s/veh	55.8	2.2	4.2	27.6	1.2	0.9	12.9	19.1	19.7	23.3	3.1	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	16.8	18.2	3.9	25.9	14.9	4.5	6.2	6.4	12.3	7.2	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.4	32.6	34.6	103.5	38.7	31.9	86.5	90.6	91.3	89.2	63.3	63.9
LnGrp LOS	F	C	C	F	D	C	F	F	F	F	E	E
Approach Vol, veh/h		1873			2861			373			893	
Approach Delay, s/veh		38.3			39.3			89.8			78.5	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	88.3	19.5	36.2	18.0	86.3	33.9	21.8
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	* 7.3	* 7.3
Max Green Setting (Gmax), s	* 7.6	75.7	23.5	* 21	9.7	* 75	* 27	* 19
Max Q Clear Time (g_c+I1), s	9.1	43.5	11.0	18.2	10.7	66.4	26.6	13.9
Green Ext Time (p_c), s	0.0	14.7	0.2	0.5	0.0	7.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	254	1396	79	721	1842	272	177	287	461	306	469	408
Future Volume (vph)	254	1396	79	721	1842	272	177	287	461	306	469	408
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	265	1454	82	751	1919	283	184	299	480	319	489	425
Shared Lane Traffic (%)												
Lane Group Flow (vph)	265	1536	0	751	2202	0	184	299	480	319	489	425
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	25.0	55.0		46.0	76.0		26.0	22.0	46.0	37.0	33.0	33.0
Total Split (%)	15.6%	34.4%		28.8%	47.5%		16.3%	13.8%	28.8%	23.1%	20.6%	20.6%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.89	0.78		0.97	0.99		0.62	0.63	0.66	0.74	0.80	0.92
Control Delay	96.6	37.0		65.7	41.1		79.5	72.5	32.3	77.9	73.7	55.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.6	37.0		65.7	41.1		79.5	72.5	32.3	77.9	73.7	55.5
Queue Length 50th (ft)	151	359		382	~890		97	155	291	168	257	220
Queue Length 95th (ft)	m#214	m390		m#476	#978		138	217	449	215	#349	#447
Internal Link Dist (ft)		12493			125			2275			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	298	1972		776	2215		394	471	723	626	625	466
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	0.78		0.97	0.99		0.47	0.63	0.66	0.51	0.78	0.91

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69.6 (44%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

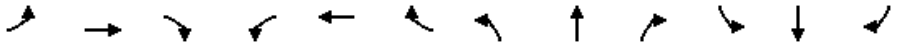
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	1396	79	721	1842	272	177	287	461	306	469	408
Future Volume (veh/h)	254	1396	79	721	1842	272	177	287	461	306	469	408
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	265	1454	0	751	1919	0	184	299	409	319	489	208
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	2266		775	2468		232	388	529	375	540	241
Arrive On Green	0.09	0.35	0.00	0.22	0.48	0.00	0.07	0.11	0.11	0.11	0.15	0.15
Sat Flow, veh/h	3456	6696	0	3456	5274	0	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	265	1454	0	751	1919	0	184	299	409	319	489	208
Grp Sat Flow(s),veh/h/ln	1728	1609	0	1728	1702	0	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	12.1	30.3	0.0	34.5	49.8	0.0	8.4	13.1	17.5	14.5	21.6	20.5
Cycle Q Clear(g_c), s	12.1	30.3	0.0	34.5	49.8	0.0	8.4	13.1	17.5	14.5	21.6	20.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	2266		775	2468		232	388	529	375	540	241
V/C Ratio(X)	0.89	0.64		0.97	0.78		0.79	0.77	0.77	0.85	0.90	0.86
Avail Cap(c_a), veh/h	298	2266		775	2468		397	388	529	631	564	252
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	0.00	1.00	1.00	0.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.3	43.4	0.0	61.5	34.2	0.0	73.6	69.3	47.9	70.0	66.7	66.2
Incr Delay (d2), s/veh	15.6	0.7	0.0	24.7	2.5	0.0	5.2	7.7	5.9	5.7	17.7	24.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	11.9	0.0	17.4	20.2	0.0	3.8	6.3	15.2	6.6	11.0	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.9	44.1	0.0	86.2	36.7	0.0	78.7	77.0	53.8	75.7	84.4	90.7
LnGrp LOS	F	D		F	D		E	E	D	E	F	F
Approach Vol, veh/h		1719	A		2670	A		892			1016	
Approach Delay, s/veh		50.9			50.6			66.7			83.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	84.7	25.2	25.1	46.0	63.7	18.3	31.9
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	13.8	* 69	* 29	14.4	* 36	* 48	* 18	25.4
Max Q Clear Time (g_c+I1), s	14.1	51.8	16.5	19.5	36.5	32.3	10.4	23.6
Green Ext Time (p_c), s	0.0	11.5	0.9	0.0	0.0	8.2	0.3	0.7

Intersection Summary	
HCM 6th Ctrl Delay	58.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

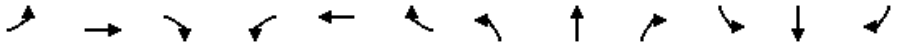
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	2048	452	298	2298	56	449	18	180	19	27	2
Future Volume (vph)	108	2048	452	298	2298	56	449	18	180	19	27	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	116	2202	486	320	2471	60	483	19	194	20	29	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	2688	0	320	2531	0	483	213	0	0	51	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	21.0	81.0		32.0	92.0		33.0	47.0		14.0	14.0	
Total Split (%)	13.1%	50.6%		20.0%	57.5%		20.6%	29.4%		8.8%	8.8%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.84	0.86		0.75	0.93		0.90	0.40			0.76	
Control Delay	129.6	33.9		78.3	41.8		86.6	10.6			129.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	129.6	33.9		78.3	41.8		86.6	10.6			129.1	
Queue Length 50th (ft)	119	789		169	889		258	15			53	
Queue Length 95th (ft)	m#192	852		218	962		#350	88			#134	
Internal Link Dist (ft)		251			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	142	3111		529	2722		551	538			67	
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	0.86		0.60	0.93		0.88	0.40			0.76	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	2048	452	298	2298	56	449	18	180	19	27	2
Future Volume (veh/h)	108	2048	452	298	2298	56	449	18	180	19	27	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	2202	471	320	2471	56	483	19	136	20	29	-1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	3240	683	372	3240	73	526	29	210	32	35	0
Arrive On Green	0.08	0.60	0.60	0.11	0.63	0.63	0.15	0.15	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	5361	1131	3456	5138	116	3456	198	1417	0	0	0
Grp Volume(v), veh/h	116	1979	694	320	1634	893	483	0	155	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1667	1728	1702	1849	1728	0	1615	0	0	0
Q Serve(g_s), s	10.3	44.0	45.2	14.6	54.6	55.2	22.0	0.0	14.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.3	44.0	45.2	14.6	54.6	55.2	22.0	0.0	14.5	0.0	0.0	0.0
Prop In Lane	1.00		0.68	1.00		0.06	1.00		0.88	0.42		-0.02
Lane Grp Cap(c), veh/h	136	2916	1007	372	2146	1166	526	0	239	0	0	0
V/C Ratio(X)	0.85	0.68	0.69	0.86	0.76	0.77	0.92	0.00	0.65	0.00	0.00	0.00
Avail Cap(c_a), veh/h	144	2916	1007	533	2146	1166	555	0	394	0	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	73.0	21.2	21.5	70.2	21.0	21.1	66.8	0.0	64.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	34.8	1.3	3.9	9.6	2.6	4.8	19.8	0.0	2.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	15.8	17.5	6.8	20.7	23.4	11.0	0.0	6.1	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.8	22.5	25.3	79.7	23.6	25.9	86.6	0.0	67.2	0.0	0.0	0.0
LnGrp LOS	F	C	C	E	C	C	F	A	E	A	A	A
Approach Vol, veh/h		2789			2847			638			0	
Approach Delay, s/veh		26.8			30.6			81.9			0.0	
Approach LOS		C			C			F				

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	108.0		31.7	24.5	103.8	31.7	0.0
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1	* 7.3	* 8
Max Green Setting (Gmax), s	* 13	84.9		* 39	* 25	73.9	* 26	* 7.4
Max Q Clear Time (g_c+I1), s	12.3	57.2		16.5	16.6	47.2	24.0	0.0
Green Ext Time (p_c), s	0.0	20.8		0.8	0.7	20.9	0.3	0.0

Intersection Summary		
HCM 6th Ctrl Delay		34.1
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

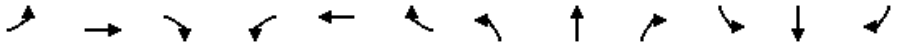
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Future Volume (vph)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	71	2048	620	379	2521	13	1203	32	171	47	33	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	2048	620	379	2534	0	1203	203	0	47	33	4
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	16.0	76.5	76.5	28.0	88.5		49.5	44.5		21.0	16.0	16.0
Total Split (%)	9.4%	45.0%	45.0%	16.5%	52.1%		29.1%	26.2%		12.4%	9.4%	9.4%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.87	0.97	0.61	0.95	0.82		1.00	0.41		0.47	0.42	0.01
Control Delay	143.5	61.2	5.0	92.9	40.3		88.7	19.6		92.7	95.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	143.5	61.2	5.0	92.9	40.3		88.7	19.6		92.7	95.9	0.0
Queue Length 50th (ft)	81	~847	0	229	485		479	52		52	37	0
Queue Length 95th (ft)	#195	#958	85	m#241	m496		#585	136		99	77	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	82	2121	1021	401	3103		1206	492		122	79	311
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	0.87	0.97	0.61	0.95	0.82		1.00	0.41		0.39	0.42	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Future Volume (veh/h)	65	1864	564	345	2294	12	1095	29	156	43	30	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	71	2048	379	379	2521	12	1203	32	60	47	33	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	75	2058	639	398	3153	15	1214	142	266	63	75	63
Arrive On Green	0.04	0.40	0.40	0.12	0.47	0.47	0.24	0.24	0.24	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	3456	6658	32	5023	582	1092	1725	1811	1535
Grp Volume(v), veh/h	71	2048	379	379	1827	706	1203	0	92	47	33	3
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1609	1865	1674	0	1674	1725	1811	1535
Q Serve(g_s), s	6.8	68.0	31.9	18.5	54.5	54.5	40.6	0.0	7.5	4.6	3.0	0.3
Cycle Q Clear(g_c), s	6.8	68.0	31.9	18.5	54.5	54.5	40.6	0.0	7.5	4.6	3.0	0.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	75	2058	639	398	2285	883	1214	0	408	63	75	63
V/C Ratio(X)	0.94	1.00	0.59	0.95	0.80	0.80	0.99	0.00	0.23	0.74	0.44	0.05
Avail Cap(c_a), veh/h	75	2058	639	398	2285	883	1214	0	408	124	80	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.2	50.6	39.8	74.7	37.9	37.9	64.3	0.0	51.4	81.1	79.6	78.3
Incr Delay (d2), s/veh	83.4	18.7	1.5	32.7	3.0	7.5	23.5	0.0	0.4	15.6	5.8	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	31.4	12.9	9.9	21.3	25.8	20.0	0.0	3.2	2.3	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.6	69.3	41.3	107.4	40.9	45.4	87.7	0.0	51.8	96.7	85.4	78.7
LnGrp LOS	F	E	D	F	D	D	F	A	D	F	F	E
Approach Vol, veh/h		2498			2912			1295			83	
Approach Delay, s/veh		67.8			50.7			85.2			91.5	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	89.0	15.0	50.0	28.0	77.0	49.5	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	7.2	80.0	12.2	* 38	* 20	68.0	* 41	7.5
Max Q Clear Time (g_c+I1), s	8.8	56.5	6.6	9.5	20.5	70.0	42.6	5.0
Green Ext Time (p_c), s	0.0	17.8	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	2044	71	167	2320	459	75	65	87	447	76	213
Future Volume (vph)	320	2044	71	167	2320	459	75	65	87	447	76	213
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)	340	2174	76	178	2468	488	80	69	93	476	81	227
Shared Lane Traffic (%)												
Lane Group Flow (vph)	340	2250	0	178	2468	488	80	69	93	476	308	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2			4			
Detector Phase	1	6		5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0	28.0	13.3	13.7	13.7	13.7	13.7	
Total Split (s)	29.0	89.0		29.0	89.0	89.0	17.0	21.0	21.0	31.0	35.0	
Total Split (%)	17.1%	52.4%		17.1%	52.4%	52.4%	10.0%	12.4%	12.4%	18.2%	20.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.9	2.9	2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0	8.0	6.3	6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min		None	C-Min	C-Min	None	None	None	None	None	
v/c Ratio	0.84	0.90		0.86	0.98	0.54	0.75	0.52	0.35	0.97	0.87	
Control Delay	103.6	14.7		105.3	37.1	9.5	115.9	89.6	3.5	105.3	77.8	
Queue Delay	0.0	0.0		0.0	17.4	0.3	0.0	0.0	0.0	14.6	0.0	
Total Delay	103.6	14.7		105.3	54.5	9.8	115.9	89.6	3.6	119.9	77.8	
Queue Length 50th (ft)	205	182		198	~949	74	89	75	0	276	264	
Queue Length 95th (ft)	m222	m195		m#275	#1129	m167	#178	132	0	#394	#418	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	424	2513		218	2517	904	111	156	286	490	371	
Starvation Cap Reductn	0	0		0	150	100	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	1	28	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.80	0.90		0.82	1.04	0.61	0.72	0.44	0.33	1.03	0.83	

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow

Natural Cycle: 130

Control Type: Actuated-Coordinated

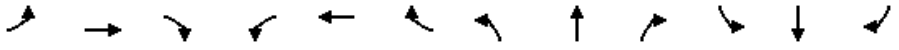
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	2044	71	167	2320	459	75	65	87	447	76	213
Future Volume (veh/h)	320	2044	71	167	2320	459	75	65	87	447	76	213
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	340	2174	73	178	2468	465	80	69	69	476	81	133
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	2624	88	198	2643	820	98	105	89	494	97	159
Arrive On Green	0.11	0.52	0.52	0.11	0.52	0.52	0.06	0.06	0.06	0.14	0.15	0.15
Sat Flow, veh/h	3456	5074	170	1781	5106	1585	1781	1870	1585	3456	662	1087
Grp Volume(v), veh/h	340	1456	791	178	2468	465	80	69	69	476	0	214
Grp Sat Flow(s),veh/h/ln	1728	1702	1840	1781	1702	1585	1781	1870	1585	1728	0	1749
Q Serve(g_s), s	16.5	61.4	61.9	16.8	76.7	34.0	7.6	6.1	7.3	23.3	0.0	20.2
Cycle Q Clear(g_c), s	16.5	61.4	61.9	16.8	76.7	34.0	7.6	6.1	7.3	23.3	0.0	20.2
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.62
Lane Grp Cap(c), veh/h	382	1761	952	198	2643	820	98	105	89	494	0	256
V/C Ratio(X)	0.89	0.83	0.83	0.90	0.93	0.57	0.82	0.66	0.78	0.96	0.00	0.84
Avail Cap(c_a), veh/h	427	1761	952	220	2643	820	112	157	133	494	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.6	34.6	34.7	74.6	38.3	28.0	79.5	78.7	79.2	72.4	0.0	70.6
Incr Delay (d2), s/veh	18.7	3.4	6.3	33.1	7.6	2.8	32.4	6.9	15.1	31.3	0.0	17.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	25.3	28.3	9.4	32.5	13.6	4.4	3.2	3.4	12.5	0.0	10.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.3	38.0	41.1	107.8	45.9	30.8	111.8	85.6	94.3	103.7	0.0	87.7
LnGrp LOS	F	D	D	F	D	C	F	F	F	F	A	F
Approach Vol, veh/h		2587			3111			218			690	
Approach Delay, s/veh		46.2			47.2			98.0			98.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.8	96.0	31.0	16.2	26.9	95.9	15.7	31.6
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	21.0	81.0	* 24	* 14	21.0	81.0	* 11	* 28
Max Q Clear Time (g_c+I1), s	18.5	78.7	25.3	9.3	18.8	63.9	9.6	22.2
Green Ext Time (p_c), s	0.3	2.2	0.0	0.2	0.1	13.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

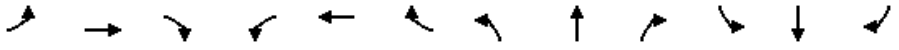
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1886	406	460	2117	0	0	0	0	449	0	609
Future Volume (vph)	0	1886	406	460	2117	0	0	0	0	449	0	609
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	2168	467	529	2433	0	0	0	0	516	0	700
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2168	467	529	2433	0	0	0	0	516	0	700
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	40.0	113.0					57.0		57.0
Total Split (%)		42.9%	42.9%	23.5%	66.5%					33.5%		33.5%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.85	0.59	0.88	0.76					0.53		0.88
Control Delay		30.5	8.8	61.3	23.5					52.9		71.1
Queue Delay		47.3	0.5	0.0	42.7					0.2		0.0
Total Delay		77.8	9.3	61.3	66.2					53.1		71.1
Queue Length 50th (ft)		684	177	273	930					245		417
Queue Length 95th (ft)		694	m247	330	934					293		486
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		2552	797	628	3183					1027		834
Starvation Cap Reductn		74	89	0	951					0		0
Spillback Cap Reductn		963	0	0	279					101		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.36	0.66	0.84	1.09					0.56		0.84

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated

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

Splits and Phases: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1886	406	460	2117	0	0	0	0	449	0	609
Future Volume (veh/h)	0	1886	406	460	2117	0	0	0	0	449	0	609
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	2168	0	529	2433	0				516	0	700
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2395		581	3026	0				964	0	778
Arrive On Green	0.00	0.37	0.00	0.17	0.59	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	2168	0	529	2433	0				516	0	700
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	54.2	0.0	25.6	63.0	0.0				21.5	0.0	41.1
Cycle Q Clear(g_c), s	0.0	54.2	0.0	25.6	63.0	0.0				21.5	0.0	41.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2395		581	3026	0				964	0	778
V/C Ratio(X)	0.00	0.91		0.91	0.80	0.00				0.54	0.00	0.90
Avail Cap(c_a), veh/h	0	2426		632	3127	0				1035	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.54	0.54	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.5	0.0	69.5	26.9	0.0				51.9	0.0	59.0
Incr Delay (d2), s/veh	0.0	6.3	0.0	10.5	0.9	0.0				0.7	0.0	12.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	22.4	0.0	12.0	24.6	0.0				9.5	0.0	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	56.8	0.0	80.0	27.8	0.0				52.6	0.0	71.5
LnGrp LOS	A	E		E	C	A				D	A	E
Approach Vol, veh/h		2168	A		2962						1216	
Approach Delay, s/veh		56.8			37.1						63.5	
Approach LOS		E			D						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		109.6			37.5	72.2		53.5				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1E2			* 31	* 64		50.9				
Max Q Clear Time (g_c+I1), s		65.0			27.6	56.2		43.1				
Green Ext Time (p_c), s		30.7			1.0	7.0		4.4				

Intersection Summary												
HCM 6th Ctrl Delay			48.9									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

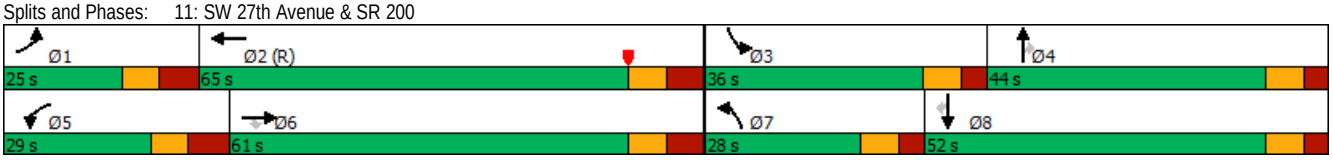
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

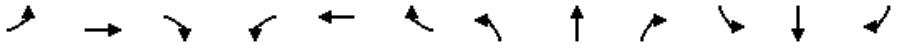
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1475	184	194	1874	45	376	774	135	108	856	227
Future Volume (vph)	277	1475	184	194	1874	45	376	774	135	108	856	227
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	286	1521	190	200	1932	46	388	798	139	111	882	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	286	1521	190	200	1978	0	388	798	139	111	882	234
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9	29.9	17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	25.0	61.0	61.0	29.0	65.0		28.0	44.0	44.0	36.0	52.0	52.0
Total Split (%)	14.7%	35.9%	35.9%	17.1%	38.2%		16.5%	25.9%	25.9%	21.2%	30.6%	30.6%
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0	5.0	5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9	9.9	10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None	None	None	None	None
v/c Ratio	0.94	0.93	0.31	0.66	0.95		0.97	0.81	0.25	0.67	0.97	0.44
Control Delay	128.0	47.3	11.8	85.2	67.5		111.9	64.4	5.1	92.9	84.7	19.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	128.0	47.3	11.8	85.2	67.5		111.9	64.4	5.1	92.9	84.7	19.6
Queue Length 50th (ft)	172	341	28	112	628		225	438	0	122	515	65
Queue Length 95th (ft)	#265	#717	94	156	#684		#336	#578	39	188	#655	153
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	304	1639	611	379	2072		399	990	558	289	911	526
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.94	0.93	0.31	0.53	0.95		0.97	0.81	0.25	0.38	0.97	0.44

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	1475	184	194	1874	45	376	774	135	108	856	227
Future Volume (veh/h)	277	1475	184	194	1874	45	376	774	135	108	856	227
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	286	1521	0	200	1932	0	388	798	78	111	882	161
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1739		245	2087		402	1065	475	132	915	408
Arrive On Green	0.09	0.34	0.00	0.07	0.32	0.00	0.12	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	3456	6696	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	286	1521	0	200	1932	0	388	798	78	111	882	161
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.0	47.6	0.0	9.7	49.3	0.0	19.0	34.5	6.2	10.5	41.7	14.3
Cycle Q Clear(g_c), s	14.0	47.6	0.0	9.7	49.3	0.0	19.0	34.5	6.2	10.5	41.7	14.3
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	1739		245	2087		402	1065	475	132	915	408
V/C Ratio(X)	0.93	0.87		0.82	0.93		0.96	0.75	0.16	0.84	0.96	0.39
Avail Cap(c_a), veh/h	307	1739		382	2087		402	1065	475	291	916	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	52.6	0.0	77.9	55.4	0.0	74.7	53.8	43.8	77.7	62.4	52.2
Incr Delay (d2), s/veh	34.0	5.3	0.0	7.6	8.6	0.0	21.7	1.4	0.1	13.1	21.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	20.8	0.0	4.5	20.8	0.0	9.5	15.4	2.4	5.2	21.2	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.9	57.9	0.0	85.5	64.0	0.0	96.5	55.1	43.9	90.9	83.8	52.8
LnGrp LOS	F	E		F	E		F	E	D	F	F	D
Approach Vol, veh/h		1807	A		2132	A		1264			1154	
Approach Delay, s/veh		66.3			66.0			67.1			80.2	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	65.0	20.8	59.2	22.2	67.8	28.0	52.0
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 15	* 55	* 28	* 36	* 19	* 51	* 20	* 44
Max Q Clear Time (g_c+I1), s	16.0	51.3	12.5	36.5	11.7	49.6	21.0	43.7
Green Ext Time (p_c), s	0.0	3.3	0.2	0.0	0.3	1.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	68.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

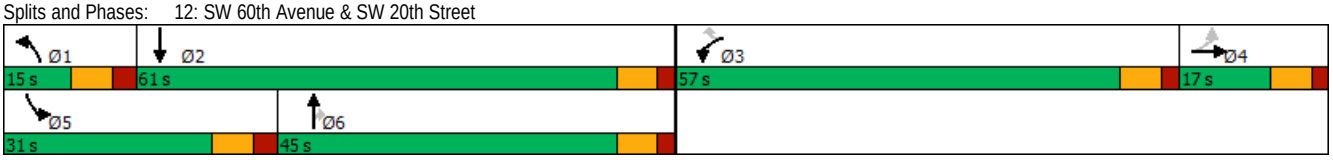
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

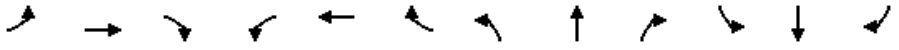
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	530	0	355	1	743	347	245	948	0
Future Volume (vph)	0	0	0	530	0	355	1	743	347	245	948	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	589	0	394	1	826	386	272	1053	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	589	0	394	1	826	386	272	1053	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	17.0	17.0		57.0		57.0	15.0	45.0	45.0	31.0	61.0	
Total Split (%)	11.3%	11.3%		38.0%		38.0%	10.0%	30.0%	30.0%	20.7%	40.7%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.87		0.51	0.01	0.84	0.54	0.86	0.60	
Control Delay				53.3		12.3	60.0	53.6	6.5	77.2	26.4	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				53.3		12.3	60.0	53.6	6.5	77.2	26.4	
Queue Length 50th (ft)				470		76	1	350	0	231	316	
Queue Length 95th (ft)				#685		174	8	431	79	#387	477	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				682		773	102	1028	732	318	1751	
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		0.51	0.01	0.80	0.53	0.86	0.60	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 130.7
Natural Cycle: 140
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	530	0	355	1	743	347	245	948	0
Future Volume (veh/h)	0	0	0	530	0	355	1	743	347	245	948	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	589	0	155	1	826	268	272	1053	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	2	0	698	0	0	3	983	439	304	1595	0
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.00	0.00	0.28	0.28	0.17	0.45	0.00
Sat Flow, veh/h	0	-125314	0	1781	589		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	589	38.8		1	826	268	272	1053	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	D		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	33.9			0.1	23.5	15.7	15.9	24.7	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	33.9			0.1	23.5	15.7	15.9	24.7	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	698			3	983	439	304	1595	0
V/C Ratio(X)	0.00	0.00	0.00	0.84			0.30	0.84	0.61	0.89	0.66	0.00
Avail Cap(c_a), veh/h	0	181	0	911			126	1270	567	394	1815	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	33.1			53.0	36.1	33.3	43.1	22.9	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	5.8			32.4	3.8	1.0	17.5	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	14.7			0.1	10.1	5.8	8.2	9.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	38.8			85.4	39.9	34.3	60.6	23.6	0.0
LnGrp LOS	A	A	A	D			F	D	C	E	C	A
Approach Vol, veh/h		0						1095			1325	
Approach Delay, s/veh		0.0						38.6			31.2	
Approach LOS								D			C	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.6	54.4	44.3	0.0	25.7	36.3
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 7.6	54.3	50.3	10.3	* 24	38.3
Max Q Clear Time (g_c+I1), s	2.1	26.7	35.9	0.0	17.9	25.5
Green Ext Time (p_c), s	0.0	6.3	1.7	0.0	0.3	4.2

Intersection Summary	
HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

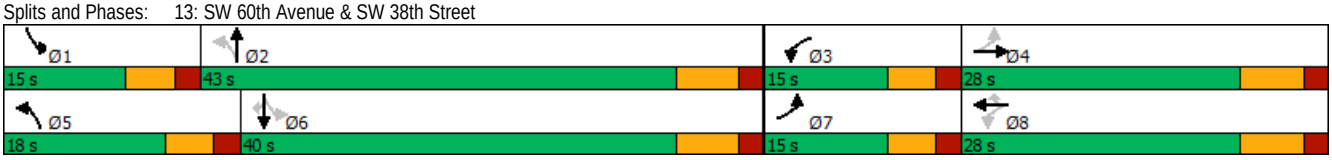
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	242	163	61	347	105	186	719	95	122	1031	359
Future Volume (vph)	202	242	163	61	347	105	186	719	95	122	1031	359
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
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	217	260	175	66	373	113	200	773	102	131	1109	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	435	0	66	373	113	200	875	0	131	1109	386
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	7.0	25.0		7.0	25.0	25.0
Minimum Split (s)	10.7	16.8		10.7	16.8	16.8	12.7	31.8		12.7	31.8	31.8
Total Split (s)	15.0	28.0		15.0	28.0	28.0	18.0	43.0		15.0	40.0	40.0
Total Split (%)	14.9%	27.7%		14.9%	27.7%	27.7%	17.8%	42.6%		14.9%	39.6%	39.6%
Yellow Time (s)	3.7	4.8		3.7	4.8	4.8	3.7	4.8		3.7	4.8	4.8
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
Total Lost Time (s)	5.7	6.8		5.7	6.8	6.8	5.7	6.8		5.7	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
v/c Ratio	0.46	0.96		0.32	0.96	0.25	0.74	0.71		0.47	0.94	0.50
Control Delay	24.9	70.2		25.5	77.6	3.0	36.2	30.8		19.1	48.9	6.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	24.9	70.2		25.5	77.6	3.0	36.2	30.8		19.1	48.9	6.1
Queue Length 50th (ft)	47	~292		28	240	0	71	248		42	365	10
Queue Length 95th (ft)	74	#501		57	#425	16	#169	321		74	#503	79
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	482	455		235	388	459	286	1239		293	1178	768
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	0.45	0.96		0.28	0.96	0.25	0.70	0.71		0.45	0.94	0.50

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 99.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	242	163	61	347	105	186	719	95	122	1031	359
Future Volume (veh/h)	202	242	163	61	347	105	186	719	95	122	1031	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	217	260	126	66	373	87	200	773	88	131	1109	328
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	441	295	143	191	407	345	260	1154	131	310	1225	546
Arrive On Green	0.07	0.25	0.25	0.04	0.22	0.22	0.10	0.37	0.37	0.07	0.34	0.34
Sat Flow, veh/h	3456	1190	577	1753	1841	1560	1739	3139	357	1781	3554	1585
Grp Volume(v), veh/h	217	0	386	66	373	87	200	427	434	131	1109	328
Grp Sat Flow(s),veh/h/ln	1728	0	1767	1753	1841	1560	1739	1735	1762	1781	1777	1585
Q Serve(g_s), s	4.4	0.0	19.6	2.7	18.5	4.3	6.8	19.3	19.3	4.3	27.7	16.0
Cycle Q Clear(g_c), s	4.4	0.0	19.6	2.7	18.5	4.3	6.8	19.3	19.3	4.3	27.7	16.0
Prop In Lane	1.00		0.33	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	441	0	438	191	407	345	260	638	648	310	1225	546
V/C Ratio(X)	0.49	0.00	0.88	0.35	0.92	0.25	0.77	0.67	0.67	0.42	0.91	0.60
Avail Cap(c_a), veh/h	541	0	438	289	418	354	324	673	683	358	1265	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	0.0	33.8	27.9	35.5	30.0	21.9	24.8	24.8	19.1	29.1	25.3
Incr Delay (d2), s/veh	0.9	0.0	18.4	1.1	24.2	0.4	8.5	2.4	2.4	0.9	9.3	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	10.1	1.1	10.5	1.6	3.1	7.7	7.8	1.7	12.4	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.9	0.0	52.1	28.9	59.7	30.3	30.4	27.2	27.1	20.0	38.5	27.0
LnGrp LOS	C	A	D	C	E	C	C	C	C	C	D	C
Approach Vol, veh/h		603			526			1061			1568	
Approach Delay, s/veh		43.4			51.0			27.8			34.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	41.1	9.8	29.9	14.6	39.0	12.3	27.5
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 9.3	36.2	* 9.3	21.2	* 12	33.2	* 9.3	21.2
Max Q Clear Time (g_c+I1), s	6.3	21.3	4.7	21.6	8.8	29.7	6.4	20.5
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.2	2.4	0.2	0.2

Intersection Summary	
HCM 6th Ctrl Delay	36.3
HCM 6th LOS	D

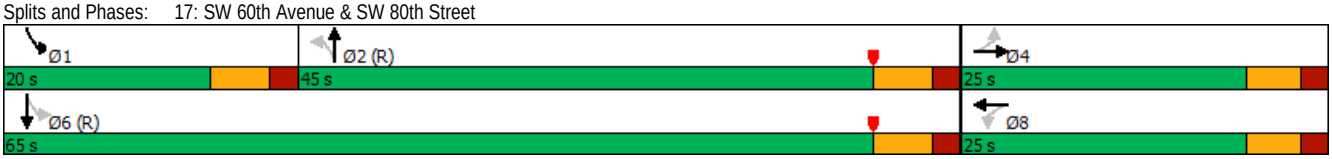
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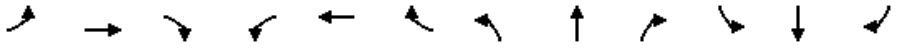
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	4	10	35	1	136	12	766	19	199	1334	1
Future Volume (vph)	16	4	10	35	1	136	12	766	19	199	1334	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	17	4	10	36	1	142	13	798	20	207	1390	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	179	0	13	818	0	207	1391	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		11.0	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		20.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		50.0%	50.0%		22.2%	72.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.33			0.65		0.06	0.38		0.40	0.51	
Control Delay		36.3			21.9		10.4	10.3		6.6	5.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		36.3			21.9		10.4	10.3		6.6	5.6	
Queue Length 50th (ft)		11			20		3	106		19	87	
Queue Length 95th (ft)		37			78		14	192		m71	218	
Internal Link Dist (ft)		397			747			7722			1613	
Turn Bay Length (ft)							310			445		
Base Capacity (vph)		197			437		220	2158		599	2732	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.16			0.41		0.06	0.38		0.35	0.51	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88.5 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 17: SW 60th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	10	35	1	136	12	766	19	199	1334	1
Future Volume (veh/h)	16	4	10	35	1	136	12	766	19	199	1334	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	4	10	36	1	142	12	798	20	207	1390	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	144	41	59	78	14	171	311	2110	53	523	2666	2
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.60	0.60	0.60	0.14	1.00	1.00
Sat Flow, veh/h	593	297	424	220	102	1237	389	3542	89	1781	3644	3
Grp Volume(v), veh/h	31	0	0	179	0	0	12	400	418	207	678	713
Grp Sat Flow(s),veh/h/ln	1313	0	0	1559	0	0	389	1777	1854	1781	1777	1870
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	1.2	10.6	10.6	3.9	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	10.0	0.0	0.0	1.2	10.6	10.6	3.9	0.0	0.0
Prop In Lane	0.55		0.32	0.20		0.79	1.00		0.05	1.00		0.00
Lane Grp Cap(c), veh/h	244	0	0	264	0	0	311	1058	1104	523	1300	1368
V/C Ratio(X)	0.13	0.00	0.00	0.68	0.00	0.00	0.04	0.38	0.38	0.40	0.52	0.52
Avail Cap(c_a), veh/h	350	0	0	380	0	0	311	1058	1104	677	1300	1368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.58	0.58	0.58	0.68	0.68	0.68
Uniform Delay (d), s/veh	34.0	0.0	0.0	37.6	0.0	0.0	7.6	9.5	9.5	5.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	3.0	0.0	0.0	0.1	0.6	0.6	0.3	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	3.9	0.0	0.0	0.1	3.6	3.7	1.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.2	0.0	0.0	40.7	0.0	0.0	7.7	10.1	10.1	6.1	1.0	1.0
LnGrp LOS	C	A	A	D	A	A	A	B	B	A	A	A
Approach Vol, veh/h		31			179			830			1598	
Approach Delay, s/veh		34.2			40.7			10.1			1.7	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.2	59.6		18.2		71.8		18.2				
Change Period (Y+Rc), s	6.0	6.0		* 5.7		6.0		* 5.7				
Max Green Setting (Gmax), s	14.0	39.0		* 19		59.0		* 19				
Max Q Clear Time (g_c+I1), s	5.9	12.6		3.4		2.0		12.0				
Green Ext Time (p_c), s	0.3	5.1		0.1		12.2		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	7.3
HCM 6th LOS	A

Notes

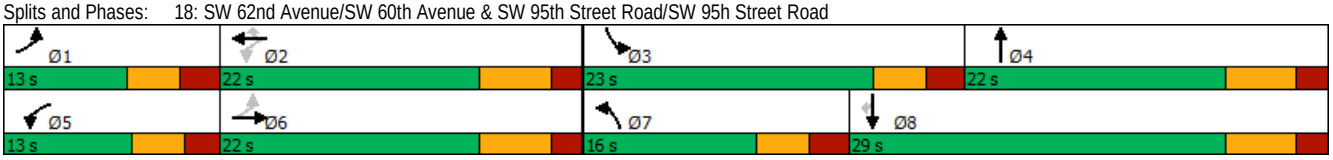
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	248	60	29	256	461	30	322	22	712	577	68
Future Volume (vph)	61	248	60	29	256	461	30	322	22	712	577	68
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
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	63	256	62	30	264	475	31	332	23	734	595	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	318	0	30	264	475	31	355	0	734	595	70
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2						8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	13.0	22.0		13.0	22.0	22.0	16.0	22.0		23.0	29.0	29.0
Total Split (%)	16.3%	27.5%		16.3%	27.5%	27.5%	20.0%	27.5%		28.8%	36.3%	36.3%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.18	0.35		0.08	0.38	0.68	0.18	0.93		0.93	0.73	0.09
Control Delay	18.3	23.0		17.0	29.4	8.8	35.4	64.6		51.1	29.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.3	23.0		17.0	29.4	8.8	35.4	64.6		51.1	29.5	0.2
Queue Length 50th (ft)	20	51		9	60	0	15	174		186	210	0
Queue Length 95th (ft)	46	105		26	95	82	39	#345		#302	#524	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	356	906		373	727	702	241	382		786	814	803
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	0.18	0.35		0.08	0.36	0.68	0.13	0.93		0.93	0.73	0.09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 76.8
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road/SW 95h Street Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	248	60	29	256	461	30	322	22	712	577	68
Future Volume (veh/h)	61	248	60	29	256	461	30	322	22	712	577	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	256	39	30	264	237	31	332	17	734	595	59
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	668	100	332	692	308	78	359	18	785	721	611
Arrive On Green	0.07	0.22	0.22	0.04	0.19	0.19	0.04	0.20	0.20	0.23	0.39	0.39
Sat Flow, veh/h	1725	2999	451	1781	3554	1585	1781	1764	90	3456	1870	1585
Grp Volume(v), veh/h	63	145	150	30	264	237	31	0	349	734	595	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1730	1781	1777	1585	1781	0	1854	1728	1870	1585
Q Serve(g_s), s	2.2	5.5	5.7	1.0	5.0	10.9	1.3	0.0	14.2	16.1	22.1	1.8
Cycle Q Clear(g_c), s	2.2	5.5	5.7	1.0	5.0	10.9	1.3	0.0	14.2	16.1	22.1	1.8
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	322	383	385	332	692	308	78	0	378	785	721	611
V/C Ratio(X)	0.20	0.38	0.39	0.09	0.38	0.77	0.40	0.00	0.92	0.94	0.83	0.10
Avail Cap(c_a), veh/h	372	383	385	433	724	323	240	0	378	785	721	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	25.4	25.5	22.9	27.0	29.4	35.8	0.0	30.1	29.2	21.4	15.1
Incr Delay (d2), s/veh	0.3	0.6	0.6	0.1	0.3	10.3	3.2	0.0	28.1	18.3	7.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.1	2.2	0.4	2.0	4.7	0.6	0.0	8.7	8.1	9.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.3	26.1	26.1	23.0	27.4	39.7	39.0	0.0	58.2	47.6	29.2	15.2
LnGrp LOS	C	C	C	C	C	D	D	A	E	D	C	B
Approach Vol, veh/h		358			531			380			1388	
Approach Delay, s/veh		25.4			32.6			56.6			38.3	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	21.3	23.0	22.0	8.6	23.5	9.0	36.0
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 7.4	15.7	17.5	15.7	* 7.7	15.7	* 10	22.7
Max Q Clear Time (g_c+I1), s	4.2	12.9	18.1	16.2	3.0	7.7	3.3	24.1
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	0.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

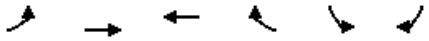
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	172	1533	1411	69	155	208
Future Volume (vph)	172	1533	1411	69	155	208
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	187	1666	1534	75	168	226
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	1666	1534	75	394	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6			2		
Detector Phase	1	6	2	2	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	
Total Split (s)	17.0	58.0	41.0	41.0	32.0	
Total Split (%)	18.9%	64.4%	45.6%	45.6%	35.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	
v/c Ratio	0.58	0.54	0.72	0.11	0.79	
Control Delay	18.7	9.7	21.0	4.7	33.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	18.7	9.7	21.0	4.7	33.5	
Queue Length 50th (ft)	35	150	209	0	144	
Queue Length 95th (ft)	106	231	321	26	264	
Internal Link Dist (ft)		917	742		1623	
Turn Bay Length (ft)	230					
Base Capacity (vph)	396	3758	2577	839	690	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.47	0.44	0.60	0.09	0.57	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 75
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 19: SW 42nd Street & SW 7th Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	172	1533	1411	69	155	208
Future Volume (veh/h)	172	1533	1411	69	155	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	187	1666	1534	75	168	226
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	322	3003	2214	687	193	260
Arrive On Green	0.08	0.59	0.43	0.43	0.27	0.27
Sat Flow, veh/h	1781	5274	5274	1585	708	952
Grp Volume(v), veh/h	187	1666	1534	75	395	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1664	0
Q Serve(g_s), s	3.4	12.9	15.7	1.8	14.6	0.0
Cycle Q Clear(g_c), s	3.4	12.9	15.7	1.8	14.6	0.0
Prop In Lane	1.00			1.00	0.43	0.57
Lane Grp Cap(c), veh/h	322	3003	2214	687	454	0
V/C Ratio(X)	0.58	0.55	0.69	0.11	0.87	0.00
Avail Cap(c_a), veh/h	516	4223	2881	894	707	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.3	8.1	14.8	10.9	22.4	0.0
Incr Delay (d2), s/veh	1.7	0.2	0.5	0.1	7.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.2	4.9	0.5	6.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.0	8.3	15.3	11.0	29.7	0.0
LnGrp LOS	B	A	B	B	C	A
Approach Vol, veh/h		1853	1609		395	
Approach Delay, s/veh		8.9	15.1		29.7	
Approach LOS		A	B		C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.0	32.6			42.5	22.1
Change Period (Y+Rc), s	4.5	4.5			4.5	4.5
Max Green Setting (Gmax), s	12.5	36.5			53.5	27.5
Max Q Clear Time (g_c+I1), s	5.4	17.7			14.9	16.6
Green Ext Time (p_c), s	0.3	10.3			15.9	1.0

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

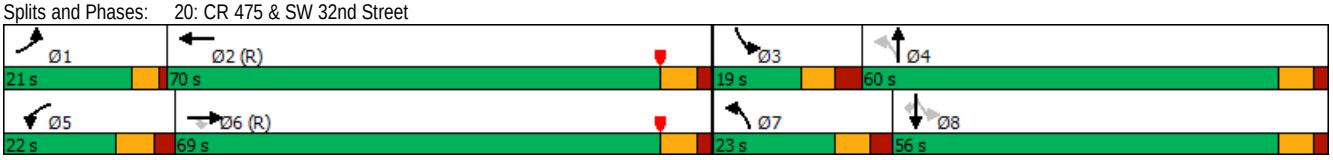
Notes

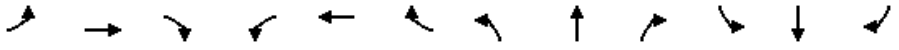
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	1663	216	128	1288	30	186	188	162	58	480	250
Future Volume (vph)	124	1663	216	128	1288	30	186	188	162	58	480	250
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	136	1827	237	141	1415	33	204	207	178	64	527	275
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	1827	237	141	1448	0	204	385	0	64	527	275
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	8.0	20.0		8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	9.5	31.0	31.0	15.6	31.0		15.5	50.0		15.8	50.0	50.0
Total Split (s)	21.0	69.0	69.0	22.0	70.0		23.0	60.0		19.0	56.0	56.0
Total Split (%)	12.4%	40.6%	40.6%	12.9%	41.2%		13.5%	35.3%		11.2%	32.9%	32.9%
Yellow Time (s)	3.5	4.8	4.8	4.8	4.8		4.5	4.5		4.4	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	2.8	2.0		3.0	2.0		3.4	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
Total Lost Time (s)	4.5	6.8	6.8	7.6	6.8		7.5	6.5		7.8	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.83	0.98	0.36	0.93	0.76		1.00	0.66		0.24	0.98	0.47
Control Delay	112.0	69.9	18.7	131.3	49.3		110.8	52.5		32.7	92.2	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	112.0	69.9	18.7	131.3	49.3		110.8	52.5		32.7	92.2	20.8
Queue Length 50th (ft)	151	738	83	159	519		180	345		43	584	92
Queue Length 95th (ft)	#268	#849	161	#307	578		#368	481		78	#830	187
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	171	1860	661	152	1916		204	580		289	542	582
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	0.80	0.98	0.36	0.93	0.76		1.00	0.66		0.22	0.97	0.47

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 137 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: CR 475 & SW 32nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	1663	216	128	1288	30	186	188	162	58	480	250
Future Volume (veh/h)	124	1663	216	128	1288	30	186	188	162	58	480	250
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	136	1827	178	141	1415	29	204	207	126	64	527	182
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1871	581	151	1968	40	214	365	222	310	543	461
Arrive On Green	0.09	0.37	0.37	0.08	0.38	0.38	0.09	0.34	0.34	0.04	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5150	106	1781	1089	663	1781	1870	1585
Grp Volume(v), veh/h	136	1827	178	141	935	509	204	0	333	64	527	182
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1851	1781	0	1751	1781	1870	1585
Q Serve(g_s), s	12.8	60.0	13.6	13.4	39.8	39.8	14.4	0.0	26.5	4.2	47.3	15.6
Cycle Q Clear(g_c), s	12.8	60.0	13.6	13.4	39.8	39.8	14.4	0.0	26.5	4.2	47.3	15.6
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	156	1871	581	151	1301	707	214	0	587	310	543	461
V/C Ratio(X)	0.87	0.98	0.31	0.93	0.72	0.72	0.95	0.00	0.57	0.21	0.97	0.40
Avail Cap(c_a), veh/h	173	1871	581	151	1301	707	214	0	587	347	545	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.7	53.1	38.4	77.3	44.7	44.7	48.9	0.0	46.4	40.1	59.6	48.3
Incr Delay (d2), s/veh	33.6	15.9	1.4	53.9	3.4	6.2	48.5	0.0	1.3	0.3	30.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	27.7	5.5	8.3	17.1	19.2	9.3	0.0	11.7	1.9	26.8	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.2	69.0	39.8	131.3	48.2	51.0	97.4	0.0	47.7	40.4	90.4	48.9
LnGrp LOS	F	E	D	F	D	D	F	A	D	D	F	D
Approach Vol, veh/h		2141			1585			537			773	
Approach Delay, s/veh		69.2			56.5			66.6			76.5	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	71.8	15.4	63.5	22.0	69.1	23.0	55.9
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	16.5	63.2	11.2	53.5	* 14	62.2	15.5	49.5
Max Q Clear Time (g_c+I1), s	14.8	41.8	6.2	28.5	15.4	62.0	16.4	49.3
Green Ext Time (p_c), s	0.0	9.5	0.0	1.9	0.0	0.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	66.0
HCM 6th LOS	E

Notes

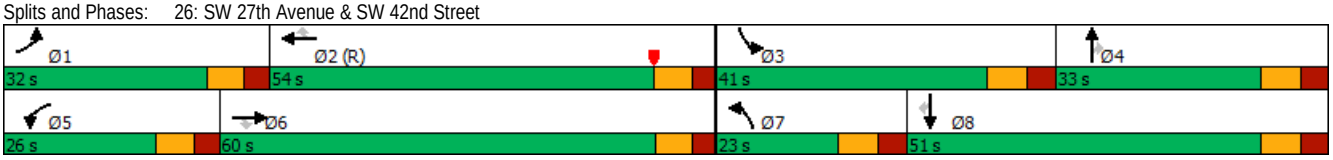
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

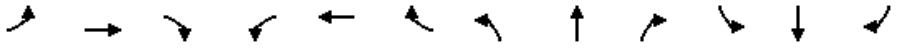
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	453	1327	242	363	1222	385	132	475	237	665	737	594
Future Volume (vph)	453	1327	242	363	1222	385	132	475	237	665	737	594
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	477	1397	255	382	1286	405	139	500	249	700	776	625
Shared Lane Traffic (%)												
Lane Group Flow (vph)	477	1397	255	382	1286	405	139	500	249	700	776	625
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.4	44.4	44.4	13.6	44.5	44.5	14.3	18.3	18.3	14.3	18.3	18.3
Total Split (s)	32.0	60.0	60.0	26.0	54.0	54.0	23.0	33.0	33.0	41.0	51.0	51.0
Total Split (%)	20.0%	37.5%	37.5%	16.3%	33.8%	33.8%	14.4%	20.6%	20.6%	25.6%	31.9%	31.9%
Yellow Time (s)	4.4	4.4	4.4	4.5	4.5	4.5	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.1	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
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)	7.4	7.4	7.4	7.6	7.5	7.5	8.3	8.3	8.3	8.3	8.3	8.3
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
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.92	0.85	0.39	0.97	0.88	0.60	0.88	0.92	0.57	0.98	0.80	0.98
Control Delay	90.4	56.1	11.4	107.6	62.0	16.4	115.7	88.6	14.9	90.7	61.8	62.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.4	56.1	11.4	107.6	62.0	16.4	115.7	88.6	14.9	90.7	61.8	62.9
Queue Length 50th (ft)	256	497	39	208	471	89	146	275	18	381	404	420
Queue Length 95th (ft)	#355	559	116	#318	533	208	#275	#381	109	#518	486	#693
Internal Link Dist (ft)		1700			2015			1169			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	527	1671	655	394	1477	672	162	546	438	716	967	636
Starvation Cap Reductn	0	0	0	0	0	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	0.91	0.84	0.39	0.97	0.87	0.60	0.86	0.92	0.57	0.98	0.80	0.98

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	453	1327	242	363	1222	385	132	475	237	665	737	594
Future Volume (veh/h)	453	1327	242	363	1222	385	132	475	237	665	737	594
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	477	1397	191	382	1286	352	139	500	176	700	776	413
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1683	523	397	1513	470	159	543	242	706	951	424
Arrive On Green	0.15	0.33	0.33	0.12	0.30	0.30	0.09	0.15	0.15	0.20	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	477	1397	191	382	1286	352	139	500	176	700	776	413
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	21.8	40.4	14.7	17.6	37.9	32.1	12.3	22.2	16.9	32.3	32.7	41.3
Cycle Q Clear(g_c), s	21.8	40.4	14.7	17.6	37.9	32.1	12.3	22.2	16.9	32.3	32.7	41.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	517	1683	523	397	1513	470	159	543	242	706	951	424
V/C Ratio(X)	0.92	0.83	0.37	0.96	0.85	0.75	0.87	0.92	0.73	0.99	0.82	0.97
Avail Cap(c_a), veh/h	531	1683	523	397	1513	470	164	549	245	706	951	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.46	0.46	0.46
Uniform Delay (d), s/veh	67.1	49.5	40.9	70.4	53.0	50.9	71.9	66.8	64.6	63.5	54.9	58.0
Incr Delay (d2), s/veh	21.4	3.6	0.4	35.1	6.2	10.5	36.2	21.2	11.1	20.8	2.8	23.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	17.4	5.8	9.6	16.8	13.9	7.2	11.5	7.5	16.0	14.7	18.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.5	53.1	41.3	105.5	59.2	61.4	108.1	88.0	75.7	84.3	57.7	81.3
LnGrp LOS	F	D	D	F	E	E	F	F	E	F	E	F
Approach Vol, veh/h		2065			2020			815			1889	
Approach Delay, s/veh		60.2			68.3			88.8			72.7	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.4	54.9	41.0	32.7	26.0	60.3	22.6	51.1
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	24.6	46.5	32.7	24.7	18.4	* 53	14.7	42.7
Max Q Clear Time (g_c+I1), s	23.8	39.9	34.3	24.2	19.6	42.4	14.3	43.3
Green Ext Time (p_c), s	0.2	4.6	0.0	0.3	0.0	6.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

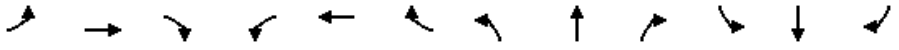
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	225	291	118	7	219	142	130	394	10	176	633	325
Future Volume (vph)	225	291	118	7	219	142	130	394	10	176	633	325
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	253	327	133	8	246	160	146	443	11	198	711	365
Shared Lane Traffic (%)												
Lane Group Flow (vph)	253	460	0	8	246	160	146	454	0	198	711	365
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		4	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0	8.0	6.0	17.0		6.0	17.0	17.0
Minimum Split (s)	9.5	22.0		22.0	22.0	22.0	13.0	23.8		13.0	23.8	23.8
Total Split (s)	29.0	71.0		42.0	42.0	42.0	18.0	69.0		20.0	71.0	71.0
Total Split (%)	18.1%	44.4%		26.3%	26.3%	26.3%	11.3%	43.1%		12.5%	44.4%	44.4%
Yellow Time (s)	3.5	4.8		4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.2	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
Total Lost Time (s)	4.5	6.8		6.8	6.8	6.8	6.8	6.8		7.0	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
v/c Ratio	0.70	0.73		0.05	0.74	0.39	0.69	0.58		0.49	0.89	0.45
Control Delay	44.6	47.0		51.0	71.0	9.9	39.9	36.9		22.6	52.8	14.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	44.6	47.0		51.0	71.0	9.9	39.9	36.9		22.6	52.8	14.3
Queue Length 50th (ft)	180	374		7	227	0	65	326		91	612	94
Queue Length 95th (ft)	253	494		23	328	61	#168	500		162	#963	203
Internal Link Dist (ft)		1849			1734			1468			7887	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)	403	812		226	465	515	220	826		420	848	836
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	0.63	0.57		0.04	0.53	0.31	0.66	0.55		0.47	0.84	0.44

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 143
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	225	291	118	7	219	142	130	394	10	176	633	325
Future Volume (veh/h)	225	291	118	7	219	142	130	394	10	176	633	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	327	122	8	246	107	146	443	11	198	711	349
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	327	424	158	151	299	253	225	785	19	428	842	714
Arrive On Green	0.13	0.33	0.33	0.16	0.16	0.16	0.06	0.43	0.43	0.08	0.45	0.45
Sat Flow, veh/h	1767	1288	481	941	1870	1585	1781	1817	45	1781	1870	1585
Grp Volume(v), veh/h	253	0	449	8	246	107	146	0	454	198	711	349
Grp Sat Flow(s),veh/h/ln	1767	0	1769	941	1870	1585	1781	0	1862	1781	1870	1585
Q Serve(g_s), s	14.8	0.0	29.2	1.0	16.3	7.8	5.8	0.0	23.4	7.8	43.1	19.9
Cycle Q Clear(g_c), s	14.8	0.0	29.2	8.5	16.3	7.8	5.8	0.0	23.4	7.8	43.1	19.9
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	327	0	582	151	299	253	225	0	805	428	842	714
V/C Ratio(X)	0.77	0.00	0.77	0.05	0.82	0.42	0.65	0.00	0.56	0.46	0.84	0.49
Avail Cap(c_a), veh/h	428	0	888	260	515	436	273	0	906	471	939	796
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.3	0.0	38.6	52.1	52.0	48.4	26.9	0.0	27.3	20.0	31.2	24.8
Incr Delay (d2), s/veh	6.4	0.0	3.2	0.2	7.9	1.6	2.1	0.0	2.3	0.3	9.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	12.7	0.2	8.1	3.1	2.4	0.0	10.5	3.1	20.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.6	0.0	41.7	52.3	59.8	50.0	29.0	0.0	29.5	20.3	40.4	26.7
LnGrp LOS	D	A	D	D	E	D	C	A	C	C	D	C
Approach Vol, veh/h		702			361			600			1258	
Approach Delay, s/veh		42.4			56.8			29.4			33.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.6	64.4	21.7	27.2	16.9	62.1		48.9				
Change Period (Y+Rc), s	6.8	6.8	4.5	6.8	* 7	6.8		6.8				
Max Green Setting (Gmax), s	11.2	64.2	24.5	35.2	* 13	62.2		64.2				
Max Q Clear Time (g_c+I1), s	7.8	45.1	16.8	18.3	9.8	25.4		31.2				
Green Ext Time (p_c), s	0.1	12.5	0.4	2.2	0.1	7.6		4.2				

Intersection Summary												
HCM 6th Ctrl Delay			37.6									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H4: PM Peak Hour 2040 Buildout Traffic Conditions (with Background improvement)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1521	223	74	2090	530	153	258	27	479	310	118
Future Volume (vph)	89	1521	223	74	2090	530	153	258	27	479	310	118
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	97	1653	242	80	2272	576	166	280	29	521	337	128
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	1895	0	80	2272	576	166	309	0	521	465	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2	27.2	15.5	14.3		14.3	14.3	
Total Split (s)	18.0	84.0		16.0	82.0	82.0	32.0	26.0		34.0	28.0	
Total Split (%)	11.3%	52.5%		10.0%	51.3%	51.3%	20.0%	16.3%		21.3%	17.5%	
Yellow Time (s)	5.3	5.3		5.2	5.2	5.2	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0	2.0	3.5	2.3		2.3	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2	7.2	8.5	7.3		7.3	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.90	0.80		0.94	0.95	0.59	0.77	0.75		0.95	0.88	
Control Delay	134.8	38.4		158.3	48.0	7.9	90.8	79.1		93.0	80.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	134.8	38.4		158.3	48.0	7.9	90.8	79.1		93.0	80.5	
Queue Length 50th (ft)	103	601		81	882	197	170	164		281	241	
Queue Length 95th (ft)	#224	663		#203	925	44	252	220		#394	#382	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620		350	375			370		
Base Capacity (vph)	108	2372		85	2401	981	259	413		551	526	
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	0.90	0.80		0.94	0.95	0.59	0.64	0.75		0.95	0.88	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	1521	223	74	2090	530	153	258	27	479	310	118
Future Volume (veh/h)	89	1521	223	74	2090	530	153	258	27	479	310	118
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	97	1653	217	80	2272	517	166	280	15	521	337	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	108	2258	295	85	2479	770	188	330	18	557	427	85
Arrive On Green	0.06	0.49	0.49	0.05	0.48	0.48	0.11	0.10	0.10	0.17	0.15	0.15
Sat Flow, veh/h	1781	4569	598	1795	5147	1598	1781	3431	183	3346	2859	570
Grp Volume(v), veh/h	97	1230	640	80	2272	517	166	144	151	521	201	204
Grp Sat Flow(s),veh/h/ln	1781	1702	1763	1795	1716	1598	1781	1777	1837	1673	1721	1708
Q Serve(g_s), s	8.7	45.8	46.1	7.1	65.5	39.7	14.7	12.8	12.9	24.6	18.0	18.4
Cycle Q Clear(g_c), s	8.7	45.8	46.1	7.1	65.5	39.7	14.7	12.8	12.9	24.6	18.0	18.4
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.10	1.00		0.33
Lane Grp Cap(c), veh/h	108	1682	871	85	2479	770	188	171	177	557	257	255
V/C Ratio(X)	0.90	0.73	0.73	0.94	0.92	0.67	0.88	0.84	0.85	0.94	0.78	0.80
Avail Cap(c_a), veh/h	108	1682	871	85	2479	770	262	208	215	558	257	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.7	32.1	32.1	76.0	38.5	31.8	70.6	71.1	71.2	65.8	65.5	65.7
Incr Delay (d2), s/veh	55.8	2.8	5.5	68.5	5.7	3.8	21.6	22.5	23.0	23.3	14.4	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	18.7	20.1	4.8	27.4	15.7	7.7	6.8	7.1	12.3	8.9	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.4	34.9	37.6	144.4	44.2	35.6	92.2	93.6	94.2	89.2	80.0	81.8
LnGrp LOS	F	C	D	F	D	D	F	F	F	F	E	F
Approach Vol, veh/h		1967			2869			461			926	
Approach Delay, s/veh		40.5			45.4			93.3			85.6	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	87.4	25.4	31.2	18.0	85.4	33.9	22.7
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	* 7.3	* 7.3
Max Green Setting (Gmax), s	* 7.6	75.7	23.5	* 21	9.7	* 75	* 27	* 19
Max Q Clear Time (g_c+I1), s	9.1	48.1	16.7	20.4	10.7	67.5	26.6	14.9
Green Ext Time (p_c), s	0.0	14.7	0.2	0.1	0.0	6.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	864	17	556	1214	150	35	150	312	169	306	287
Future Volume (vph)	177	864	17	556	1214	150	35	150	312	169	306	287
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	900	18	579	1265	156	36	156	325	176	319	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	918	0	579	1421	0	36	156	325	176	319	299
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	25.0	55.0		46.0	76.0		25.0	22.0	46.0	37.0	34.0	34.0
Total Split (%)	15.6%	34.4%		28.8%	47.5%		15.6%	13.8%	28.8%	23.1%	21.3%	21.3%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.62	0.34		0.82	0.53		0.22	0.52	0.52	0.61	0.64	0.62
Control Delay	66.1	38.7		80.0	14.8		76.6	75.9	26.0	79.3	71.0	12.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.1	38.7		80.0	14.8		76.6	75.9	26.0	79.3	71.0	12.0
Queue Length 50th (ft)	95	187		277	211		19	83	158	93	171	0
Queue Length 95th (ft)	m120	m175		m277	m395		39	121	232	132	217	92
Internal Link Dist (ft)		12493			894			2275			1134	
Turn Bay Length (ft)	560			580			600		185	520		200
Base Capacity (vph)	319	2683		787	2667		373	334	658	626	584	510
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	0.58	0.34		0.74	0.53		0.10	0.47	0.49	0.28	0.55	0.59

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 69.6 (44%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	864	17	556	1214	150	35	150	312	169	306	287
Future Volume (veh/h)	177	864	17	556	1214	150	35	150	312	169	306	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	900	0	579	1265	0	36	156	253	176	319	82
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	2919		639	2889		121	320	436	227	434	193
Arrive On Green	0.07	0.45	0.00	0.18	0.57	0.00	0.03	0.09	0.09	0.07	0.12	0.12
Sat Flow, veh/h	3456	6696	0	3456	5274	0	3456	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	184	900	0	579	1265	0	36	156	253	176	319	82
Grp Sat Flow(s),veh/h/ln	1728	1609	0	1728	1702	0	1728	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.4	14.2	0.0	26.2	22.9	0.0	1.6	6.7	14.4	8.0	13.9	7.7
Cycle Q Clear(g_c), s	8.4	14.2	0.0	26.2	22.9	0.0	1.6	6.7	14.4	8.0	13.9	7.7
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	2919		639	2889		121	320	436	227	434	193
V/C Ratio(X)	0.81	0.31		0.91	0.44		0.30	0.49	0.58	0.78	0.74	0.42
Avail Cap(c_a), veh/h	298	2919		775	2889		376	320	436	631	586	262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.00	1.00	1.00	0.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	27.8	0.0	63.8	20.1	0.0	75.3	69.3	50.0	73.6	67.7	65.0
Incr Delay (d2), s/veh	5.6	0.1	0.0	12.6	0.5	0.0	1.1	0.9	1.6	5.6	3.2	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	5.4	0.0	12.4	8.8	0.0	0.7	3.0	8.8	3.7	6.4	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.3	27.9	0.0	76.4	20.5	0.0	76.4	70.2	51.6	79.2	71.0	66.5
LnGrp LOS	E	C		E	C		E	E	D	E	E	E
Approach Vol, veh/h		1084	A		1844	A		445			577	
Approach Delay, s/veh		36.6			38.1			60.1			72.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	97.9	18.3	22.0	39.7	80.0	13.2	27.1
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	13.8	* 69	* 29	14.4	* 36	* 48	* 17	26.4
Max Q Clear Time (g_c+I1), s	10.4	24.9	10.0	16.4	28.2	16.2	3.6	15.9
Green Ext Time (p_c), s	0.2	10.4	0.5	0.0	1.3	6.2	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2089	141	235	2840	0	242
Future Volume (vph)	2089	141	235	2840	0	242
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2199	148	247	2989	0	255
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2199	148	247	2989	0	255
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	2089	141	235	2840	0	242
Future Vol, veh/h	2089	141	235	2840	0	242
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	460	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2199	148	247	2989	0	255

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2347	0	-	1100
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	*544	-	0	*432
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-		1
Mov Cap-1 Maneuver	-	-	*544	-	-	*432
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	24.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	432	-	-	* 544	-
HCM Lane V/C Ratio	0.59	-	-	0.455	-
HCM Control Delay (s)	24.6	-	-	17	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	3.7	-	-	2.4	-

Notes

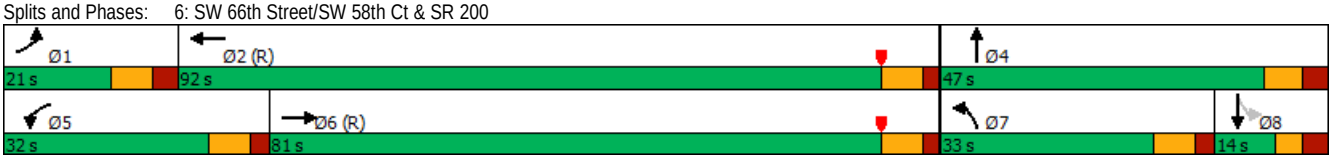
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	2070	473	425	2330	56	464	18	270	19	27	2
Future Volume (vph)	108	2070	473	425	2330	56	464	18	270	19	27	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)	116	2226	509	457	2505	60	499	19	290	20	29	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	116	2735	0	457	2565	0	499	309	0	0	51	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	21.0	81.0		32.0	92.0		33.0	47.0		14.0	14.0	
Total Split (%)	13.1%	50.6%		20.0%	57.5%		20.6%	29.4%		8.8%	8.8%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.84	0.93		0.89	0.95		0.92	0.57			0.80	
Control Delay	112.1	52.7		86.6	43.7		89.4	22.5			135.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	112.1	52.7		86.6	43.7		89.4	22.5			135.5	
Queue Length 50th (ft)	121	824		243	912		268	97			53	
Queue Length 95th (ft)	#235	856		#331	987		#369	202			#138	
Internal Link Dist (ft)		920			835			1664			318	
Turn Bay Length (ft)	420			440			185					
Base Capacity (vph)	142	2947		529	2713		551	542			64	
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	0.93		0.86	0.95		0.91	0.57			0.80	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	2070	473	425	2330	56	464	18	270	19	27	2
Future Volume (veh/h)	108	2070	473	425	2330	56	464	18	270	19	27	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	2226	493	457	2505	56	499	19	201	20	29	-1
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	137	2992	652	501	3211	71	540	21	225	32	34	0
Arrive On Green	0.03	0.19	0.19	0.14	0.62	0.62	0.16	0.15	0.15	0.00	0.00	0.00
Sat Flow, veh/h	1781	5326	1161	3456	5139	114	3456	139	1467	0	0	0
Grp Volume(v), veh/h	116	2013	706	457	1656	905	499	0	220	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	1609	1661	1728	1702	1850	1728	0	1606	0	0	0
Q Serve(g_s), s	10.4	63.1	64.4	20.8	56.9	57.6	22.8	0.0	21.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	10.4	63.1	64.4	20.8	56.9	57.6	22.8	0.0	21.5	0.0	0.0	0.0
Prop In Lane	1.00		0.70	1.00		0.06	1.00		0.91	0.42		-0.02
Lane Grp Cap(c), veh/h	137	2711	933	501	2127	1156	540	0	246	0	0	0
V/C Ratio(X)	0.85	0.74	0.76	0.91	0.78	0.78	0.92	0.00	0.89	0.00	0.00	0.00
Avail Cap(c_a), veh/h	144	2711	933	533	2127	1156	555	0	392	0	0	0
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.00	0.83	0.00	0.00	0.00
Uniform Delay (d), s/veh	77.0	54.2	54.8	67.4	21.9	22.1	66.6	0.0	66.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	33.8	1.9	5.7	19.4	2.9	5.3	18.5	0.0	12.6	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	27.7	30.2	10.4	21.6	24.6	11.3	0.0	9.5	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.8	56.1	60.5	86.8	24.8	27.4	85.1	0.0	79.1	0.0	0.0	0.0
LnGrp LOS	F	E	E	F	C	C	F	A	E	A	A	A
Approach Vol, veh/h		2835			3018			719			0	
Approach Delay, s/veh		59.4			35.0			83.2			0.0	
Approach LOS		E			C			F				

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	107.1		32.5	30.5	97.0	32.3	0.2
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1	* 7.3	* 8
Max Green Setting (Gmax), s	* 13	84.9		* 39	* 25	73.9	* 26	* 7.4
Max Q Clear Time (g_c+I1), s	12.4	59.6		23.5	22.8	66.4	24.8	0.0
Green Ext Time (p_c), s	0.0	19.7		1.0	0.3	6.9	0.2	0.0

Intersection Summary			
HCM 6th Ctrl Delay		50.8	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Future Volume (vph)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	71	2155	620	623	2671	13	1203	32	344	47	33	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	2155	620	623	2684	0	1203	376	0	47	33	4
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	16.0	76.5	76.5	28.0	88.5		49.5	44.5		21.0	16.0	16.0
Total Split (%)	9.4%	45.0%	45.0%	16.5%	52.1%		29.1%	26.2%		12.4%	9.4%	9.4%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.87	1.06	0.62	1.35	0.86		1.00	0.72		0.47	0.42	0.01
Control Delay	143.5	86.2	5.2	212.0	43.1		88.7	37.4		92.7	95.9	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	143.5	86.2	5.2	212.0	43.1		88.7	37.4		92.7	95.9	0.0
Queue Length 50th (ft)	81	~961	0	~512	520		479	196		52	37	0
Queue Length 95th (ft)	#195	#1045	85	m#445	m467		#585	334		99	77	0
Internal Link Dist (ft)		1071			738			1099			706	
Turn Bay Length (ft)	455		685	440			300			330		105
Base Capacity (vph)	82	2034	1005	460	3103		1206	524		122	79	311
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	0.87	1.06	0.62	1.35	0.86		1.00	0.72		0.39	0.42	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Future Volume (veh/h)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	71	2155	379	623	2671	12	1203	32	122	47	33	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	75	2057	639	398	3154	14	1214	83	316	63	75	63
Arrive On Green	0.04	0.40	0.40	0.12	0.47	0.47	0.24	0.24	0.24	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	3456	6661	30	5023	340	1297	1725	1811	1535
Grp Volume(v), veh/h	71	2155	379	623	1935	748	1203	0	154	47	33	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1609	1865	1674	0	1637	1725	1811	1535
Q Serve(g_s), s	6.8	68.5	31.9	19.6	59.9	59.9	40.6	0.0	13.3	4.6	3.0	0.2
Cycle Q Clear(g_c), s	6.8	68.5	31.9	19.6	59.9	59.9	40.6	0.0	13.3	4.6	3.0	0.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	75	2057	639	398	2285	883	1214	0	399	63	75	63
V/C Ratio(X)	0.94	1.05	0.59	1.56	0.85	0.85	0.99	0.00	0.39	0.74	0.44	0.03
Avail Cap(c_a), veh/h	75	2057	639	398	2285	883	1214	0	399	124	80	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.00	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.2	50.7	39.8	75.2	39.3	39.3	64.3	0.0	53.6	81.1	79.6	78.2
Incr Delay (d2), s/veh	83.4	33.6	1.5	265.6	4.1	9.9	19.2	0.0	0.6	15.6	5.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	34.4	12.9	23.2	23.6	28.8	19.5	0.0	5.6	2.3	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	164.6	84.4	41.3	340.8	43.4	49.2	83.4	0.0	54.2	96.7	85.4	78.5
LnGrp LOS	F	F	D	F	D	D	F	A	D	F	F	E
Approach Vol, veh/h		2605			3306			1357			82	
Approach Delay, s/veh		80.3			100.8			80.1			91.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	89.0	15.0	50.0	28.0	77.0	49.5	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	7.2	80.0	12.2	* 38	* 20	68.0	* 41	7.5
Max Q Clear Time (g_c+I1), s	8.8	61.9	6.6	15.3	21.6	70.5	42.6	5.0
Green Ext Time (p_c), s	0.0	15.0	0.0	1.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	89.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	2231	71	167	2584	459	75	65	87	447	76	308
Future Volume (vph)	387	2231	71	167	2584	459	75	65	87	447	76	308
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)	412	2373	76	178	2749	488	80	69	93	476	81	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	412	2449	0	178	2749	488	80	69	93	476	409	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2			4			
Detector Phase	1	6		5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0	28.0	13.3	13.7	13.7	13.7	13.7	
Total Split (s)	29.0	89.0		29.0	89.0	89.0	17.0	21.0	21.0	31.0	35.0	
Total Split (%)	17.1%	52.4%		17.1%	52.4%	52.4%	10.0%	12.4%	12.4%	18.2%	20.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.9	2.9	2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0	8.0	6.3	6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min		None	C-Min	C-Min	None	None	None	None	None	
v/c Ratio	0.97	1.00		0.86	1.14	0.56	0.75	0.44	0.33	0.97	1.03	
Control Delay	110.6	27.6		98.9	95.4	13.0	115.9	83.6	3.0	105.3	101.1	
Queue Delay	0.0	6.1		0.0	0.1	0.5	0.0	0.0	0.0	32.6	0.0	
Total Delay	110.6	33.7		98.9	95.5	13.5	115.9	83.6	3.0	137.9	101.1	
Queue Length 50th (ft)	248	~257		199	~1289	108	89	75	0	276	~387	
Queue Length 95th (ft)	m253	m238		m232	m#1354	m206	#178	132	0	#394	#613	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	424	2448		218	2422	867	111	156	286	490	399	
Starvation Cap Reductn	0	0		0	142	106	0	0	0	0	0	
Spillback Cap Reductn	0	51		0	0	0	0	0	6	50	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.97	1.02		0.82	1.21	0.64	0.72	0.44	0.33	1.08	1.03	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

~ 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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	2231	71	167	2584	459	75	65	87	447	76	308
Future Volume (veh/h)	387	2231	71	167	2584	459	75	65	87	447	76	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	412	2373	73	178	2749	465	80	69	69	476	81	194
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	2530	77	198	2473	768	98	142	121	494	85	203
Arrive On Green	0.12	0.50	0.50	0.11	0.48	0.48	0.06	0.08	0.08	0.14	0.17	0.17
Sat Flow, veh/h	3456	5090	156	1781	5106	1585	1781	1870	1585	3456	508	1218
Grp Volume(v), veh/h	412	1583	863	178	2749	465	80	69	69	476	0	275
Grp Sat Flow(s),veh/h/ln	1728	1702	1842	1781	1702	1585	1781	1870	1585	1728	0	1726
Q Serve(g_s), s	20.2	74.4	75.3	16.8	82.3	36.4	7.6	6.0	7.1	23.3	0.0	26.9
Cycle Q Clear(g_c), s	20.2	74.4	75.3	16.8	82.3	36.4	7.6	6.0	7.1	23.3	0.0	26.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	427	1692	916	198	2473	768	98	142	121	494	0	287
V/C Ratio(X)	0.97	0.94	0.94	0.90	1.11	0.61	0.82	0.48	0.57	0.96	0.00	0.96
Avail Cap(c_a), veh/h	427	1692	916	220	2473	768	112	157	133	494	0	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.1	40.2	40.5	74.6	43.8	32.0	79.5	75.3	75.8	72.4	0.0	70.2
Incr Delay (d2), s/veh	34.5	10.3	17.5	33.1	56.6	3.5	32.4	2.5	4.7	31.3	0.0	41.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	32.3	37.2	9.4	46.2	14.7	4.4	3.0	3.1	12.5	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.6	50.5	57.9	107.8	100.4	35.5	111.8	77.9	80.6	103.7	0.0	111.7
LnGrp LOS	F	D	E	F	F	D	F	E	F	F	A	F
Approach Vol, veh/h		2858			3392			218			751	
Approach Delay, s/veh		61.1			91.9			91.2			106.6	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	90.3	31.0	19.7	26.9	92.5	15.7	35.0
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	21.0	81.0	* 24	* 14	21.0	81.0	* 11	* 28
Max Q Clear Time (g_c+I1), s	22.2	84.3	25.3	9.1	18.8	77.3	9.6	28.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.1	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	81.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

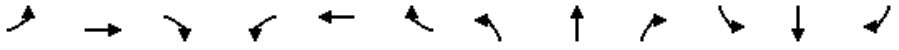
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2058	421	460	2275	0	0	0	0	449	0	715
Future Volume (vph)	0	2058	421	460	2275	0	0	0	0	449	0	715
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	2366	484	529	2615	0	0	0	0	516	0	822
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	2366	484	529	2615	0	0	0	0	516	0	822
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	40.0	113.0					57.0		57.0
Total Split (%)		42.9%	42.9%	23.5%	66.5%					33.5%		33.5%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.96	0.63	0.88	0.84					0.50		0.99
Control Delay		35.2	10.0	63.0	25.5					51.2		86.1
Queue Delay		44.4	0.7	0.0	46.7					0.3		0.0
Total Delay		79.6	10.7	63.0	72.1					51.4		86.1
Queue Length 50th (ft)		752	222	263	1045					245		520
Queue Length 95th (ft)		m755	m228	m322	1026					293		#638
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		2464	770	628	3113					1027		834
Starvation Cap Reductn		73	85	0	926					0		0
Spillback Cap Reductn		973	0	0	535					127		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.59	0.71	0.84	1.20					0.57		0.99

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2058	421	460	2275	0	0	0	0	449	0	715
Future Volume (veh/h)	0	2058	421	460	2275	0	0	0	0	449	0	715
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	2366	0	529	2615	0				516	0	822
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2425		581	3050	0				1035	0	835
Arrive On Green	0.00	0.38	0.00	0.17	0.60	0.00				0.30	0.00	0.30
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	2366	0	529	2615	0				516	0	822
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	61.6	0.0	25.6	71.9	0.0				20.9	0.0	49.8
Cycle Q Clear(g_c), s	0.0	61.6	0.0	25.6	71.9	0.0				20.9	0.0	49.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2425		581	3050	0				1035	0	835
V/C Ratio(X)	0.00	0.98		0.91	0.86	0.00				0.50	0.00	0.98
Avail Cap(c_a), veh/h	0	2426		632	3127	0				1035	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.40	0.40	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	52.2	0.0	69.5	28.2	0.0				49.0	0.0	59.1
Incr Delay (d2), s/veh	0.0	13.4	0.0	8.2	1.1	0.0				0.5	0.0	27.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	26.5	0.0	11.8	27.9	0.0				9.2	0.0	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	65.5	0.0	77.6	29.3	0.0				49.6	0.0	86.3
LnGrp LOS	A	E		E	C	A				D	A	F
Approach Vol, veh/h		2366	A		3144						1338	
Approach Delay, s/veh		65.5			37.4						72.2	
Approach LOS		E			D						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		110.5			37.5	73.0		57.0				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1E2			* 31	* 64		50.9				
Max Q Clear Time (g_c+I1), s		73.9			27.6	63.6		51.8				
Green Ext Time (p_c), s		26.3			1.0	0.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

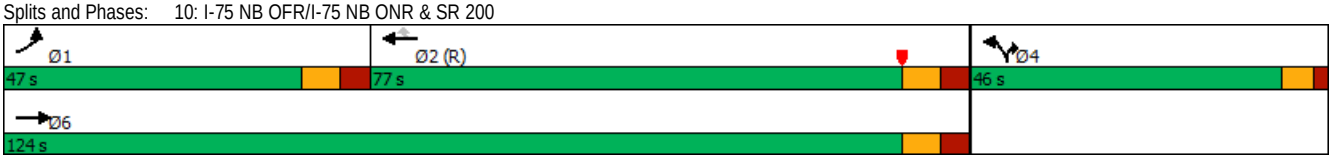
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	506	1943	0	0	2629	327	347	0	147	0	0	0
Future Volume (vph)	506	1943	0	0	2629	327	347	0	147	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	550	2112	0	0	2858	355	377	0	160	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	2112	0	0	2858	355	377	0	160	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases						2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0		7.0			
Minimum Split (s)	28.9	28.9			28.9	28.9	14.0		14.0			
Total Split (s)	47.0	124.0			77.0	77.0	46.0		46.0			
Total Split (%)	27.6%	72.9%			45.3%	45.3%	27.1%		27.1%			
Yellow Time (s)	4.9	4.9			4.9	4.9	4.1		4.1			
All-Red Time (s)	3.9	3.9			3.9	3.9	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	8.8	8.8			8.8	8.8	6.1		6.1			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	Min			C-Min	C-Min	None		None			
v/c Ratio	0.81	0.55			0.87	0.40	0.75		0.33			
Control Delay	46.6	32.7			17.6	1.4	78.1		27.6			
Queue Delay	0.9	47.9			46.3	0.0	0.0		0.0			
Total Delay	47.4	80.7			63.9	1.4	78.1		27.6			
Queue Length 50th (ft)	321	835			679	2	210		36			
Queue Length 95th (ft)	m319	m882			m#1023	m22	259		75			
Internal Link Dist (ft)		392			571			585			564	
Turn Bay Length (ft)	300								525			
Base Capacity (vph)	780	3868			3281	891	782		707			
Starvation Cap Reductn	67	2083			0	0	0		0			
Spillback Cap Reductn	0	0			963	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.77	1.18			1.23	0.40	0.48		0.23			

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 166 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
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: 10: I-75 NB OFR/I-75 NB ONR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	506	1943	0	0	2629	327	347	0	147	0	0	0
Future Volume (veh/h)	506	1943	0	0	2629	327	347	0	147	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1826	0	1826			
Adj Flow Rate, veh/h	550	2112	0	0	2858	0	377	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	5	0	5			
Cap, veh/h	609	3981	0	0	3549		448	0				
Arrive On Green	0.35	1.00	0.00	0.00	0.55	0.00	0.13	0.00	0.00			
Sat Flow, veh/h	3456	5274	0	0	6696	1585	3374	0	2723			
Grp Volume(v), veh/h	550	2112	0	0	2858	0	377	0	0			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1609	1585	1687	0	1362			
Q Serve(g_s), s	25.7	0.0	0.0	0.0	60.9	0.0	18.6	0.0	0.0			
Cycle Q Clear(g_c), s	25.7	0.0	0.0	0.0	60.9	0.0	18.6	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	609	3981	0	0	3549		448	0				
V/C Ratio(X)	0.90	0.53	0.00	0.00	0.81		0.84	0.00				
Avail Cap(c_a), veh/h	777	3981	0	0	3549		792	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.36	0.36	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	53.7	0.0	0.0	0.0	30.7	0.0	72.0	0.0	0.0			
Incr Delay (d2), s/veh	5.3	0.1	0.0	0.0	2.0	0.0	6.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	9.9	0.0	0.0	0.0	23.2	0.0	8.5	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.9	0.1	0.0	0.0	32.8	0.0	78.1	0.0	0.0			
LnGrp LOS	E	A	A	A	C		E	A				
Approach Vol, veh/h		2662			2858	A		377	A			
Approach Delay, s/veh		12.2			32.8			78.1				
Approach LOS		B			C			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	38.8	102.6		28.7		141.3						
Change Period (Y+Rc), s	8.8	8.8		6.1		8.8						
Max Green Setting (Gmax), s	38.2	68.2		39.9		115.2						
Max Q Clear Time (g_c+I1), s	27.7	62.9		20.6		2.0						
Green Ext Time (p_c), s	2.3	5.2		2.0		44.5						

Intersection Summary												
HCM 6th Ctrl Delay			26.4									
HCM 6th LOS			C									

Notes

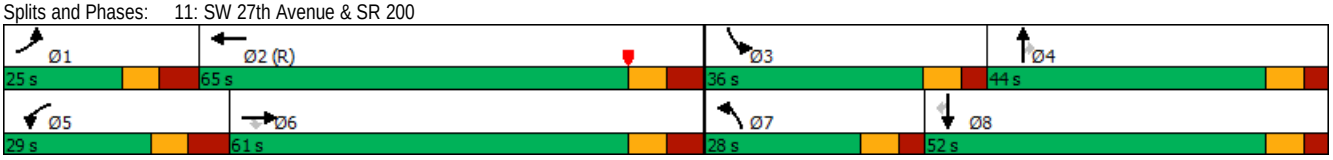
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	292	1512	184	194	1927	45	376	781	135	108	867	248
Future Volume (vph)	292	1512	184	194	1927	45	376	781	135	108	867	248
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
Adj. Flow (vph)	301	1559	190	200	1987	46	388	805	139	111	894	256
Shared Lane Traffic (%)												
Lane Group Flow (vph)	301	1559	190	200	2033	0	388	805	139	111	894	256
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6						4			8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9	29.9	17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	25.0	61.0	61.0	29.0	65.0		28.0	44.0	44.0	36.0	52.0	52.0
Total Split (%)	14.7%	35.9%	35.9%	17.1%	38.2%		16.5%	25.9%	25.9%	21.2%	30.6%	30.6%
Yellow Time (s)	4.9	4.9	4.9	4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0	5.0	5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9	9.9	10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None	None	None	None	None
v/c Ratio	0.99	0.95	0.31	0.66	0.98		0.97	0.81	0.25	0.67	0.98	0.49
Control Delay	137.8	53.2	13.9	85.2	72.1		111.9	64.8	5.1	92.9	87.4	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	137.8	53.2	13.9	85.2	72.1		111.9	64.8	5.1	92.9	87.4	22.7
Queue Length 50th (ft)	182	419	38	112	654		225	443	0	122	525	88
Queue Length 95th (ft)	#286	#752	102	156	#737		#336	#587	39	188	#670	182
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	304	1639	611	379	2072		399	990	558	289	911	526
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.99	0.95	0.31	0.53	0.98		0.97	0.81	0.25	0.38	0.98	0.49

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	1512	184	194	1927	45	376	781	135	108	867	248
Future Volume (veh/h)	292	1512	184	194	1927	45	376	781	135	108	867	248
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	1559	0	200	1987	0	388	805	78	111	894	176
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1738		245	2085		402	1066	476	132	916	408
Arrive On Green	0.09	0.34	0.00	0.07	0.32	0.00	0.12	0.30	0.30	0.07	0.26	0.26
Sat Flow, veh/h	3456	5106	1585	3456	6696	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	301	1559	0	200	1987	0	388	805	78	111	894	176
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1609	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	14.8	49.3	0.0	9.7	51.3	0.0	19.0	34.9	6.2	10.5	42.4	15.8
Cycle Q Clear(g_c), s	14.8	49.3	0.0	9.7	51.3	0.0	19.0	34.9	6.2	10.5	42.4	15.8
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	307	1738		245	2085		402	1066	476	132	916	408
V/C Ratio(X)	0.98	0.90		0.82	0.95		0.96	0.76	0.16	0.84	0.98	0.43
Avail Cap(c_a), veh/h	307	1738		382	2085		402	1066	476	291	916	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.39	0.39	0.39	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	53.2	0.0	77.9	56.2	0.0	74.7	53.8	43.8	77.7	62.6	52.7
Incr Delay (d2), s/veh	45.9	6.6	0.0	7.6	11.4	0.0	19.8	1.2	0.1	13.1	24.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	21.7	0.0	4.5	22.0	0.0	9.4	15.5	2.4	5.2	21.9	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.2	59.9	0.0	85.5	67.5	0.0	94.6	55.1	43.9	90.9	86.6	53.4
LnGrp LOS	F	E		F	E		F	E	D	F	F	D
Approach Vol, veh/h		1860	A		2187	A		1271			1181	
Approach Delay, s/veh		70.1			69.2			66.4			82.1	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	65.0	20.8	59.2	22.2	67.8	28.0	52.0
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 15	* 55	* 28	* 36	* 19	* 51	* 20	* 44
Max Q Clear Time (g_c+I1), s	16.8	53.3	12.5	36.9	11.7	51.3	21.0	44.4
Green Ext Time (p_c), s	0.0	1.6	0.2	0.0	0.3	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

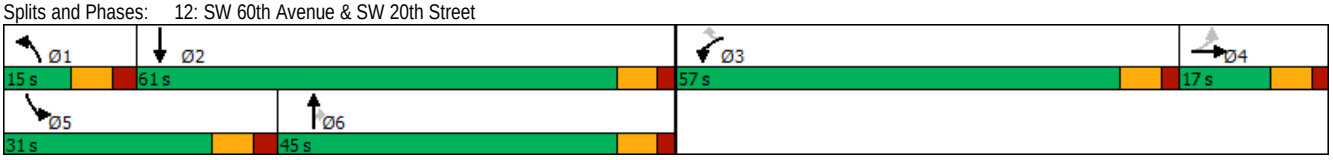
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	541	0	355	1	765	354	245	980	0
Future Volume (vph)	0	0	0	541	0	355	1	765	354	245	980	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	601	0	394	1	850	393	272	1089	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	601	0	394	1	850	393	272	1089	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	17.0	17.0		57.0		57.0	15.0	45.0	45.0	31.0	61.0	
Total Split (%)	11.3%	11.3%		38.0%		38.0%	10.0%	30.0%	30.0%	20.7%	40.7%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.89		0.52	0.01	0.86	0.54	0.86	0.62	
Control Delay				55.5		12.8	60.0	54.8	6.4	79.0	27.0	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				55.5		12.8	60.0	54.8	6.4	79.0	27.0	
Queue Length 50th (ft)				485		81	1	364	0	231	331	
Queue Length 95th (ft)				#709		179	8	447	80	#387	499	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				674		764	101	1017	734	315	1753	
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				0.89		0.52	0.01	0.84	0.54	0.86	0.62	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 132
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	541	0	355	1	765	354	245	980	0
Future Volume (veh/h)	0	0	0	541	0	355	1	765	354	245	980	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	601	0	155	1	850	273	272	1089	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	2	0	704	0	0	3	995	444	303	1604	0
Arrive On Green	0.00	0.00	0.00	0.36	0.00	0.00	0.00	0.28	0.28	0.17	0.45	0.00
Sat Flow, veh/h	0	-125314	0	1781	601		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	601	41.1		1	850	273	272	1089	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	D		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	36.1			0.1	25.2	16.7	16.6	26.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	36.1			0.1	25.2	16.7	16.6	26.8	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	704			3	995	444	303	1604	0
V/C Ratio(X)	0.00	0.00	0.00	0.85			0.30	0.85	0.62	0.90	0.68	0.00
Avail Cap(c_a), veh/h	0	174	0	875			121	1220	544	378	1743	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	34.2			55.2	37.6	34.5	45.0	24.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.9			32.4	4.8	1.1	19.5	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	15.9			0.1	11.0	6.2	8.7	10.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	41.1			87.6	42.4	35.5	64.5	24.9	0.0
LnGrp LOS	A	A	A	D			F	D	D	E	C	A
Approach Vol, veh/h		0						1124			1361	
Approach Delay, s/veh		0.0						40.8			32.8	
Approach LOS								D			C	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.6	56.6	46.4	0.0	26.3	37.9
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 7.6	54.3	50.3	10.3	* 24	38.3
Max Q Clear Time (g_c+I1), s	2.1	28.8	38.1	0.0	18.6	27.2
Green Ext Time (p_c), s	0.0	6.4	1.6	0.0	0.3	4.0

Intersection Summary	
HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Notes

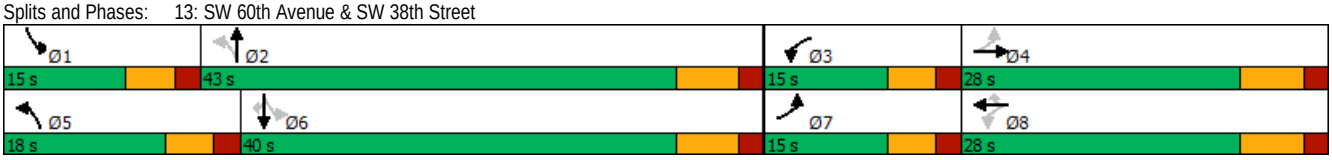
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	242	195	61	347	105	208	749	95	122	1073	359
Future Volume (vph)	202	242	195	61	347	105	208	749	95	122	1073	359
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
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	217	260	210	66	373	113	224	805	102	131	1154	386
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	470	0	66	373	113	224	907	0	131	1154	386
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Detector Phase	7	4		3	8	8	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	7.0	25.0		7.0	25.0	25.0
Minimum Split (s)	10.7	16.8		10.7	16.8	16.8	12.7	31.8		12.7	31.8	31.8
Total Split (s)	15.0	28.0		15.0	28.0	28.0	18.0	43.0		15.0	40.0	40.0
Total Split (%)	14.9%	27.7%		14.9%	27.7%	27.7%	17.8%	42.6%		14.9%	39.6%	39.6%
Yellow Time (s)	3.7	4.8		3.7	4.8	4.8	3.7	4.8		3.7	4.8	4.8
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
Total Lost Time (s)	5.7	6.8		5.7	6.8	6.8	5.7	6.8		5.7	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
v/c Ratio	0.46	1.03		0.32	0.97	0.25	0.81	0.73		0.48	0.98	0.51
Control Delay	25.0	88.3		25.5	78.8	3.0	43.9	31.5		19.7	57.1	6.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	25.0	88.3		25.5	78.8	3.0	43.9	31.5		19.7	57.1	6.6
Queue Length 50th (ft)	47	~336		28	240	0	89	261		42	386	15
Queue Length 95th (ft)	74	#550		57	#425	16	#209	337		74	#537	86
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	479	455		234	386	457	285	1240		283	1172	760
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	0.45	1.03		0.28	0.97	0.25	0.79	0.73		0.46	0.98	0.51

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 100.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	242	195	61	347	105	208	749	95	122	1073	359
Future Volume (veh/h)	202	242	195	61	347	105	208	749	95	122	1073	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	217	260	151	66	373	84	224	805	88	131	1154	328
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	432	274	159	167	405	343	266	1191	130	304	1225	546
Arrive On Green	0.07	0.25	0.25	0.04	0.22	0.22	0.10	0.38	0.38	0.07	0.34	0.34
Sat Flow, veh/h	3456	1110	645	1753	1841	1560	1739	3154	345	1781	3554	1585
Grp Volume(v), veh/h	217	0	411	66	373	84	224	443	450	131	1154	328
Grp Sat Flow(s),veh/h/ln	1728	0	1754	1753	1841	1560	1739	1735	1764	1781	1777	1585
Q Serve(g_s), s	4.5	0.0	22.0	2.8	19.0	4.2	7.8	20.4	20.4	4.4	30.1	16.3
Cycle Q Clear(g_c), s	4.5	0.0	22.0	2.8	19.0	4.2	7.8	20.4	20.4	4.4	30.1	16.3
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	432	0	433	167	405	343	266	655	666	304	1225	546
V/C Ratio(X)	0.50	0.00	0.95	0.40	0.92	0.24	0.84	0.68	0.68	0.43	0.94	0.60
Avail Cap(c_a), veh/h	526	0	433	262	408	346	309	657	668	351	1234	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	0.0	35.4	29.1	36.5	30.7	22.3	24.9	24.9	19.6	30.4	25.9
Incr Delay (d2), s/veh	0.9	0.0	30.6	1.5	26.0	0.4	16.6	2.8	2.7	1.0	14.0	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	12.5	1.2	11.0	1.6	4.1	8.2	8.4	1.8	14.2	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	0.0	66.0	30.6	62.5	31.1	38.9	27.6	27.6	20.6	44.4	27.7
LnGrp LOS	C	A	E	C	E	C	D	C	C	C	D	C
Approach Vol, veh/h		628			523			1117			1613	
Approach Delay, s/veh		53.1			53.4			29.9			39.0	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.5	42.9	9.8	30.4	15.6	39.7	12.4	27.8
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 9.3	36.2	* 9.3	21.2	* 12	33.2	* 9.3	21.2
Max Q Clear Time (g_c+I1), s	6.4	22.4	4.8	24.0	9.8	32.1	6.5	21.0
Green Ext Time (p_c), s	0.1	4.4	0.0	0.0	0.2	0.8	0.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

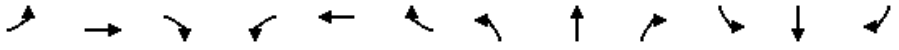
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	0	15	15	0	22	21	1553	21	101	1646	84
Future Volume (vph)	89	0	15	15	0	22	21	1553	21	101	1646	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	0	16	16	0	24	23	1688	23	110	1789	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	16	0	16	24	0	23	1711	0	110	1880	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio	0.54	0.07		0.09	0.10		0.18	0.60		0.67	0.66	
Control Delay	47.3	6.3		33.3	7.6		6.5	4.6		32.1	6.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.3	6.3		33.3	7.6		6.5	4.6		32.1	6.7	
Queue Length 50th (ft)	53	0		8	0		3	154		24	214	
Queue Length 95th (ft)	96	10		25	15		m7	198		#148	372	
Internal Link Dist (ft)		133			177			1879			1491	
Turn Bay Length (ft)	185			185			185			185		
Base Capacity (vph)	314	383		316	389		129	2845		165	2833	
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	0.31	0.04		0.05	0.06		0.18	0.60		0.67	0.66	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60.5 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
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: 14: SW 49th Avenue & Proposed N. Full Access Driveway

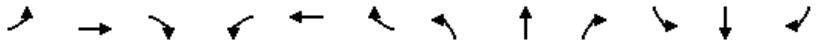




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	0	15	15	0	22	21	1553	21	101	1646	84
Future Volume (veh/h)	89	0	15	15	0	22	21	1553	21	101	1646	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	0	16	16	0	24	23	1688	23	110	1789	91
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	0	165	213	0	165	218	2856	39	307	2739	138
Arrive On Green	0.10	0.00	0.10	0.10	0.00	0.10	1.00	1.00	1.00	0.80	0.80	0.80
Sat Flow, veh/h	1387	0	1585	1397	0	1585	242	3590	49	285	3442	174
Grp Volume(v), veh/h	97	0	16	16	0	24	23	834	877	110	917	963
Grp Sat Flow(s),veh/h/ln	1387	0	1585	1397	0	1585	242	1777	1862	285	1777	1839
Q Serve(g_s), s	6.2	0.0	0.8	0.9	0.0	1.2	2.7	0.0	0.0	11.5	19.6	20.2
Cycle Q Clear(g_c), s	7.4	0.0	0.8	1.8	0.0	1.2	23.0	0.0	0.0	11.5	19.6	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.03	1.00		0.09
Lane Grp Cap(c), veh/h	206	0	165	213	0	165	218	1414	1481	307	1414	1463
V/C Ratio(X)	0.47	0.00	0.10	0.08	0.00	0.15	0.11	0.59	0.59	0.36	0.65	0.66
Avail Cap(c_a), veh/h	377	0	361	385	0	361	218	1414	1481	307	1414	1463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	36.5	37.3	0.0	36.7	3.2	0.0	0.0	3.1	3.9	3.9
Incr Delay (d2), s/veh	1.7	0.0	0.3	0.1	0.0	0.4	0.7	1.4	1.3	3.2	2.3	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.3	0.3	0.0	0.5	0.1	0.6	0.6	0.6	3.8	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.7	0.0	36.7	37.4	0.0	37.1	4.0	1.4	1.3	6.3	6.2	6.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h		113			40			1734			1990	
Approach Delay, s/veh		41.0			37.2			1.4			6.2	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.1		13.9		76.1		13.9				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		60.5		20.5		60.5		20.5				
Max Q Clear Time (g_c+I1), s		25.0		9.4		22.2		3.8				
Green Ext Time (p_c), s		17.1		0.2		23.9		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			5.4									
HCM 6th LOS			A									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	0	15	15	0	22	21	1553	21	101	1646	84
Future Volume (vph)	89	0	15	15	0	22	21	1553	21	101	1646	84
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)	97	0	16	16	0	24	23	1688	23	110	1789	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	16	0	16	24	0	23	1711	0	110	1880	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	25.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	89	0	15	15	0	22	21	1553	21	101	1646	84
Future Vol, veh/h	89	0	15	15	0	22	21	1553	21	101	1646	84
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	185	-	-	185	-	-	185	-	-	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	97	0	16	16	0	24	23	1688	23	110	1789	91

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2945	3812	940	2861	3846	856	1880	0	0	1711	0	0
Stage 1	2055	2055	-	1746	1746	-	-	-	-	-	-	-
Stage 2	890	1757	-	1115	2100	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 7	4	265	~ 8	4	301	315	-	-	367	-	-
Stage 1	~ 57	97	-	89	139	-	-	-	-	-	-	-
Stage 2	304	137	-	222	92	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 5	3	265	~ 5	3	301	315	-	-	367	-	-
Mov Cap-2 Maneuver	~ 37	13	-	47	29	-	-	-	-	-	-	-
Stage 1	~ 53	68	-	83	129	-	-	-	-	-	-	-
Stage 2	259	127	-	146	64	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 826.1	58.5	0.2	1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	315	-	-	37	265	47	301	367	-	-
HCM Lane V/C Ratio	0.072	-	-	2.615	0.062	0.347	0.079	0.299	-	-
HCM Control Delay (s)	17.3	-	-	$ 962	19.5	117.8	18	18.9	-	-
HCM Lane LOS	C	-	-	F	C	F	C	C	-	-
HCM 95th %tile Q(veh)	0.2	-	-	10.8	0.2	1.2	0.3	1.2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

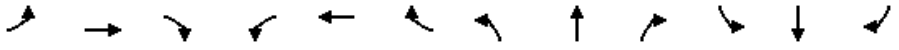
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	0	75	75	0	75	106	1473	106	106	1492	106
Future Volume (vph)	75	0	75	75	0	75	106	1473	106	106	1492	106
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	0	82	82	0	82	115	1601	115	115	1622	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	82	0	82	82	0	115	1716	0	115	1737	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		65.0	65.0		65.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		72.2%	72.2%		72.2%	72.2%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	
v/c Ratio	0.52	0.36		0.52	0.36		0.71	0.60		0.68	0.61	
Control Delay	47.6	23.7		47.6	22.9		36.0	5.5		29.9	5.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	47.6	23.7		47.6	22.9		36.0	5.5		29.9	5.3	
Queue Length 50th (ft)	44	21		44	20		26	168		24	172	
Queue Length 95th (ft)	85	59		85	58		#73	292		m#117	252	
Internal Link Dist (ft)		55			225			1040			1879	
Turn Bay Length (ft)	185			185			185			185		
Base Capacity (vph)	298	393		298	394		163	2848		168	2848	
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	0.28	0.21		0.28	0.21		0.71	0.60		0.68	0.61	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 60.5 (67%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
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: SW 49th Avenue & Proposed S. Full Access Driveway

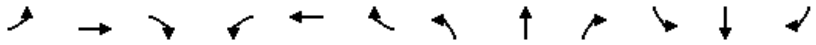




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	0	75	75	0	75	106	1473	106	106	1492	106
Future Volume (veh/h)	75	0	75	75	0	75	106	1473	106	106	1492	106
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	0	82	82	0	82	115	1601	115	115	1622	115
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	0	213	195	0	213	293	2575	184	236	2578	181
Arrive On Green	0.13	0.00	0.13	0.13	0.00	0.13	0.77	0.77	0.77	1.00	1.00	1.00
Sat Flow, veh/h	1316	0	1585	1316	0	1585	278	3364	240	284	3368	237
Grp Volume(v), veh/h	82	0	82	82	0	82	115	840	876	115	850	887
Grp Sat Flow(s),veh/h/ln	1316	0	1585	1316	0	1585	278	1777	1827	284	1777	1828
Q Serve(g_s), s	5.5	0.0	4.2	5.5	0.0	4.2	14.9	18.9	19.4	21.8	0.0	0.0
Cycle Q Clear(g_c), s	9.7	0.0	4.2	9.7	0.0	4.2	14.9	18.9	19.4	41.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.13	1.00		0.13
Lane Grp Cap(c), veh/h	195	0	213	195	0	213	293	1360	1399	236	1360	1399
V/C Ratio(X)	0.42	0.00	0.38	0.42	0.00	0.38	0.39	0.62	0.63	0.49	0.63	0.63
Avail Cap(c_a), veh/h	318	0	361	318	0	361	293	1360	1399	236	1360	1399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.56	0.56	0.56	0.70	0.70	0.70
Uniform Delay (d), s/veh	40.0	0.0	35.5	40.0	0.0	35.5	4.2	4.7	4.8	5.8	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	1.1	1.4	0.0	1.1	2.2	1.2	1.2	5.0	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.7	1.8	0.0	1.7	0.6	4.1	4.4	0.9	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.4	0.0	36.7	41.4	0.0	36.7	6.4	5.9	6.0	10.8	1.5	1.5
LnGrp LOS	D	A	D	D	A	D	A	A	A	B	A	A
Approach Vol, veh/h		164			164			1831			1852	
Approach Delay, s/veh		39.0			39.0			6.0			2.1	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.4		16.6		73.4		16.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		60.5		20.5		60.5		20.5				
Max Q Clear Time (g_c+I1), s		21.4		11.7		43.3		11.7				
Green Ext Time (p_c), s		21.8		0.4		12.6		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			6.9									
HCM 6th LOS			A									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	0	75	75	0	75	106	1473	106	106	1492	106
Future Volume (vph)	75	0	75	75	0	75	106	1473	106	106	1492	106
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)	82	0	82	82	0	82	115	1601	115	115	1622	115
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	82	0	82	82	0	115	1716	0	115	1737	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	259.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	0	75	75	0	75	106	1473	106	106	1492	106
Future Vol, veh/h	75	0	75	75	0	75	106	1473	106	106	1492	106
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	185	-	-	185	-	-	185	-	-	185	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	0	82	82	0	82	115	1601	115	115	1622	115

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2941	3856	869	2930	3856	858	1737	0	0	1716	0	0
Stage 1	1910	1910	-	1889	1889	-	-	-	-	-	-	-
Stage 2	1031	1946	-	1041	1967	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 7	4	295	~ 7	4	300	358	-	-	365	-	-
Stage 1	~ 70	115	-	~ 73	117	-	-	-	-	-	-	-
Stage 2	249	110	-	246	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 3	2	295	~ 3	2	300	358	-	-	365	-	-
Mov Cap-2 Maneuver	~ 7	~ -83	-	~ 6	~ -92	-	-	-	-	-	-	-
Stage 1	~ 48	79	-	~ 50	79	-	-	-	-	-	-	-
Stage 2	123	75	-	122	73	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 2920.2	$ 3438.7	1.2	1.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	358	-	-	7	295	6	300	365	-	-
HCM Lane V/C Ratio	0.322	-	-	11.646	0.276	13.587	0.272	0.316	-	-
HCM Control Delay (s)	19.8	-	-	$ 5818.6	21.8	$ 6856	21.4	19.3	-	-
HCM Lane LOS	C	-	-	F	C	F	C	C	-	-
HCM 95th %tile Q(veh)	1.4	-	-	11.9	1.1	12	1.1	1.3	-	-

Notes

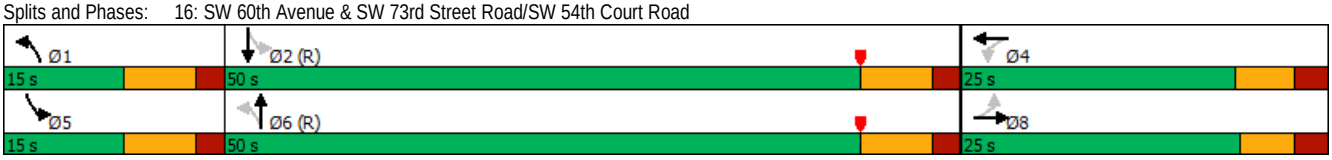
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	0	128	183	0	212	28	854	100	154	1408	4
Future Volume (vph)	25	0	128	183	0	212	28	854	100	154	1408	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	26	0	135	193	0	223	29	899	105	162	1482	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	135	0	193	223	0	29	1004	0	162	1486	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	16.1	16.1		16.4	16.4		11.8	26.8		11.8	26.8	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	50.0		15.0	50.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	55.6%		16.7%	55.6%	
Yellow Time (s)	3.7	3.7		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.4	2.4		2.4	2.4		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.4	6.4		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.15	0.29		0.81	0.44		0.14	0.58		0.47	0.70	
Control Delay	31.4	3.4		61.0	6.0		12.8	27.3		10.9	16.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	31.4	3.4		61.0	6.0		12.8	27.3		10.9	16.5	
Queue Length 50th (ft)	12	0		101	0		9	236		34	255	
Queue Length 95th (ft)	35	20		#209	43		m19	385		56	470	
Internal Link Dist (ft)		636			308			1613			2275	
Turn Bay Length (ft)							150			185		
Base Capacity (vph)	190	484		262	529		255	1750		356	2136	
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	0.28		0.74	0.42		0.11	0.57		0.46	0.70	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68.9 (77%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
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: 16: SW 60th Avenue & SW 73rd Street Road/SW 54th Court Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	0	128	183	0	212	28	854	100	154	1408	4
Future Volume (veh/h)	25	0	128	183	0	212	28	854	100	154	1408	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	26	0	135	193	0	223	29	899	105	162	1482	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	169	0	328	247	0	328	211	1610	188	480	1972	5
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.06	1.00	1.00	0.06	0.54	0.54
Sat Flow, veh/h	1158	0	1585	1254	0	1585	1767	3180	371	1781	3636	10
Grp Volume(v), veh/h	26	0	135	193	0	223	29	498	506	162	724	762
Grp Sat Flow(s),veh/h/ln	1158	0	1585	1254	0	1585	1767	1763	1789	1781	1777	1869
Q Serve(g_s), s	1.9	0.0	6.6	12.0	0.0	11.7	0.7	0.0	0.0	3.9	28.3	28.3
Cycle Q Clear(g_c), s	13.6	0.0	6.6	18.6	0.0	11.7	0.7	0.0	0.0	3.9	28.3	28.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.01
Lane Grp Cap(c), veh/h	169	0	328	247	0	328	211	892	905	480	964	1014
V/C Ratio(X)	0.15	0.00	0.41	0.78	0.00	0.68	0.14	0.56	0.56	0.34	0.75	0.75
Avail Cap(c_a), veh/h	173	0	333	247	0	328	321	892	905	526	964	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.83	0.83	0.83	0.57	0.57	0.57
Uniform Delay (d), s/veh	39.2	0.0	31.0	39.8	0.0	33.0	13.3	0.0	0.0	9.1	15.9	15.9
Incr Delay (d2), s/veh	0.4	0.0	0.8	15.0	0.0	5.6	0.2	2.1	2.1	0.2	3.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	2.6	5.2	0.0	4.8	0.2	0.5	0.5	1.3	10.5	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	0.0	31.8	54.9	0.0	38.6	13.5	2.1	2.1	9.3	19.0	18.9
LnGrp LOS	D	A	C	D	A	D	B	A	A	A	B	B
Approach Vol, veh/h		161			416			1033			1648	
Approach Delay, s/veh		33.1			46.1			2.4			18.0	
Approach LOS		C			D			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	55.6		25.0	12.6	52.4		25.0				
Change Period (Y+Rc), s	6.8	6.8		6.4	6.8	6.8		* 6.4				
Max Green Setting (Gmax), s	8.2	43.2		18.6	8.2	43.2		* 19				
Max Q Clear Time (g_c+I1), s	2.7	30.3		20.6	5.9	2.0		15.6				
Green Ext Time (p_c), s	0.0	7.5		0.0	0.1	7.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		17.4
HCM 6th LOS		B

Notes

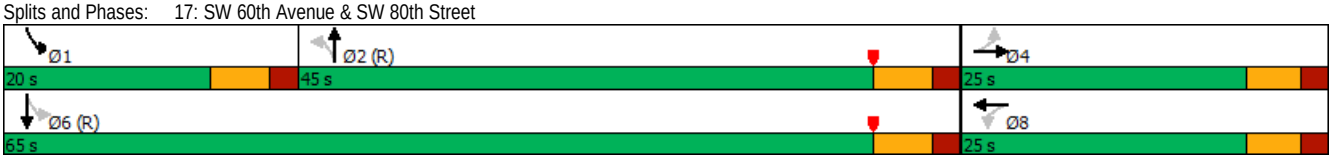
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	4	10	95	1	196	12	766	103	283	1334	1
Future Volume (vph)	16	4	10	95	1	196	12	766	103	283	1334	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	17	4	10	99	1	204	13	798	107	295	1390	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	31	0	0	304	0	13	905	0	295	1391	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		11.0	22.5	
Total Split (s)	25.0	25.0		25.0	25.0		45.0	45.0		20.0	65.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		50.0%	50.0%		22.2%	72.2%	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		5.7			5.7		6.0	6.0		6.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
v/c Ratio		0.12			0.82		0.08	0.54		0.68	0.58	
Control Delay		21.9			40.3		17.7	18.9		23.4	6.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		21.9			40.3		17.7	18.9		23.4	6.8	
Queue Length 50th (ft)		10			108		4	185		64	120	
Queue Length 95th (ft)		32			#219		17	268		m163	153	
Internal Link Dist (ft)		397			3841			7722			1613	
Turn Bay Length (ft)							310			445		
Base Capacity (vph)		295			412		177	1721		476	2427	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.11			0.74		0.07	0.53		0.62	0.57	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 88.5 (98%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
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: 17: SW 60th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	4	10	95	1	196	12	766	103	283	1334	1
Future Volume (veh/h)	16	4	10	95	1	196	12	766	103	283	1334	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	4	10	99	1	204	12	798	107	295	1390	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	2	2	2
Cap, veh/h	175	48	77	146	14	219	266	1507	202	462	2389	2
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.48	0.48	0.48	0.22	1.00	1.00
Sat Flow, veh/h	526	226	358	435	67	1023	389	3149	422	1781	3644	3
Grp Volume(v), veh/h	31	0	0	304	0	0	12	450	455	295	678	713
Grp Sat Flow(s),veh/h/ln	1110	0	0	1525	0	0	389	1777	1794	1781	1777	1870
Q Serve(g_s), s	0.0	0.0	0.0	15.4	0.0	0.0	1.5	15.9	15.9	7.6	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	17.6	0.0	0.0	1.5	15.9	15.9	7.6	0.0	0.0
Prop In Lane	0.55		0.32	0.33		0.67	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	300	0	0	380	0	0	266	850	859	462	1165	1226
V/C Ratio(X)	0.10	0.00	0.00	0.80	0.00	0.00	0.05	0.53	0.53	0.64	0.58	0.58
Avail Cap(c_a), veh/h	300	0	0	380	0	0	266	850	859	543	1165	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.60	0.60	0.60	0.64	0.64	0.64
Uniform Delay (d), s/veh	28.3	0.0	0.0	34.6	0.0	0.0	12.6	16.4	16.4	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	11.5	0.0	0.0	0.2	1.4	1.4	1.2	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	7.5	0.0	0.0	0.1	6.1	6.1	2.0	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.4	0.0	0.0	46.1	0.0	0.0	12.8	17.8	17.8	11.2	1.4	1.3
LnGrp LOS	C	A	A	D	A	A	B	B	B	B	A	A
Approach Vol, veh/h		31			304			917			1686	
Approach Delay, s/veh		28.4			46.1			17.7			3.1	
Approach LOS		C			D			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.9	49.1		25.0		65.0		25.0				
Change Period (Y+Rc), s	6.0	6.0		* 5.7		6.0		* 5.7				
Max Green Setting (Gmax), s	14.0	39.0		* 19		59.0		* 19				
Max Q Clear Time (g_c+I1), s	9.6	17.9		3.3		2.0		19.6				
Green Ext Time (p_c), s	0.4	5.5		0.1		12.2		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			12.4									
HCM 6th LOS			B									

Notes

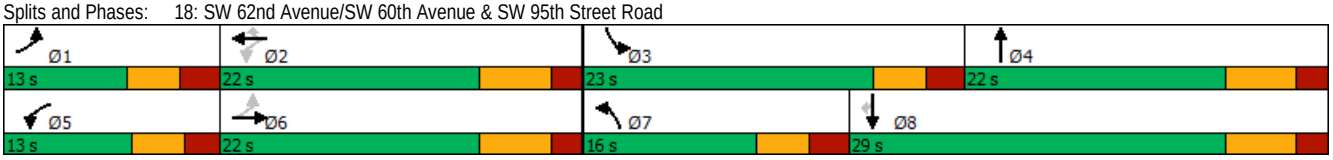
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

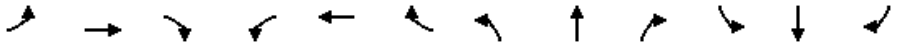
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	322	60	29	308	461	30	322	22	712	577	98
Future Volume (vph)	103	322	60	29	308	461	30	322	22	712	577	98
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	106	332	62	30	318	475	31	332	23	734	595	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	394	0	30	318	475	31	355	0	734	595	101
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2						8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	13.0	22.0		13.0	22.0	22.0	16.0	22.0		23.0	29.0	29.0
Total Split (%)	16.3%	27.5%		16.3%	27.5%	27.5%	20.0%	27.5%		28.8%	36.3%	36.3%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.31	0.44		0.09	0.45	0.68	0.18	0.93		0.94	0.73	0.13
Control Delay	20.1	24.9		17.0	30.3	8.7	35.6	65.3		51.7	29.7	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.1	24.9		17.0	30.3	8.7	35.6	65.3		51.7	29.7	0.3
Queue Length 50th (ft)	35	68		9	74	0	15	174		186	210	0
Queue Length 95th (ft)	69	134		26	113	82	39	#345		#302	#524	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	342	911		360	725	702	240	381		784	812	801
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	0.31	0.43		0.08	0.44	0.68	0.13	0.93		0.94	0.73	0.13

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 77
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	322	60	29	308	461	30	322	22	712	577	98
Future Volume (veh/h)	103	322	60	29	308	461	30	322	22	712	577	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	106	332	39	30	318	237	31	332	17	734	595	85
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	324	724	84	311	682	304	78	354	18	773	710	601
Arrive On Green	0.08	0.23	0.23	0.04	0.19	0.19	0.04	0.20	0.20	0.22	0.38	0.38
Sat Flow, veh/h	1725	3105	362	1781	3554	1585	1781	1764	90	3456	1870	1585
Grp Volume(v), veh/h	106	183	188	30	318	237	31	0	349	734	595	85
Grp Sat Flow(s),veh/h/ln	1725	1721	1746	1781	1777	1585	1781	0	1854	1728	1870	1585
Q Serve(g_s), s	3.7	7.1	7.2	1.0	6.2	11.1	1.3	0.0	14.5	16.4	22.6	2.7
Cycle Q Clear(g_c), s	3.7	7.1	7.2	1.0	6.2	11.1	1.3	0.0	14.5	16.4	22.6	2.7
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	324	401	407	311	682	304	78	0	372	773	710	601
V/C Ratio(X)	0.33	0.46	0.46	0.10	0.47	0.78	0.40	0.00	0.94	0.95	0.84	0.14
Avail Cap(c_a), veh/h	348	401	407	410	713	318	237	0	372	773	710	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	25.7	25.8	23.4	28.0	30.0	36.4	0.0	30.8	29.9	22.1	15.9
Incr Delay (d2), s/veh	0.6	0.8	0.8	0.1	0.5	11.3	3.2	0.0	31.1	20.9	8.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.8	2.9	0.4	2.5	4.8	0.6	0.0	9.1	8.4	10.4	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.9	26.5	26.6	23.5	28.5	41.3	39.6	0.0	61.9	50.8	30.9	16.0
LnGrp LOS	C	C	C	C	C	D	D	A	E	D	C	B
Approach Vol, veh/h		477			585			380			1414	
Approach Delay, s/veh		25.7			33.5			60.0			40.3	
Approach LOS		C			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	21.3	23.0	22.0	8.7	24.5	9.0	36.0
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 7.4	15.7	17.5	15.7	* 7.7	15.7	* 10	22.7
Max Q Clear Time (g_c+I1), s	5.7	13.1	18.4	16.5	3.0	9.2	3.3	24.6
Green Ext Time (p_c), s	0.0	0.7	0.0	0.0	0.0	1.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

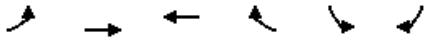
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	187	1578	1474	69	155	229
Future Volume (vph)	187	1578	1474	69	155	229
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	203	1715	1602	75	168	249
Shared Lane Traffic (%)						
Lane Group Flow (vph)	203	1715	1602	75	417	0
Turn Type	pm+pt	NA	NA	Perm	Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6			2		
Detector Phase	1	6	2	2	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	
Total Split (s)	17.0	58.0	41.0	41.0	32.0	
Total Split (%)	18.9%	64.4%	45.6%	45.6%	35.6%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Recall Mode	None	None	None	None	None	
v/c Ratio	0.63	0.55	0.75	0.11	0.81	
Control Delay	22.2	10.2	22.4	4.8	35.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	22.2	10.2	22.4	4.8	35.1	
Queue Length 50th (ft)	42	167	237	0	161	
Queue Length 95th (ft)	122	241	341	26	280	
Internal Link Dist (ft)		917	742		1623	
Turn Bay Length (ft)	230					
Base Capacity (vph)	383	3638	2482	810	670	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.53	0.47	0.65	0.09	0.62	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 77.5
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 19: SW 42nd Street & SW 7th Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	187	1578	1474	69	155	229
Future Volume (veh/h)	187	1578	1474	69	155	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	203	1715	1602	75	168	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	313	2992	2206	685	189	281
Arrive On Green	0.09	0.59	0.43	0.43	0.28	0.28
Sat Flow, veh/h	1781	5274	5274	1585	667	988
Grp Volume(v), veh/h	203	1715	1602	75	418	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1702	1585	1659	0
Q Serve(g_s), s	4.0	14.5	18.0	2.0	16.7	0.0
Cycle Q Clear(g_c), s	4.0	14.5	18.0	2.0	16.7	0.0
Prop In Lane	1.00			1.00	0.40	0.60
Lane Grp Cap(c), veh/h	313	2992	2206	685	471	0
V/C Ratio(X)	0.65	0.57	0.73	0.11	0.89	0.00
Avail Cap(c_a), veh/h	476	3944	2691	835	659	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.8	8.9	16.3	11.7	23.7	0.0
Incr Delay (d2), s/veh	2.3	0.2	0.8	0.1	10.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.8	5.9	0.6	7.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	9.1	17.1	11.8	34.3	0.0
LnGrp LOS	B	A	B	B	C	A
Approach Vol, veh/h		1918	1677		418	
Approach Delay, s/veh		9.8	16.8		34.3	
Approach LOS		A	B		C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.7	34.4				45.1	24.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	12.5	36.5				53.5	27.5
Max Q Clear Time (g_c+I1), s	6.0	20.0				16.5	18.7
Green Ext Time (p_c), s	0.3	9.9				16.4	1.0

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	139	1700	216	128	1341	30	186	188	162	58	480	271
Future Volume (vph)	139	1700	216	128	1341	30	186	188	162	58	480	271
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	153	1868	237	141	1474	33	204	207	178	64	527	298
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1868	237	141	1507	0	204	385	0	64	527	298
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	8.0	20.0		8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	9.5	31.0	31.0	15.6	31.0		15.5	50.0		15.8	50.0	50.0
Total Split (s)	21.0	69.0	69.0	22.0	70.0		23.0	60.0		19.0	56.0	56.0
Total Split (%)	12.4%	40.6%	40.6%	12.9%	41.2%		13.5%	35.3%		11.2%	32.9%	32.9%
Yellow Time (s)	3.5	4.8	4.8	4.8	4.8		4.5	4.5		4.4	4.5	4.5
All-Red Time (s)	1.0	2.0	2.0	2.8	2.0		3.0	2.0		3.4	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
Total Lost Time (s)	4.5	6.8	6.8	7.6	6.8		7.5	6.5		7.8	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.91	1.00	0.36	0.93	0.79		1.00	0.66		0.24	0.98	0.51
Control Delay	122.6	74.8	19.2	131.3	51.1		110.8	52.5		32.7	92.2	21.2
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	122.6	74.8	19.2	131.3	51.1		110.8	52.5		32.7	92.2	21.2
Queue Length 50th (ft)	172	~769	85	159	549		180	345		43	584	100
Queue Length 95th (ft)	#314	#883	163	#307	610		#368	481		78	#830	200
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	171	1860	659	152	1900		204	580		289	542	592
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	1.00	0.36	0.93	0.79		1.00	0.66		0.22	0.97	0.50

Intersection Summary

Cycle Length: 170

Actuated Cycle Length: 170

Offset: 76 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

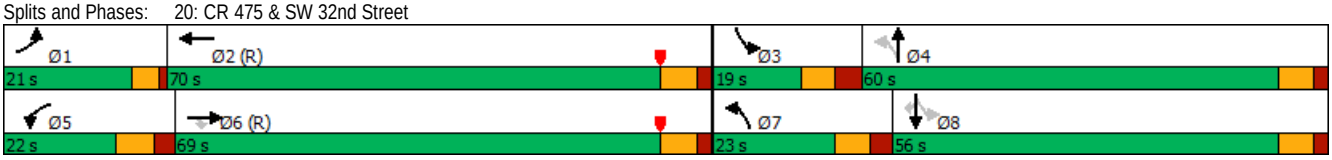
Natural Cycle: 145

Control Type: Actuated-Coordinated

~ 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: 20: CR 475 & SW 32nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1700	216	128	1341	30	186	188	162	58	480	271
Future Volume (veh/h)	139	1700	216	128	1341	30	186	188	162	58	480	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	153	1868	178	141	1474	29	204	207	87	64	527	197
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	172	1871	581	151	1922	38	214	419	176	343	543	461
Arrive On Green	0.10	0.37	0.37	0.08	0.37	0.37	0.09	0.34	0.34	0.04	0.29	0.29
Sat Flow, veh/h	1781	5106	1585	1781	5155	101	1781	1250	525	1781	1870	1585
Grp Volume(v), veh/h	153	1868	178	141	973	530	204	0	294	64	527	197
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1852	1781	0	1776	1781	1870	1585
Q Serve(g_s), s	14.4	62.1	13.6	13.4	42.7	42.7	14.5	0.0	22.4	4.2	47.3	17.1
Cycle Q Clear(g_c), s	14.4	62.1	13.6	13.4	42.7	42.7	14.5	0.0	22.4	4.2	47.3	17.1
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	172	1871	581	151	1269	691	214	0	595	343	543	461
V/C Ratio(X)	0.89	1.00	0.31	0.93	0.77	0.77	0.95	0.00	0.49	0.19	0.97	0.43
Avail Cap(c_a), veh/h	173	1871	581	151	1269	691	214	0	595	380	545	462
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.9	53.8	38.4	77.3	46.8	46.8	49.0	0.0	45.0	39.6	59.6	48.9
Incr Delay (d2), s/veh	38.7	20.4	1.4	53.9	4.5	8.0	48.6	0.0	0.6	0.3	30.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	29.4	5.5	8.3	18.6	20.9	9.3	0.0	10.0	1.9	26.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.6	74.2	39.8	131.3	51.3	54.8	97.6	0.0	45.7	39.9	90.4	49.5
LnGrp LOS	F	E	D	F	D	D	F	A	D	D	F	D
Approach Vol, veh/h		2199			1644			498			788	
Approach Delay, s/veh		74.2			59.3			66.9			76.1	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	70.2	15.4	63.5	22.0	69.1	23.0	55.9
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	16.5	63.2	11.2	53.5	* 14	62.2	15.5	49.5
Max Q Clear Time (g_c+I1), s	16.4	44.7	6.2	24.4	15.4	64.1	16.5	49.3
Green Ext Time (p_c), s	0.0	9.3	0.0	1.7	0.0	0.0	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	69.0
HCM 6th LOS	E

Notes

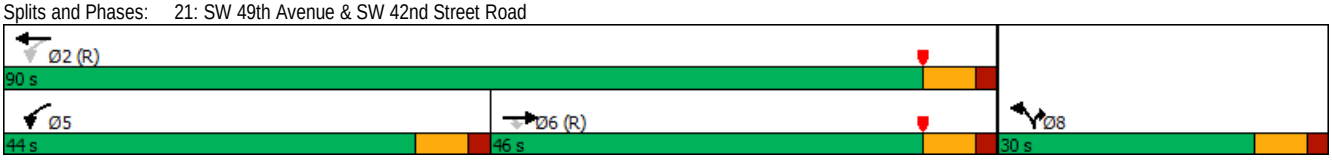
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

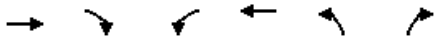
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	522	427	1200	337	540
Future Volume (vph)	1100	522	427	1200	337	540
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1236	587	480	1348	379	607
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1236	587	480	1348	379	607
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	8	8
Permitted Phases		6	2			
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	10.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	16.8	26.8	24.8	24.8
Total Split (s)	46.0	46.0	44.0	90.0	30.0	30.0
Total Split (%)	38.3%	38.3%	36.7%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
v/c Ratio	0.93	0.73	0.91	0.55	1.11	0.82
Control Delay	50.7	20.4	55.1	10.2	125.9	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.7	20.4	55.1	10.2	125.9	17.5
Queue Length 50th (ft)	490	173	302	245	~335	48
Queue Length 95th (ft)	#682	334	419	291	#519	#201
Internal Link Dist (ft)	1099			985	6871	
Turn Bay Length (ft)		185	265			270
Base Capacity (vph)	1323	803	603	2453	342	736
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.73	0.80	0.55	1.11	0.82

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ 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: 21: SW 49th Avenue & SW 42nd Street Road





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1100	522	427	1200	337	540
Future Volume (veh/h)	1100	522	427	1200	337	540
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1236	565	480	1348	379	382
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1393	621	513	2464	344	306
Arrive On Green	0.39	0.39	0.24	0.69	0.19	0.19
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1236	565	480	1348	379	382
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	38.9	40.4	26.3	22.5	23.2	23.2
Cycle Q Clear(g_c), s	38.9	40.4	26.3	22.5	23.2	23.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1393	621	513	2464	344	306
V/C Ratio(X)	0.89	0.91	0.93	0.55	1.10	1.25
Avail Cap(c_a), veh/h	1393	621	630	2464	344	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.16	0.16	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	34.5	35.1	9.1	48.4	48.4
Incr Delay (d2), s/veh	1.6	4.2	19.1	0.9	78.3	135.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.4	15.6	16.1	7.8	17.5	20.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.6	38.7	54.2	10.0	126.7	183.7
LnGrp LOS	D	D	D	A	F	F
Approach Vol, veh/h	1801			1828	761	
Approach Delay, s/veh	36.5			21.6	155.3	
Approach LOS	D			C	F	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		90.0			36.2	53.8	30.0
Change Period (Y+Rc), s		6.8			6.8	6.8	6.8
Max Green Setting (Gmax), s		83.2			37.2	39.2	23.2
Max Q Clear Time (g_c+I1), s		24.5			28.3	42.4	25.2
Green Ext Time (p_c), s		13.9			1.1	0.0	0.0

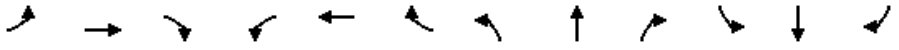
Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	215	282	263	203	200	276	1087	237	200	1356	273
Future Volume (vph)	285	215	282	263	203	200	276	1087	237	200	1356	273
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)	310	234	307	286	221	217	300	1182	258	217	1474	297
Shared Lane Traffic (%)												
Lane Group Flow (vph)	310	234	307	286	221	217	300	1182	258	217	1474	297
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.8	22.5	13.8	13.8	22.5	22.5	13.8	26.8	26.8	13.8	26.8	26.8
Total Split (s)	24.0	24.0	18.0	21.0	21.0	21.0	18.0	53.0	53.0	22.0	57.0	57.0
Total Split (%)	20.0%	20.0%	15.0%	17.5%	17.5%	17.5%	15.0%	44.2%	44.2%	18.3%	47.5%	47.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
v/c Ratio	0.98	0.88	0.58	0.98	1.00	0.59	1.32	0.84	0.35	0.82	1.00	0.39
Control Delay	83.3	81.7	29.2	85.8	114.9	15.5	202.1	39.8	10.8	52.7	57.5	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	83.3	81.7	29.2	85.8	114.9	15.5	202.1	39.8	10.8	52.7	57.5	12.2
Queue Length 50th (ft)	198	180	138	180	~174	10	~254	440	46	111	589	65
Queue Length 95th (ft)	#373	#325	235	#331	#338	86	#434	536	111	#226	#761	137
Internal Link Dist (ft)		1050			2294			1031			999	
Turn Bay Length (ft)	240		185	240		185	240		180	240		180
Base Capacity (vph)	315	267	532	291	220	366	227	1406	728	286	1480	756
Starvation Cap Reductn	0	0	0	0	0	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	0.98	0.88	0.58	0.98	1.00	0.59	1.32	0.84	0.35	0.76	1.00	0.39

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
~ 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: 22: SW 49th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	215	282	263	203	200	276	1087	237	200	1356	273
Future Volume (veh/h)	285	215	282	263	203	200	276	1087	237	200	1356	273
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	234	245	286	221	174	300	1182	207	217	1474	237
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	268	375	290	221	188	228	1508	673	269	1487	663
Arrive On Green	0.14	0.14	0.14	0.12	0.12	0.12	0.09	0.42	0.42	0.09	0.42	0.42
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	310	234	245	286	221	174	300	1182	207	217	1474	237
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	17.2	14.7	16.7	14.2	14.2	13.0	11.2	34.4	10.4	8.2	49.5	12.3
Cycle Q Clear(g_c), s	17.2	14.7	16.7	14.2	14.2	13.0	11.2	34.4	10.4	8.2	49.5	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	268	375	290	221	188	228	1508	673	269	1487	663
V/C Ratio(X)	0.98	0.87	0.65	0.99	1.00	0.93	1.32	0.78	0.31	0.81	0.99	0.36
Avail Cap(c_a), veh/h	316	268	375	290	221	188	228	1508	673	339	1487	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	50.3	41.4	44.2	52.9	52.4	37.0	29.8	22.9	25.2	34.7	23.9
Incr Delay (d2), s/veh	45.8	25.5	4.0	49.0	60.1	45.5	169.7	2.8	0.3	10.8	21.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	8.6	6.8	5.4	10.2	7.4	14.1	14.4	3.8	4.0	24.3	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	75.9	45.4	93.3	112.9	97.9	206.7	32.6	23.1	36.0	55.9	24.2
LnGrp LOS	F	E	D	F	F	F	F	C	C	D	E	C
Approach Vol, veh/h		789			681			1689			1928	
Approach Delay, s/veh		70.8			100.8			62.3			49.8	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	57.7	21.0	24.0	18.0	57.0	24.0	21.0
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	15.2	46.2	14.2	17.2	11.2	50.2	17.2	14.2
Max Q Clear Time (g_c+I1), s	10.2	36.4	16.2	18.7	13.2	51.5	19.2	16.2
Green Ext Time (p_c), s	0.3	5.6	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	64.0
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	327	10	332	35	5	25	242	952	45	35	1190	265
Future Volume (vph)	327	10	332	35	5	25	242	952	45	35	1190	265
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)	355	11	361	38	5	27	263	1035	49	38	1293	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	355	372	0	38	32	0	263	1084	0	38	1293	288
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	22.5		13.9	22.5		13.8	26.8		13.8	26.8	26.8
Total Split (s)	15.0	35.0		15.0	35.0		21.0	55.0		20.0	54.0	54.0
Total Split (%)	12.0%	28.0%		12.0%	28.0%		16.8%	44.0%		16.0%	43.2%	43.2%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	3.0		2.1	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	7.8		6.9	7.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min
v/c Ratio	1.45	0.77		0.19	0.13		0.84	0.54		0.12	0.83	0.37
Control Delay	256.3	20.2		33.0	18.9		52.0	19.2		11.5	33.3	11.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	256.3	20.2		33.0	18.9		52.0	19.2		11.5	33.3	11.1
Queue Length 50th (ft)	~274	38		21	3		130	273		9	410	52
Queue Length 95th (ft)	#529	144		46	32		#339	438		29	#665	139
Internal Link Dist (ft)		3336			1117			834			1040	
Turn Bay Length (ft)	185			185			240			240		185
Base Capacity (vph)	244	654		215	452		313	2008		416	1635	820
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	1.45	0.57		0.18	0.07		0.84	0.54		0.09	0.79	0.35

Intersection Summary

Cycle Length: 125

Actuated Cycle Length: 104.1

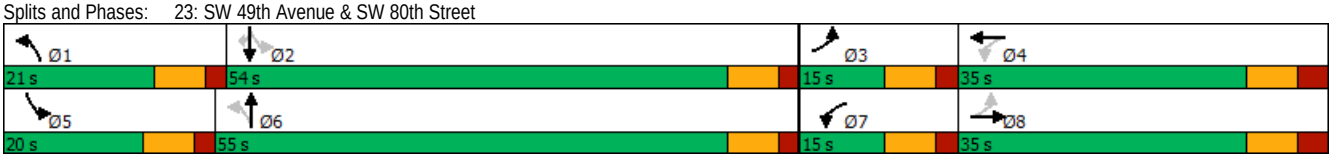
Natural Cycle: 100

Control Type: Actuated-Uncoordinated

~ 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: 23: SW 49th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	10	332	35	5	25	242	952	45	35	1190	265
Future Volume (veh/h)	327	10	332	35	5	25	242	952	45	35	1190	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	11	289	38	5	22	263	1035	39	38	1293	230
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	12	316	160	54	239	289	1638	62	265	1393	621
Arrive On Green	0.07	0.21	0.21	0.04	0.18	0.18	0.12	0.47	0.47	0.04	0.39	0.39
Sat Flow, veh/h	1781	58	1536	1781	302	1329	1781	3492	132	1781	3554	1585
Grp Volume(v), veh/h	355	0	300	38	0	27	263	527	547	38	1293	230
Grp Sat Flow(s),veh/h/ln	1781	0	1594	1781	0	1631	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	8.1	0.0	21.7	2.0	0.0	1.6	12.0	26.3	26.3	1.5	41.0	12.2
Cycle Q Clear(g_c), s	8.1	0.0	21.7	2.0	0.0	1.6	12.0	26.3	26.3	1.5	41.0	12.2
Prop In Lane	1.00		0.96	1.00		0.81	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	413	0	328	160	0	293	289	834	866	265	1393	621
V/C Ratio(X)	0.86	0.00	0.91	0.24	0.00	0.09	0.91	0.63	0.63	0.14	0.93	0.37
Avail Cap(c_a), veh/h	413	0	368	207	0	377	291	834	866	390	1424	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	0.0	45.7	38.0	0.0	40.3	33.0	23.6	23.6	20.6	34.2	25.5
Incr Delay (d2), s/veh	16.5	0.0	25.0	0.8	0.0	0.1	30.5	1.6	1.5	0.2	10.7	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	0.0	10.7	0.9	0.0	0.7	9.8	10.7	11.1	0.6	19.4	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	0.0	70.7	38.7	0.0	40.4	63.5	25.1	25.1	20.9	44.9	25.8
LnGrp LOS	E	A	E	D	A	D	E	C	C	C	D	C
Approach Vol, veh/h		655			65			1337			1561	
Approach Delay, s/veh		65.1			39.4			32.7			41.5	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.9	53.0	15.0	28.9	11.8	62.1	11.9	32.1
Change Period (Y+Rc), s	6.8	6.8	6.9	7.8	6.8	6.8	6.9	7.8
Max Green Setting (Gmax), s	14.2	47.2	8.1	27.2	13.2	48.2	8.1	27.2
Max Q Clear Time (g_c+I1), s	14.0	43.0	10.1	3.6	3.5	28.3	4.0	23.7
Green Ext Time (p_c), s	0.0	3.2	0.0	0.1	0.0	6.4	0.0	0.6

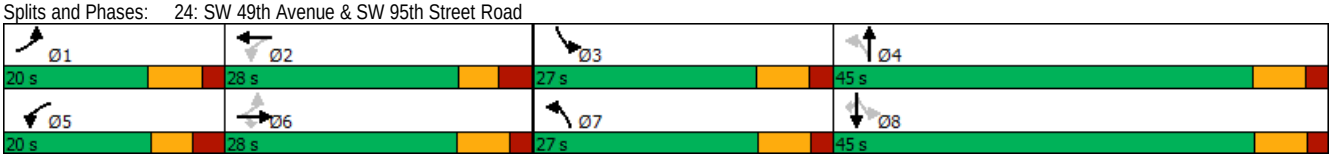
Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

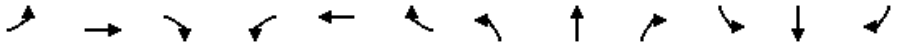
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	324	225	275	150	200	150	310	834	175	150	1055	352
Future Volume (vph)	324	225	275	150	200	150	310	834	175	150	1055	352
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	338	234	286	156	208	156	323	869	182	156	1099	367
Shared Lane Traffic (%)												
Lane Group Flow (vph)	338	234	286	156	364	0	323	1051	0	156	1099	367
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	27.1	27.1	13.9	27.1		15.0	28.2		13.9	27.1	27.1
Total Split (s)	20.0	28.0	28.0	20.0	28.0		27.0	45.0		27.0	45.0	45.0
Total Split (%)	16.7%	23.3%	23.3%	16.7%	23.3%		22.5%	37.5%		22.5%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	2.2	2.2	2.9	3.2		2.0	2.2		2.1	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
Total Lost Time (s)	6.9	7.0	7.0	6.6	6.9		6.8	7.0		6.9	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
v/c Ratio	1.03	0.68	0.54	0.49	0.53		0.92	0.79		0.59	0.96	0.55
Control Delay	95.1	57.0	9.2	34.3	30.5		64.1	37.5		26.7	59.4	15.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	95.1	57.0	9.2	34.3	30.5		64.1	37.5		26.7	59.4	15.0
Queue Length 50th (ft)	~232	172	0	86	82		191	358		57	435	76
Queue Length 95th (ft)	#371	#277	77	141	133		#374	#517		105	#589	177
Internal Link Dist (ft)		5200			3554			3071			396	
Turn Bay Length (ft)	300		185	240			420			185		185
Base Capacity (vph)	327	346	526	341	702		362	1333		386	1139	669
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	1.03	0.68	0.54	0.46	0.52		0.89	0.79		0.40	0.96	0.55

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 118.6
Natural Cycle: 105
Control Type: Actuated-Uncoordinated
~ 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: 24: SW 49th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	324	225	275	150	200	150	310	834	175	150	1055	352
Future Volume (veh/h)	324	225	275	150	200	150	310	834	175	150	1055	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	338	234	229	156	208	125	323	869	146	156	1099	294
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	367	311	295	370	213	350	1231	207	290	1152	514
Arrive On Green	0.11	0.20	0.20	0.09	0.17	0.17	0.16	0.40	0.40	0.08	0.32	0.32
Sat Flow, veh/h	1781	1870	1585	1781	2172	1250	1781	3044	511	1781	3554	1585
Grp Volume(v), veh/h	338	234	229	156	168	165	323	507	508	156	1099	294
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1645	1781	1777	1778	1781	1777	1585
Q Serve(g_s), s	13.1	13.5	15.9	8.3	10.2	10.8	16.3	27.9	27.9	6.7	35.5	18.1
Cycle Q Clear(g_c), s	13.1	13.5	15.9	8.3	10.2	10.8	16.3	27.9	27.9	6.7	35.5	18.1
Prop In Lane	1.00		1.00	1.00		0.76	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	342	367	311	295	303	281	350	719	719	290	1152	514
V/C Ratio(X)	0.99	0.64	0.74	0.53	0.56	0.59	0.92	0.71	0.71	0.54	0.95	0.57
Avail Cap(c_a), veh/h	342	367	311	340	320	296	376	719	719	459	1157	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.9	43.3	44.3	35.9	44.6	44.8	34.0	29.1	29.1	25.1	38.8	32.9
Incr Delay (d2), s/veh	45.1	3.6	8.8	1.5	1.9	2.7	26.8	3.2	3.2	1.6	16.6	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	6.4	6.8	3.6	4.5	4.5	11.5	11.9	11.9	2.9	17.3	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.0	47.0	53.1	37.3	46.5	47.6	60.8	32.3	32.3	26.7	55.4	34.4
LnGrp LOS	F	D	D	D	D	D	E	C	C	C	E	C
Approach Vol, veh/h		801			489			1338			1549	
Approach Delay, s/veh		65.6			43.9			39.2			48.5	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	27.0	15.9	54.4	17.0	30.0	25.3	45.0
Change Period (Y+Rc), s	6.9	* 7	6.9	* 7	* 6.6	* 7	6.8	* 7
Max Green Setting (Gmax), s	13.1	* 21	20.1	* 38	* 13	* 21	20.2	* 38
Max Q Clear Time (g_c+I1), s	15.1	12.8	8.7	29.9	10.3	17.9	18.3	37.5
Green Ext Time (p_c), s	0.0	1.1	0.3	3.7	0.1	0.6	0.2	0.5

Intersection Summary	
HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

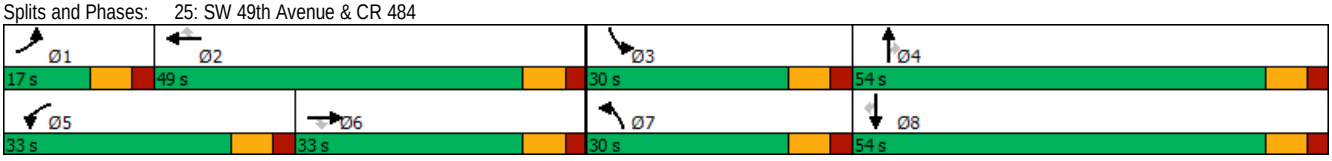
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	101	550	62	280	875	428	140	1005	365	285	715	142
Future Volume (vph)	101	550	62	280	875	428	140	1005	365	285	715	142
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)	110	598	67	304	951	465	152	1092	397	310	777	154
Shared Lane Traffic (%)												
Lane Group Flow (vph)	110	598	67	304	951	465	152	1092	397	310	777	154
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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	20.0	20.0	5.0	20.0	20.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.3	27.3	27.3	12.3	27.3	27.3	12.3	17.3	17.3	12.3	17.3	17.3
Total Split (s)	17.0	33.0	33.0	33.0	49.0	49.0	30.0	54.0	54.0	30.0	54.0	54.0
Total Split (%)	11.3%	22.0%	22.0%	22.0%	32.7%	32.7%	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
v/c Ratio	0.93	0.74	0.13	0.71	0.94	0.67	0.72	0.96	0.62	0.72	0.67	0.24
Control Delay	133.5	59.3	0.5	70.8	68.0	18.3	80.8	67.1	24.6	71.4	46.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	133.5	59.3	0.5	70.8	68.0	18.3	80.8	67.1	24.6	71.4	46.2	2.8
Queue Length 50th (ft)	106	279	0	144	465	108	141	536	157	147	335	0
Queue Length 95th (ft)	#241	#409	0	196	#627	250	218	#716	285	200	430	26
Internal Link Dist (ft)		862			752			747			938	
Turn Bay Length (ft)	405		350	405		350	240		185	240		185
Base Capacity (vph)	118	807	508	607	1015	691	276	1137	645	536	1157	646
Starvation Cap Reductn	0	0	0	0	0	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	0.93	0.74	0.13	0.50	0.94	0.67	0.55	0.96	0.62	0.58	0.67	0.24

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 145.3
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: SW 49th Avenue & CR 484





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	550	62	280	875	428	140	1005	365	285	715	142
Future Volume (veh/h)	101	550	62	280	875	428	140	1005	365	285	715	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	110	598	54	304	951	372	152	1092	318	310	777	124
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	123	896	400	366	1026	458	177	1162	518	370	1188	530
Arrive On Green	0.07	0.25	0.25	0.11	0.29	0.29	0.10	0.33	0.33	0.11	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	3456	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	110	598	54	304	951	372	152	1092	318	310	777	124
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1728	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.6	21.2	3.7	12.1	36.5	30.6	11.8	41.9	23.7	12.3	26.1	7.9
Cycle Q Clear(g_c), s	8.6	21.2	3.7	12.1	36.5	30.6	11.8	41.9	23.7	12.3	26.1	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	896	400	366	1026	458	177	1162	518	370	1188	530
V/C Ratio(X)	0.89	0.67	0.14	0.83	0.93	0.81	0.86	0.94	0.61	0.84	0.65	0.23
Avail Cap(c_a), veh/h	123	896	400	633	1056	471	288	1183	528	559	1188	530
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	47.2	40.6	61.5	48.4	46.4	62.2	45.9	39.8	61.4	39.8	33.7
Incr Delay (d2), s/veh	49.9	1.9	0.2	4.9	13.3	10.2	13.0	14.0	2.1	6.9	1.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	9.3	1.4	5.4	17.3	13.0	5.9	20.1	9.3	5.7	11.3	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.7	49.1	40.8	66.4	61.8	56.6	75.2	59.9	41.8	68.4	41.1	33.9
LnGrp LOS	F	D	D	E	E	E	E	E	D	E	D	C
Approach Vol, veh/h		762			1627			1562			1211	
Approach Delay, s/veh		58.0			61.4			57.7			47.3	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	47.8	22.3	53.2	22.2	42.7	21.3	54.2
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	9.7	41.7	22.7	46.7	25.7	25.7	22.7	46.7
Max Q Clear Time (g_c+I1), s	10.6	38.5	14.3	43.9	14.1	23.2	13.8	28.1
Green Ext Time (p_c), s	0.0	2.1	0.7	2.0	0.8	0.9	0.2	5.1

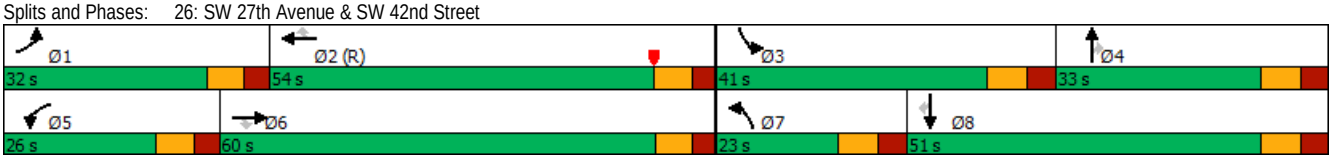
Intersection Summary	
HCM 6th Ctrl Delay	56.5
HCM 6th LOS	E

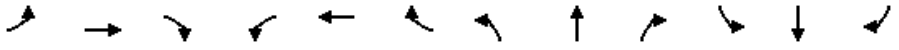
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	475	1387	242	374	1306	385	132	482	244	665	748	626
Future Volume (vph)	475	1387	242	374	1306	385	132	482	244	665	748	626
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	500	1460	255	394	1375	405	139	507	257	700	787	659
Shared Lane Traffic (%)												
Lane Group Flow (vph)	500	1460	255	394	1375	405	139	507	257	700	787	659
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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)	6.0	15.0	15.0	6.0	15.0	15.0	6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.4	44.4	44.4	13.6	44.5	44.5	14.3	18.3	18.3	14.3	18.3	18.3
Total Split (s)	32.0	60.0	60.0	26.0	54.0	54.0	23.0	33.0	33.0	41.0	51.0	51.0
Total Split (%)	20.0%	37.5%	37.5%	16.3%	33.8%	33.8%	14.4%	20.6%	20.6%	25.6%	31.9%	31.9%
Yellow Time (s)	4.4	4.4	4.4	4.5	4.5	4.5	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0	3.0	3.1	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
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)	7.4	7.4	7.4	7.6	7.5	7.5	8.3	8.3	8.3	8.3	8.3	8.3
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
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.95	0.87	0.39	1.00	0.93	0.66	0.88	0.93	0.59	1.00	0.83	1.05
Control Delay	94.6	57.5	11.4	114.6	67.0	28.4	115.7	90.5	16.2	96.2	63.6	80.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	94.6	57.5	11.4	114.6	67.0	28.4	115.7	90.5	16.2	96.2	63.6	80.3
Queue Length 50th (ft)	271	528	39	215	515	180	146	279	26	381	411	~521
Queue Length 95th (ft)	#383	592	116	#331	#602	307	#275	#390	120	#518	495	#771
Internal Link Dist (ft)		887			2015			9136			7150	
Turn Bay Length (ft)	340		185	300		185	250		225	275		
Base Capacity (vph)	527	1671	655	394	1477	611	162	546	438	701	951	630
Starvation Cap Reductn	0	0	0	0	0	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	0.87	0.39	1.00	0.93	0.66	0.86	0.93	0.59	1.00	0.83	1.05

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	475	1387	242	374	1306	385	132	482	244	665	748	626
Future Volume (veh/h)	475	1387	242	374	1306	385	132	482	244	665	748	626
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	500	1460	191	394	1375	352	139	507	182	700	787	436
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	531	1678	521	397	1487	461	159	547	244	706	955	426
Arrive On Green	0.15	0.33	0.33	0.12	0.29	0.29	0.09	0.15	0.15	0.20	0.27	0.27
Sat Flow, veh/h	3456	5106	1585	3456	5106	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	500	1460	191	394	1375	352	139	507	182	700	787	436
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1728	1702	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	22.9	43.0	14.7	18.2	41.8	32.4	12.3	22.5	17.6	32.3	33.3	43.0
Cycle Q Clear(g_c), s	22.9	43.0	14.7	18.2	41.8	32.4	12.3	22.5	17.6	32.3	33.3	43.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	531	1678	521	397	1487	461	159	547	244	706	955	426
V/C Ratio(X)	0.94	0.87	0.37	0.99	0.92	0.76	0.87	0.93	0.75	0.99	0.82	1.02
Avail Cap(c_a), veh/h	531	1679	521	397	1487	461	164	549	245	706	955	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.73	0.73	0.73	0.44	0.44	0.44
Uniform Delay (d), s/veh	67.0	50.5	41.0	70.7	55.0	51.7	71.9	66.8	64.7	63.5	54.9	58.5
Incr Delay (d2), s/veh	25.2	5.2	0.4	42.8	11.2	11.3	28.7	17.8	9.4	20.3	2.8	35.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.8	18.7	5.8	10.3	19.1	14.1	6.8	11.4	7.6	15.9	15.0	21.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.2	55.7	41.4	113.5	66.2	63.0	100.6	84.6	74.2	83.8	57.8	93.5
LnGrp LOS	F	E	D	F	E	E	F	F	E	F	E	F
Approach Vol, veh/h		2151			2121			828			1923	
Approach Delay, s/veh		62.9			74.5			85.0			75.3	
Approach LOS		E			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	54.1	41.0	32.9	26.0	60.1	22.6	51.3
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	24.6	46.5	32.7	24.7	18.4	* 53	14.7	42.7
Max Q Clear Time (g_c+I1), s	24.9	43.8	34.3	24.5	20.2	45.0	14.3	45.0
Green Ext Time (p_c), s	0.0	2.1	0.0	0.1	0.0	5.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

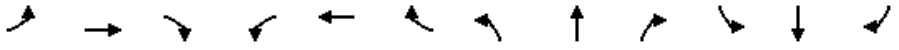
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	298	140	7	230	142	162	394	10	176	633	399
Future Volume (vph)	277	298	140	7	230	142	162	394	10	176	633	399
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	311	335	157	8	258	160	182	443	11	198	711	448
Shared Lane Traffic (%)												
Lane Group Flow (vph)	311	492	0	8	258	160	182	454	0	198	711	448
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases	8			4		4	6			2		2
Detector Phase	3	8		4	4	4	1	6		5	2	2
Switch Phase												
Minimum Initial (s)	5.0	8.0		8.0	8.0	8.0	6.0	17.0		6.0	17.0	17.0
Minimum Split (s)	9.5	22.0		22.0	22.0	22.0	13.0	23.8		13.0	23.8	23.8
Total Split (s)	29.0	71.0		42.0	42.0	42.0	18.0	69.0		20.0	71.0	71.0
Total Split (%)	18.1%	44.4%		26.3%	26.3%	26.3%	11.3%	43.1%		12.5%	44.4%	44.4%
Yellow Time (s)	3.5	4.8		4.8	4.8	4.8	4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	1.0	2.0		2.0	2.0	2.0	2.0	2.0		2.2	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
Total Lost Time (s)	4.5	6.8		6.8	6.8	6.8	6.8	6.8		7.0	6.8	6.8
Lead/Lag	Lead			Lag	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None	None	None	Min		None	Min	Min
v/c Ratio	0.84	0.76		0.05	0.77	0.39	0.90	0.58		0.51	0.90	0.57
Control Delay	55.4	48.4		51.3	74.0	11.9	73.4	38.4		23.9	56.8	21.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.4	48.4		51.3	74.0	11.9	73.4	38.4		23.9	56.8	21.2
Queue Length 50th (ft)	230	410		7	247	8	111	348		99	652	185
Queue Length 95th (ft)	#327	539		23	344	71	#282	500		162	#963	318
Internal Link Dist (ft)		1849			1734			1468			9136	
Turn Bay Length (ft)	185			185		185	230			230		185
Base Capacity (vph)	390	778		202	446	493	202	791		407	815	804
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	0.80	0.63		0.04	0.58	0.32	0.90	0.57		0.49	0.87	0.56

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 147.9
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 27: CR 475A/SW 27th Avenue & SW 66th Street





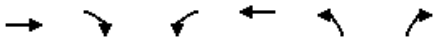
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	298	140	7	230	142	162	394	10	176	633	399
Future Volume (veh/h)	277	298	140	7	230	142	162	394	10	176	633	399
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	311	335	144	8	258	107	182	443	11	198	711	421
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	434	187	152	305	258	220	771	19	412	806	683
Arrive On Green	0.16	0.35	0.35	0.16	0.16	0.16	0.07	0.42	0.42	0.08	0.43	0.43
Sat Flow, veh/h	1767	1231	529	916	1870	1585	1781	1817	45	1781	1870	1585
Grp Volume(v), veh/h	311	0	479	8	258	107	182	0	454	198	711	421
Grp Sat Flow(s),veh/h/ln	1767	0	1760	916	1870	1585	1781	0	1862	1781	1870	1585
Q Serve(g_s), s	20.0	0.0	34.1	1.1	18.9	8.5	8.1	0.0	26.2	8.8	49.2	29.0
Cycle Q Clear(g_c), s	20.0	0.0	34.1	8.5	18.9	8.5	8.1	0.0	26.2	8.8	49.2	29.0
Prop In Lane	1.00		0.30	1.00		1.00	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	359	0	621	152	305	258	220	0	790	412	806	683
V/C Ratio(X)	0.87	0.00	0.77	0.05	0.85	0.41	0.83	0.00	0.57	0.48	0.88	0.62
Avail Cap(c_a), veh/h	387	0	801	232	467	396	233	0	821	439	851	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	0.0	40.6	56.3	57.3	53.0	31.4	0.0	30.9	22.8	36.8	31.1
Incr Delay (d2), s/veh	17.3	0.0	4.2	0.2	10.7	1.5	19.0	0.0	2.5	0.3	12.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	0.0	15.1	0.3	9.7	3.5	4.4	0.0	11.9	3.6	24.3	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	0.0	44.8	56.5	68.1	54.5	50.4	0.0	33.4	23.1	49.4	34.5
LnGrp LOS	E	A	D	E	E	D	D	A	C	C	D	C
Approach Vol, veh/h		790			373			636			1330	
Approach Delay, s/veh		49.7			63.9			38.2			40.8	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.9	67.6	26.8	29.8	17.9	66.7		56.6				
Change Period (Y+Rc), s	6.8	6.8	4.5	6.8	* 7	6.8		6.8				
Max Green Setting (Gmax), s	11.2	64.2	24.5	35.2	* 13	62.2		64.2				
Max Q Clear Time (g_c+I1), s	10.1	51.2	22.0	20.9	10.8	28.2		36.1				
Green Ext Time (p_c), s	0.0	9.6	0.2	2.1	0.1	7.5		4.4				

Intersection Summary			
HCM 6th Ctrl Delay		45.3	
HCM 6th LOS		D	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	862	91	53	622	15	37
Future Volume (vph)	862	91	53	622	15	37
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	927	98	57	669	16	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	927	98	57	669	56	0
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	862	91	53	622	15	37
Future Vol, veh/h	862	91	53	622	15	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	185	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	927	98	57	669	16	40

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1025	0	1710	927
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	783	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	677	-	100	325
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	450	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	677	-	92	325
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	385	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	32.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	188	-	-	677	-
HCM Lane V/C Ratio	0.297	-	-	0.084	-
HCM Control Delay (s)	32.1	-	-	10.8	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	722	201	143	485	260	153
Future Volume (vph)	722	201	143	485	260	153
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	776	216	154	522	280	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	776	216	154	522	280	165
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	6			2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	2	2	8	8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	60.0	60.0	60.0	60.0	30.0	30.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	None	None	Min	Min	None	None
v/c Ratio	0.74	0.22	0.70	0.50	0.59	0.30
Control Delay	14.9	1.7	30.1	9.7	26.7	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	1.7	30.1	9.7	26.7	6.0
Queue Length 50th (ft)	159	0	30	87	75	0
Queue Length 95th (ft)	391	25	#160	214	216	45
Internal Link Dist (ft)	1664			59	404	
Turn Bay Length (ft)		185	185			
Base Capacity (vph)	1666	1439	351	1666	872	864
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.15	0.44	0.31	0.32	0.19

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 57.3
Natural Cycle: 60
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: SW 54th Court Road & SW 66th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	722	201	143	485	260	153
Future Volume (veh/h)	722	201	143	485	260	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	776	216	154	522	280	165
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1175	996	339	1175	369	329
Arrive On Green	0.63	0.63	0.63	0.63	0.21	0.21
Sat Flow, veh/h	1870	1585	568	1870	1781	1585
Grp Volume(v), veh/h	776	216	154	522	280	165
Grp Sat Flow(s),veh/h/ln	1870	1585	568	1870	1781	1585
Q Serve(g_s), s	14.4	3.2	12.9	7.9	8.1	5.0
Cycle Q Clear(g_c), s	14.4	3.2	27.4	7.9	8.1	5.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1175	996	339	1175	369	329
V/C Ratio(X)	0.66	0.22	0.45	0.44	0.76	0.50
Avail Cap(c_a), veh/h	1896	1607	557	1896	830	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	6.5	4.4	15.2	5.2	20.4	19.2
Incr Delay (d2), s/veh	0.6	0.1	1.0	0.3	3.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.5	1.4	1.6	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	4.5	16.1	5.5	23.6	20.4
LnGrp LOS	A	A	B	A	C	C
Approach Vol, veh/h	992			676	445	
Approach Delay, s/veh	6.5			7.9	22.4	
Approach LOS	A			A	C	

Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	38.9				38.9	15.8
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	55.5				55.5	25.5
Max Q Clear Time (g_c+I1), s	29.4				16.4	10.1
Green Ext Time (p_c), s	5.0				6.7	1.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	832	137	96	648	65	110
Future Volume (vph)	832	137	96	648	65	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	895	147	103	697	70	118
Shared Lane Traffic (%)						
Lane Group Flow (vph)	895	147	103	697	70	118
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	832	137	96	648	65	110
Future Vol, veh/h	832	137	96	648	65	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	185	185	-	0	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	895	147	103	697	70	118

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1042	0	1798	895
Stage 1	-	-	-	-	895	-
Stage 2	-	-	-	-	903	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	667	-	88	339
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	396	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	667	-	74	339
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	335	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	25.4
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	339	-	-	667	-
HCM Lane V/C Ratio	0.349	0.349	-	-	0.155	-
HCM Control Delay (s)	32.4	21.2	-	-	11.4	-
HCM Lane LOS	D	C	-	-	B	-
HCM 95th %tile Q(veh)	1.5	1.5	-	-	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	69	0	1687	1733	135
Future Volume (vph)	0	69	0	1687	1733	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	75	0	1834	1884	147
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	75	0	1834	1884	147
Sign Control	Stop			Free	Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	69	0	1687	1733	135
Future Vol, veh/h	0	69	0	1687	1733	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	185
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	75	0	1834	1884	147

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	942	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	264	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	264	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	264	-	-
HCM Lane V/C Ratio	-	0.284	-	-
HCM Control Delay (s)	-	24	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	1.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	334	266	32	22	30
Future Volume (vph)	42	334	266	32	22	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	46	363	289	35	24	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	409	324	0	57	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	334	266	32	22	30
Future Vol, veh/h	42	334	266	32	22	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	46	363	289	35	24	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	762	307
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	455	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1236	-	-	-	373	733
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	639	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	355	733
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	711	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	505
HCM Lane V/C Ratio	0.037	-	-	-	0.112
HCM Control Delay (s)	8	0	-	-	13
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

H5: PM Peak Hour 2040 Buildout Traffic Conditions with Mitigation

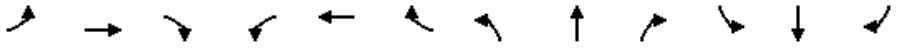
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Future Volume (vph)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	71	2155	620	623	2671	13	1203	32	344	47	33	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	2155	620	623	2684	0	1203	376	0	47	33	4
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	16.5	65.5	65.5	39.5	88.5		49.5	44.0		21.0	15.5	15.5
Total Split (%)	9.7%	38.5%	38.5%	23.2%	52.1%		29.1%	25.9%		12.4%	9.1%	9.1%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.85	0.96	0.65	0.97	0.86		1.00	0.63		0.47	0.45	0.01
Control Delay	140.4	66.1	6.3	96.5	40.4		88.7	19.0		92.7	99.2	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	140.4	66.1	6.3	96.5	40.4		88.7	19.0		92.7	99.2	0.0
Queue Length 50th (ft)	80	~704	1	377	477		479	81		52	37	0
Queue Length 95th (ft)	#189	#791	101	m#452	m534		#585	207		99	77	0
Internal Link Dist (ft)		1071			738			1099			706	
Turn Bay Length (ft)	455		685	440			300			330		105
Base Capacity (vph)	84	2237	955	643	3115		1206	596		122	73	308
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	0.85	0.96	0.65	0.97	0.86		1.00	0.63		0.39	0.45	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 0 (0%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Future Volume (veh/h)	65	1961	564	567	2431	12	1095	29	313	43	30	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	71	2155	379	623	2671	12	1203	32	122	47	33	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	81	2157	531	632	3134	14	1214	83	316	63	75	63
Arrive On Green	0.05	0.34	0.34	0.18	0.47	0.47	0.24	0.24	0.24	0.04	0.04	0.04
Sat Flow, veh/h	1781	6434	1585	3456	6661	30	5023	340	1297	1725	1811	1535
Grp Volume(v), veh/h	71	2155	379	623	1935	748	1203	0	154	47	33	2
Grp Sat Flow(s),veh/h/ln	1781	1609	1585	1728	1609	1865	1674	0	1637	1725	1811	1535
Q Serve(g_s), s	6.7	56.9	35.5	30.5	60.2	60.3	40.6	0.0	13.3	4.6	3.0	0.2
Cycle Q Clear(g_c), s	6.7	56.9	35.5	30.5	60.2	60.3	40.6	0.0	13.3	4.6	3.0	0.2
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	81	2157	531	632	2271	878	1214	0	399	63	75	63
V/C Ratio(X)	0.88	1.00	0.71	0.99	0.85	0.85	0.99	0.00	0.39	0.74	0.44	0.03
Avail Cap(c_a), veh/h	81	2157	531	632	2271	878	1214	0	399	124	75	63
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.70	0.00	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.7	56.5	49.4	69.2	39.8	39.8	64.3	0.0	53.6	81.1	79.6	78.2
Incr Delay (d2), s/veh	61.9	19.1	4.5	32.0	4.3	10.3	19.3	0.0	0.6	15.6	5.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	25.2	14.9	16.0	23.7	29.0	19.5	0.0	5.6	2.3	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	142.6	75.6	53.8	101.2	44.1	50.0	83.6	0.0	54.3	96.7	85.4	78.5
LnGrp LOS	F	E	D	F	D	D	F	A	D	F	F	E
Approach Vol, veh/h		2605			3306			1357			82	
Approach Delay, s/veh		74.2			56.2			80.3			91.7	
Approach LOS		E			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	88.5	15.0	50.0	39.5	65.5	49.5	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	7.7	80.0	12.2	* 37	* 31	57.0	* 41	7.0
Max Q Clear Time (g_c+I1), s	8.7	62.3	6.6	15.3	32.5	58.9	42.6	5.0
Green Ext Time (p_c), s	0.0	14.8	0.0	1.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	2231	71	167	2584	459	75	65	87	447	76	308
Future Volume (vph)	387	2231	71	167	2584	459	75	65	87	447	76	308
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)	412	2373	76	178	2749	488	80	69	93	476	81	328
Shared Lane Traffic (%)												
Lane Group Flow (vph)	412	2449	0	178	2749	488	80	69	93	476	409	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2			4			
Detector Phase	1	6		5	2	2	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0	7.0	7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0	28.0	13.3	13.7	13.7	13.7	13.7	
Total Split (s)	29.0	89.0		29.0	89.0	89.0	17.0	21.0	21.0	31.0	35.0	
Total Split (%)	17.1%	52.4%		17.1%	52.4%	52.4%	10.0%	12.4%	12.4%	18.2%	20.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.8	3.8	3.8	3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.9	2.9	2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0	8.0	6.3	6.7	6.7	6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min		None	C-Min	C-Min	None	None	None	None	None	
v/c Ratio	0.97	1.00		0.86	0.90	0.54	0.75	0.44	0.33	0.97	1.03	
Control Delay	113.5	40.7		98.9	32.9	9.9	115.9	83.6	3.0	105.3	101.1	
Queue Delay	0.0	6.1		0.0	6.0	0.4	0.0	0.0	0.0	32.6	0.0	
Total Delay	113.5	46.8		98.9	39.0	10.3	115.9	83.6	3.0	137.9	101.1	
Queue Length 50th (ft)	248	~394		199	628	77	89	75	0	276	~387	
Queue Length 95th (ft)	m#284	#475		m232	m748	m159	#178	132	0	#394	#613	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	424	2448		218	3053	896	111	156	286	490	399	
Starvation Cap Reductn	0	0		0	280	109	0	0	0	0	0	
Spillback Cap Reductn	0	51		0	0	0	0	0	6	50	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.97	1.02		0.82	0.99	0.62	0.72	0.44	0.33	1.08	1.03	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

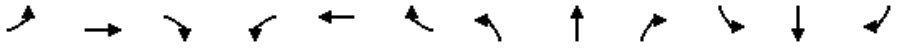
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	387	2231	71	167	2584	459	75	65	87	447	76	308
Future Volume (veh/h)	387	2231	71	167	2584	459	75	65	87	447	76	308
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	412	2373	73	178	2749	465	80	69	69	476	81	194
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	2530	77	198	3117	768	98	142	121	494	85	203
Arrive On Green	0.12	0.50	0.50	0.11	0.48	0.48	0.06	0.08	0.08	0.14	0.17	0.17
Sat Flow, veh/h	3456	5090	156	1781	6434	1585	1781	1870	1585	3456	508	1218
Grp Volume(v), veh/h	412	1583	863	178	2749	465	80	69	69	476	0	275
Grp Sat Flow(s),veh/h/ln	1728	1702	1842	1781	1609	1585	1781	1870	1585	1728	0	1726
Q Serve(g_s), s	20.2	74.4	75.3	16.8	65.4	36.4	7.6	6.0	7.1	23.3	0.0	26.9
Cycle Q Clear(g_c), s	20.2	74.4	75.3	16.8	65.4	36.4	7.6	6.0	7.1	23.3	0.0	26.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	1.00		0.71
Lane Grp Cap(c), veh/h	427	1692	916	198	3117	768	98	142	121	494	0	287
V/C Ratio(X)	0.97	0.94	0.94	0.90	0.88	0.61	0.82	0.48	0.57	0.96	0.00	0.96
Avail Cap(c_a), veh/h	427	1692	916	220	3117	768	112	157	133	494	0	287
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.1	40.2	40.5	74.6	39.5	32.0	79.5	75.3	75.8	72.4	0.0	70.2
Incr Delay (d2), s/veh	34.5	10.3	17.5	33.1	4.0	3.5	32.4	2.5	4.7	31.3	0.0	41.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	32.3	37.2	9.4	25.8	14.7	4.4	3.0	3.1	12.5	0.0	15.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.6	50.5	57.9	107.8	43.5	35.5	111.8	77.9	80.6	103.7	0.0	111.7
LnGrp LOS	F	D	E	F	D	D	F	E	F	F	A	F
Approach Vol, veh/h		2858			3392			218			751	
Approach Delay, s/veh		61.1			45.7			91.2			106.6	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	90.3	31.0	19.7	26.9	92.5	15.7	35.0
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	21.0	81.0	* 24	* 14	21.0	81.0	* 11	* 28
Max Q Clear Time (g_c+I1), s	22.2	67.4	25.3	9.1	18.8	77.3	9.6	28.9
Green Ext Time (p_c), s	0.0	12.8	0.0	0.2	0.1	3.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1100	522	427	1200	337	540
Future Volume (vph)	1100	522	427	1200	337	540
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1236	587	480	1348	379	607
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1236	587	480	1348	379	607
Turn Type	NA	Perm	pm+pt	NA	Prot	pm+ov
Protected Phases	6		5	2	8	5
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	5
Switch Phase						
Minimum Initial (s)	20.0	20.0	10.0	20.0	5.0	10.0
Minimum Split (s)	26.8	26.8	16.8	26.8	24.8	16.8
Total Split (s)	52.0	52.0	35.0	87.0	33.0	35.0
Total Split (%)	43.3%	43.3%	29.2%	72.5%	27.5%	29.2%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead			Lead
Lead-Lag Optimize?	Yes	Yes	Yes			Yes
Recall Mode	C-Min	C-Min	None	C-Min	None	None
v/c Ratio	0.93	0.71	1.01	0.57	0.98	0.75
Control Delay	48.8	16.8	78.7	11.9	88.2	29.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.8	16.8	78.7	11.9	88.2	29.8
Queue Length 50th (ft)	477	145	~324	268	294	353
Queue Length 95th (ft)	#606	279	#539	319	#483	498
Internal Link Dist (ft)	1099			985	6871	
Turn Bay Length (ft)		185	265			270
Base Capacity (vph)	1333	823	477	2365	387	813
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.71	1.01	0.57	0.98	0.75

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ 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: 21: SW 49th Avenue & SW 42nd Street Road



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1100	522	427	1200	337	540
Future Volume (veh/h)	1100	522	427	1200	337	540
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1236	565	480	1348	379	382
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1339	597	490	2375	389	719
Arrive On Green	0.38	0.38	0.23	0.67	0.22	0.22
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1236	565	480	1348	379	382
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	39.9	41.4	27.3	24.3	25.4	20.8
Cycle Q Clear(g_c), s	39.9	41.4	27.3	24.3	25.4	20.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1339	597	490	2375	389	719
V/C Ratio(X)	0.92	0.95	0.98	0.57	0.97	0.53
Avail Cap(c_a), veh/h	1339	597	490	2375	389	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	36.2	36.8	10.6	46.6	23.6
Incr Delay (d2), s/veh	6.8	16.0	35.2	1.0	38.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	17.9	17.7	8.7	15.1	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	52.2	72.0	11.6	85.3	24.4
LnGrp LOS	D	D	E	B	F	C
Approach Vol, veh/h	1801			1828	761	
Approach Delay, s/veh	45.6			27.5	54.7	
Approach LOS	D			C	D	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		87.0			35.0	52.0	33.0
Change Period (Y+Rc), s		6.8			6.8	6.8	6.8
Max Green Setting (Gmax), s		80.2			28.2	45.2	26.2
Max Q Clear Time (g_c+I1), s		26.3			29.3	43.4	27.4
Green Ext Time (p_c), s		13.7			0.0	1.5	0.0

Intersection Summary		
HCM 6th Ctrl Delay		39.6
HCM 6th LOS		D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	285	215	283	263	203	200	276	1087	237	200	1356	274
Future Volume (vph)	285	215	283	263	203	200	276	1087	237	200	1356	274
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	297	224	295	274	211	208	288	1132	247	208	1413	285
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	224	295	274	211	208	288	1132	247	208	1413	285
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.8	22.5	13.8	13.8	22.5	22.5	13.8	26.8	26.8	13.8	26.8	26.8
Total Split (s)	28.0	54.0	23.0	14.0	40.0	40.0	23.0	53.0	53.0	29.0	59.0	59.0
Total Split (%)	18.7%	36.0%	15.3%	9.3%	26.7%	26.7%	15.3%	35.3%	35.3%	19.3%	39.3%	39.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
v/c Ratio	0.80	0.48	0.43	1.02	0.75	0.50	0.76	0.91	0.37	0.81	1.03	0.40
Control Delay	51.6	47.0	22.1	104.5	71.5	10.5	72.9	54.5	12.7	80.7	74.8	13.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.6	47.0	22.1	104.5	71.5	10.5	72.9	54.5	12.7	80.7	74.8	13.9
Queue Length 50th (ft)	205	171	133	~195	183	0	129	517	44	179	~723	65
Queue Length 95th (ft)	#302	251	210	#325	272	70	#193	#735	125	#314	#953	156
Internal Link Dist (ft)		1050			2294			1031			999	
Turn Bay Length (ft)	240		185	240		185	240		180	240		180
Base Capacity (vph)	379	650	707	269	457	545	411	1244	670	290	1366	719
Starvation Cap Reductn	0	0	0	0	0	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	0.78	0.34	0.42	1.02	0.46	0.38	0.70	0.91	0.37	0.72	1.03	0.40

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 135.7

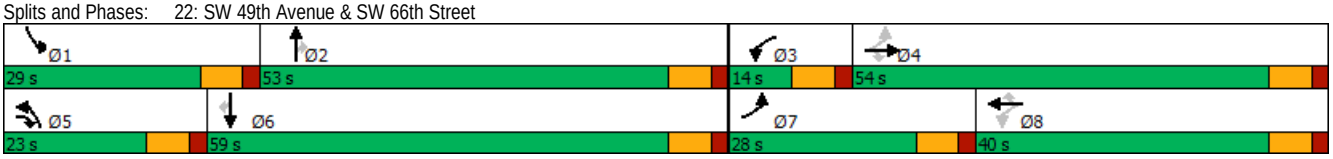
Natural Cycle: 110

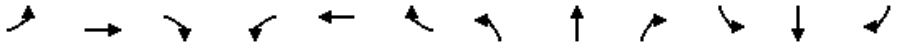
Control Type: Actuated-Uncoordinated

~ 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: 22: SW 49th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	215	283	263	203	200	276	1087	237	200	1356	274
Future Volume (veh/h)	285	215	283	263	203	200	276	1087	237	200	1356	274
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	224	236	274	211	166	288	1132	198	208	1412	228
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	358	441	532	277	255	216	345	1309	584	235	1423	635
Arrive On Green	0.15	0.24	0.24	0.06	0.14	0.14	0.10	0.37	0.37	0.13	0.40	0.40
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	297	224	236	274	211	166	288	1132	198	208	1412	228
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	18.1	13.6	15.1	7.2	14.3	13.2	10.7	38.5	11.8	15.0	51.5	13.1
Cycle Q Clear(g_c), s	18.1	13.6	15.1	7.2	14.3	13.2	10.7	38.5	11.8	15.0	51.5	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	358	441	532	277	255	216	345	1309	584	235	1423	635
V/C Ratio(X)	0.83	0.51	0.44	0.99	0.83	0.77	0.84	0.87	0.34	0.89	0.99	0.36
Avail Cap(c_a), veh/h	371	677	732	277	476	404	429	1309	584	303	1423	635
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	43.2	33.8	53.6	54.8	54.3	57.6	38.2	29.7	55.6	38.9	27.4
Incr Delay (d2), s/veh	14.2	0.9	0.6	51.4	6.8	5.7	11.2	6.3	0.3	21.2	21.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	6.2	5.8	9.3	7.1	5.5	5.1	17.2	4.4	7.9	25.6	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	44.1	34.4	105.0	61.6	60.0	68.8	44.5	30.1	76.8	60.8	27.7
LnGrp LOS	D	D	C	F	E	E	E	D	C	E	E	C
Approach Vol, veh/h		757			651			1618			1848	
Approach Delay, s/veh		44.6			79.5			47.0			58.5	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	54.8	14.0	37.6	19.8	59.0	27.0	24.6
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	22.2	46.2	7.2	47.2	16.2	52.2	21.2	33.2
Max Q Clear Time (g_c+I1), s	17.0	40.5	9.2	17.1	12.7	53.5	20.1	16.3
Green Ext Time (p_c), s	0.2	3.6	0.0	2.0	0.3	0.0	0.1	1.4

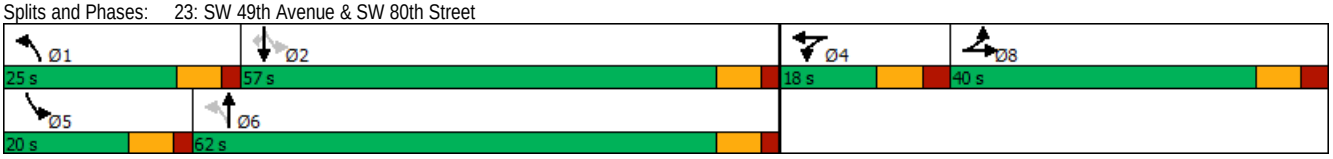
Intersection Summary	
HCM 6th Ctrl Delay	55.3
HCM 6th LOS	E

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	327	10	332	35	5	25	242	952	45	35	1190	265
Future Volume (vph)	327	10	332	35	5	25	242	952	45	35	1190	265
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)	355	11	361	38	5	27	263	1035	49	38	1293	288
Shared Lane Traffic (%)												
Lane Group Flow (vph)	355	372	0	38	32	0	263	1084	0	38	1293	288
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	8	8		4	4		1	6		5	2	
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	17.8	17.8		17.8	17.8		13.8	26.8		13.8	26.8	26.8
Total Split (s)	40.0	40.0		18.0	18.0		25.0	62.0		20.0	57.0	57.0
Total Split (%)	28.6%	28.6%		12.9%	12.9%		17.9%	44.3%		14.3%	40.7%	40.7%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.8	7.8		7.8	7.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag							Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min
v/c Ratio	0.90	0.65		0.28	0.22		0.92	0.64		0.16	0.96	0.41
Control Delay	77.2	18.5		67.3	28.2		75.7	30.9		18.2	58.0	17.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	77.2	18.5		67.3	28.2		75.7	30.9		18.2	58.0	17.2
Queue Length 50th (ft)	313	71		33	4		190	413		16	~653	90
Queue Length 95th (ft)	#486	188		72	39		#364	505		34	#795	174
Internal Link Dist (ft)		3336			1117			834			1040	
Turn Bay Length (ft)	185			185			240			240		185
Base Capacity (vph)	432	599		137	150		297	1695		310	1349	697
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	0.82	0.62		0.28	0.21		0.89	0.64		0.12	0.96	0.41

Intersection Summary

Cycle Length: 140
Actuated Cycle Length: 133.1
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
~ 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: 23: SW 49th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	327	10	332	35	5	25	242	952	45	35	1190	265
Future Volume (veh/h)	327	10	332	35	5	25	242	952	45	35	1190	265
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	11	289	38	5	22	263	1035	39	38	1293	230
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	388	13	335	120	20	90	286	1606	61	245	1316	587
Arrive On Green	0.22	0.22	0.22	0.07	0.07	0.07	0.13	0.46	0.46	0.04	0.37	0.37
Sat Flow, veh/h	1781	58	1536	1781	302	1329	1781	3492	132	1781	3554	1585
Grp Volume(v), veh/h	355	0	300	38	0	27	263	527	547	38	1293	230
Grp Sat Flow(s),veh/h/ln	1781	0	1594	1781	0	1631	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	26.4	0.0	24.6	2.8	0.0	2.1	15.4	30.8	30.8	1.7	48.8	14.5
Cycle Q Clear(g_c), s	26.4	0.0	24.6	2.8	0.0	2.1	15.4	30.8	30.8	1.7	48.8	14.5
Prop In Lane	1.00		0.96	1.00		0.81	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	388	0	347	120	0	110	286	817	849	245	1316	587
V/C Ratio(X)	0.91	0.00	0.86	0.32	0.00	0.25	0.92	0.64	0.64	0.15	0.98	0.39
Avail Cap(c_a), veh/h	423	0	379	134	0	123	296	817	849	349	1316	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	0.0	51.1	60.2	0.0	59.9	42.3	28.1	28.1	25.5	42.2	31.4
Incr Delay (d2), s/veh	23.1	0.0	17.2	1.5	0.0	1.1	31.6	1.7	1.7	0.3	20.6	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	0.0	11.4	1.3	0.0	0.9	7.0	12.9	13.4	0.8	24.9	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.9	0.0	68.3	61.7	0.0	61.1	73.9	29.8	29.8	25.8	62.9	31.9
LnGrp LOS	E	A	E	E	A	E	E	C	C	C	E	C
Approach Vol, veh/h		655			65			1337			1561	
Approach Delay, s/veh		71.9			61.5			38.5			57.4	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.3	57.0		16.9	12.1	69.1		37.3				
Change Period (Y+Rc), s	6.8	6.8		7.8	6.8	6.8		7.8				
Max Green Setting (Gmax), s	18.2	50.2		10.2	13.2	55.2		32.2				
Max Q Clear Time (g_c+I1), s	17.4	50.8		4.8	3.7	32.8		28.4				
Green Ext Time (p_c), s	0.1	0.0		0.1	0.0	6.7		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			53.1									
HCM 6th LOS			D									

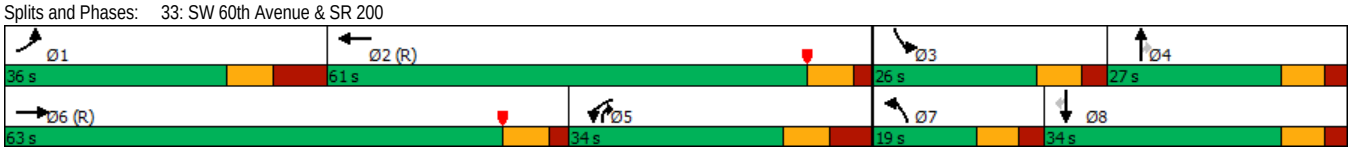
H6: Mid-Day Peak Hour Existing Traffic Conditions

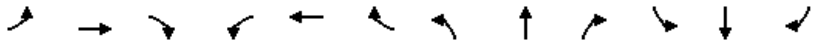
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	1277	19	371	1212	171	77	179	458	149	195	231
Future Volume (vph)	218	1277	19	371	1212	171	77	179	458	149	195	231
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	256	1499	22	435	1422	201	90	210	537	175	229	271
Shared Lane Traffic (%)												
Lane Group Flow (vph)	256	1521	0	435	1623	0	90	210	537	175	229	271
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	36.0	63.0		34.0	61.0		19.0	27.0	34.0	26.0	34.0	34.0
Total Split (%)	24.0%	42.0%		22.7%	40.7%		12.7%	18.0%	22.7%	17.3%	22.7%	22.7%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.68	0.84		0.73	0.79		0.73	0.91	0.95	0.87	0.38	0.55
Control Delay	73.4	48.9		51.9	27.2		98.4	104.1	50.1	101.0	57.0	10.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	48.9		51.9	27.2		98.4	104.1	50.1	101.0	57.0	10.3
Queue Length 50th (ft)	126	490		184	145		87	205	251	170	105	0
Queue Length 95th (ft)	170	552		m#267	246		#168	#357	#462	#302	149	84
Internal Link Dist (ft)		6207			1894			1944			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	562	1864		597	2066		131	236	566	210	610	496
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	0.82		0.73	0.79		0.69	0.89	0.95	0.83	0.38	0.55

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
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: 33: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	218	1277	19	371	1212	171	77	179	458	149	195	231
Future Volume (veh/h)	218	1277	19	371	1212	171	77	179	458	149	195	231
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	256	1499	0	435	1422	0	90	210	456	175	229	133
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	4	4	4
Cap, veh/h	311	1717		689	2137		110	234	514	197	622	277
Arrive On Green	0.09	0.34	0.00	0.20	0.43	0.00	0.06	0.13	0.13	0.11	0.18	0.18
Sat Flow, veh/h	3428	5233	0	3401	5191	0	1753	1841	1560	1753	3497	1560
Grp Volume(v), veh/h	256	1499	0	435	1422	0	90	210	456	175	229	133
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1700	1675	0	1753	1841	1560	1753	1749	1560
Q Serve(g_s), s	11.0	41.7	0.0	17.5	34.0	0.0	7.6	16.9	10.2	14.8	8.6	11.5
Cycle Q Clear(g_c), s	11.0	41.7	0.0	17.5	34.0	0.0	7.6	16.9	10.2	14.8	8.6	11.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	311	1717		689	2137		110	234	514	197	622	277
V/C Ratio(X)	0.82	0.87		0.63	0.67		0.82	0.90	0.89	0.89	0.37	0.48
Avail Cap(c_a), veh/h	567	1878		689	2137		133	238	518	213	622	277
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	0.66	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.0	46.6	0.0	54.7	34.5	0.0	69.5	64.5	18.8	65.7	54.3	55.4
Incr Delay (d2), s/veh	5.4	6.5	0.0	1.2	1.1	0.0	27.2	32.4	16.8	32.4	0.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	17.9	0.0	7.5	13.5	0.0	4.2	9.9	10.5	8.3	3.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	53.0	0.0	55.9	35.6	0.0	96.7	97.0	35.6	98.1	54.6	56.7
LnGrp LOS	E	D		E	D		F	F	D	F	D	E
Approach Vol, veh/h		1755	A		1857	A		756			537	
Approach Delay, s/veh		55.9			40.4			59.9			69.3	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.8	73.9	24.6	26.6	40.5	58.2	17.0	34.3
Change Period (Y+Rc), s	11.2	* 10	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	24.8	* 54	* 18	19.4	* 24	* 56	* 11	26.4
Max Q Clear Time (g_c+I1), s	13.0	36.0	16.8	18.9	19.5	43.7	9.6	13.5
Green Ext Time (p_c), s	0.6	8.7	0.1	0.2	0.7	7.2	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

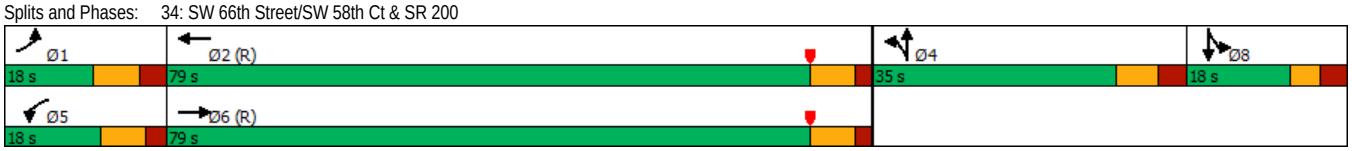
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

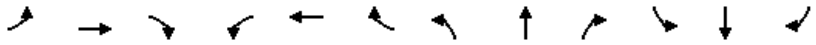
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1762	156	35	1645	29	156	7	41	21	7	9
Future Volume (vph)	18	1762	156	35	1645	29	156	7	41	21	7	9
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Adj. Flow (vph)	22	2129	189	42	1988	35	189	8	50	25	8	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	2318	0	42	2023	0	0	247	0	0	44	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	18.0	79.0		18.0	79.0		35.0	35.0		18.0	18.0	
Total Split (%)	12.0%	52.7%		12.0%	52.7%		23.3%	23.3%		12.0%	12.0%	
Yellow Time (s)	5.1	5.1		5.1	5.1		4.8	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1			8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.24	0.83		0.40	0.69			0.88			0.40	
Control Delay	86.5	18.3		79.1	26.5			88.9			66.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	86.5	18.3		79.1	26.5			88.9			66.7	
Queue Length 50th (ft)	23	823		40	572			229			34	
Queue Length 95th (ft)	m27	#941		83	685			#369			75	
Internal Link Dist (ft)		1894			835			439			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	115	2794		124	2930			305			139	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.19	0.83		0.34	0.69			0.81			0.32	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 2 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
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: 34: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	1762	156	35	1645	29	156	7	41	21	7	9
Future Volume (veh/h)	18	1762	156	35	1645	29	156	7	41	21	7	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	22	2129	188	42	1988	35	188	8	50	25	8	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	3	3	3
Cap, veh/h	49	2695	236	68	2940	52	205	9	55	39	12	17
Arrive On Green	0.03	0.57	0.57	0.04	0.57	0.57	0.16	0.16	0.16	0.04	0.04	0.04
Sat Flow, veh/h	1767	4743	415	1767	5126	90	1277	54	340	982	314	432
Grp Volume(v), veh/h	22	1510	807	42	1309	714	246	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1781	1767	1689	1839	1671	0	0	1729	0	0
Q Serve(g_s), s	1.8	52.4	53.7	3.5	40.5	40.6	21.7	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	1.8	52.4	53.7	3.5	40.5	40.6	21.7	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.23	1.00		0.05	0.76		0.20	0.57		0.25
Lane Grp Cap(c), veh/h	49	1919	1012	68	1937	1055	269	0	0	68	0	0
V/C Ratio(X)	0.44	0.79	0.80	0.62	0.68	0.68	0.92	0.00	0.00	0.65	0.00	0.00
Avail Cap(c_a), veh/h	117	1919	1012	126	1937	1055	301	0	0	131	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.38	0.38	0.38	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	71.8	25.3	25.6	71.0	22.3	22.3	62.0	0.0	0.0	71.0	0.0	0.0
Incr Delay (d2), s/veh	2.4	1.3	2.6	8.7	1.9	3.5	29.4	0.0	0.0	10.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	19.7	21.7	1.7	15.5	17.3	11.3	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	26.6	28.2	79.7	24.2	25.8	91.3	0.0	0.0	81.0	0.0	0.0
LnGrp LOS	E	C	C	E	C	C	F	A	A	F	A	A
Approach Vol, veh/h		2339			2065			246			44	
Approach Delay, s/veh		27.6			25.9			91.3			81.0	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.3	93.1		32.1	13.1	92.3		12.5				
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1		6.6				
Max Green Setting (Gmax), s	* 9.9	71.9		* 27	* 11	71.9		11.4				
Max Q Clear Time (g_c+I1), s	3.8	42.6		23.7	5.5	55.7		5.8				
Green Ext Time (p_c), s	0.0	16.7		0.4	0.0	12.7		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		30.7	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H7: Mid-Day Peak Hour 2040 Future Year Background Traffic Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1751	83	492	1676	275	208	288	538	270	299	303
Future Volume (vph)	279	1751	83	492	1676	275	208	288	538	270	299	303
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	327	2055	97	577	1967	323	244	338	631	317	351	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	327	2152	0	577	2290	0	244	338	631	317	351	356
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	36.0	63.0		34.0	61.0		19.0	27.0	34.0	26.0	34.0	34.0
Total Split (%)	24.0%	42.0%		22.7%	40.7%		12.7%	18.0%	22.7%	17.3%	22.7%	22.7%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.73	1.16		1.08	1.19		1.86	1.43	1.16	1.51	0.58	0.64
Control Delay	72.6	120.3		91.1	119.6		450.7	261.5	114.5	294.6	60.9	12.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.6	120.3		91.1	119.6		450.7	261.5	114.5	294.6	60.9	12.2
Queue Length 50th (ft)	160	~910		~315	~968		~361	~446	~419	~429	167	12
Queue Length 95th (ft)	208	#1002		m239	m#421		#542	#647	#663	#626	223	113
Internal Link Dist (ft)		6207			1894			1944			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	562	1856		536	1926		131	236	545	210	610	555
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	0.58	1.16		1.08	1.19		1.86	1.43	1.16	1.51	0.58	0.64

Intersection Summary

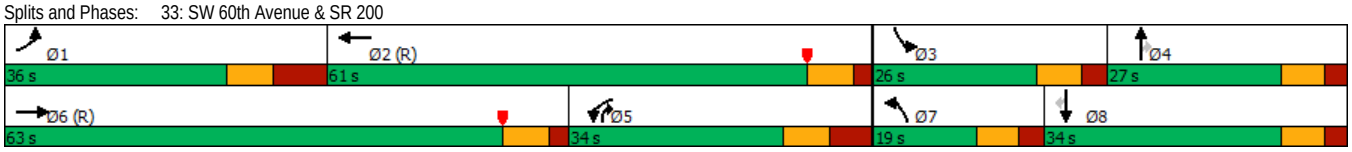
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

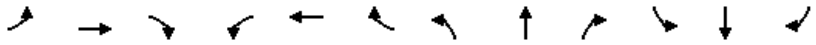
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 33: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1751	83	492	1676	275	208	288	538	270	299	303
Future Volume (veh/h)	279	1751	83	492	1676	275	208	288	538	270	299	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	327	2055	0	577	1967	0	244	338	550	317	351	218
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	4	4	4
Cap, veh/h	383	1878		542	1974		133	238	450	213	616	275
Arrive On Green	0.11	0.37	0.00	0.16	0.39	0.00	0.08	0.13	0.13	0.12	0.18	0.18
Sat Flow, veh/h	3428	5233	0	3401	5191	0	1753	1841	1560	1753	3497	1560
Grp Volume(v), veh/h	327	2055	0	577	1967	0	244	338	550	317	351	218
Grp Sat Flow(s),veh/h/ln	1714	1689	0	1700	1675	0	1753	1841	1560	1753	1749	1560
Q Serve(g_s), s	14.0	55.6	0.0	23.9	58.6	0.0	11.4	19.4	12.2	18.2	13.8	20.1
Cycle Q Clear(g_c), s	14.0	55.6	0.0	23.9	58.6	0.0	11.4	19.4	12.2	18.2	13.8	20.1
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	383	1878		542	1974		133	238	450	213	616	275
V/C Ratio(X)	0.85	1.09		1.06	1.00		1.83	1.42	1.22	1.49	0.57	0.79
Avail Cap(c_a), veh/h	567	1878		542	1974		133	238	450	213	616	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	47.2	0.0	63.0	45.4	0.0	69.3	65.3	22.8	65.9	56.6	59.2
Incr Delay (d2), s/veh	8.2	51.6	0.0	33.4	5.3	0.0	401.8	211.7	118.2	243.9	1.3	14.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	31.3	0.0	12.6	24.2	0.0	19.9	22.9	23.6	22.4	6.1	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.6	98.8	0.0	96.5	50.7	0.0	471.1	277.0	141.0	309.8	57.9	74.0
LnGrp LOS	E	F		F	D		F	F	F	F	E	E
Approach Vol, veh/h		2382	A		2544	A		1132			886	
Approach Delay, s/veh		95.4			61.1			252.8			152.0	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	69.0	26.0	27.0	34.0	63.0	19.0	34.0
Change Period (Y+Rc), s	11.2	* 10	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	24.8	* 54	* 18	19.4	* 24	* 56	* 11	26.4
Max Q Clear Time (g_c+I1), s	16.0	60.6	20.2	21.4	25.9	57.6	13.4	22.1
Green Ext Time (p_c), s	0.7	0.0	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	115.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2460	295	197	2216	35	363	8	157	25	8	11
Future Volume (vph)	70	2460	295	197	2216	35	363	8	157	25	8	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Adj. Flow (vph)	85	2973	356	238	2678	42	439	10	190	30	10	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	3329	0	238	2720	0	0	639	0	0	53	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	18.0	79.0		18.0	79.0		35.0	35.0		18.0	18.0	
Total Split (%)	12.0%	52.7%		12.0%	52.7%		23.3%	23.3%		12.0%	12.0%	
Yellow Time (s)	5.1	5.1		5.1	5.1		4.8	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1			8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.71	1.40		1.31	1.06			2.09			0.46	
Control Delay	81.1	201.6		222.9	73.4			529.3			70.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	81.1	201.6		222.9	73.4			529.3			70.5	
Queue Length 50th (ft)	85	~1622		~331	~1128			~984			43	
Queue Length 95th (ft)	m81	m#1278		#535	#1208			#1231			91	
Internal Link Dist (ft)		1894			835			439			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	124	2384		181	2557			306			139	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.69	1.40		1.31	1.06			2.09			0.38	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 2 (1%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

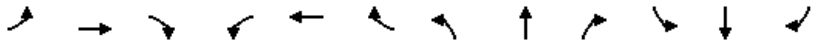
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 34: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2460	295	197	2216	35	363	8	157	25	8	11
Future Volume (veh/h)	70	2460	295	197	2216	35	363	8	157	25	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	85	2972	356	238	2678	42	439	10	190	30	10	13
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	3	3	3
Cap, veh/h	105	2367	273	126	2675	42	204	5	88	41	14	18
Arrive On Green	0.06	0.51	0.51	0.07	0.52	0.52	0.18	0.18	0.18	0.04	0.04	0.04
Sat Flow, veh/h	1767	4606	531	1767	5138	80	1134	26	491	979	326	424
Grp Volume(v), veh/h	85	2148	1180	238	1757	963	639	0	0	53	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1760	1767	1689	1841	1651	0	0	1730	0	0
Q Serve(g_s), s	7.1	77.1	77.1	10.7	78.0	78.1	27.0	0.0	0.0	4.5	0.0	0.0
Cycle Q Clear(g_c), s	7.1	77.1	77.1	10.7	78.0	78.1	27.0	0.0	0.0	4.5	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.04	0.69		0.30	0.57		0.25
Lane Grp Cap(c), veh/h	105	1735	904	126	1758	959	297	0	0	72	0	0
V/C Ratio(X)	0.81	1.24	1.31	1.89	1.00	1.01	2.15	0.00	0.00	0.74	0.00	0.00
Avail Cap(c_a), veh/h	117	1735	904	126	1758	959	297	0	0	131	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	69.7	36.5	36.5	69.7	35.9	36.0	61.5	0.0	0.0	71.1	0.0	0.0
Incr Delay (d2), s/veh	3.7	107.5	138.0	428.0	21.3	30.3	528.6	0.0	0.0	13.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	55.3	65.3	19.7	34.9	40.5	54.7	0.0	0.0	2.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.4	144.0	174.5	497.6	57.2	66.2	590.1	0.0	0.0	84.7	0.0	0.0
LnGrp LOS	E	F	F	F	E	F	F	A	A	F	A	A
Approach Vol, veh/h		3413			2958			639			53	
Approach Delay, s/veh		152.8			95.6			590.1			84.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.0	85.2		35.0	18.0	84.2		12.8				
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1		6.6				
Max Green Setting (Gmax), s	* 9.9	71.9		* 27	* 11	71.9		11.4				
Max Q Clear Time (g_c+I1), s	9.1	80.1		29.0	12.7	79.1		6.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		167.9
HCM 6th LOS		F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H8: Mid-Day Peak Hour 2040 Future Year Background Traffic Conditions with Improvements

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1751	83	492	1676	275	208	288	538	270	299	303
Future Volume (vph)	279	1751	83	492	1676	275	208	288	538	270	299	303
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	327	2055	97	577	1967	323	244	338	631	317	351	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	327	2152	0	577	2290	0	244	338	631	317	351	356
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	26.0	57.0		28.0	59.0		40.0	42.0	28.0	23.0	25.0	25.0
Total Split (%)	17.3%	38.0%		18.7%	39.3%		26.7%	28.0%	18.7%	15.3%	16.7%	16.7%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.74	0.85		1.44	1.21		0.67	0.62	1.19	0.93	0.67	0.73
Control Delay	72.9	44.8		243.6	130.2		73.4	63.3	131.5	99.9	66.2	20.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.9	44.8		243.6	130.2		73.4	63.3	131.5	99.9	66.2	20.3
Queue Length 50th (ft)	158	545		~390	~517		120	165	~569	161	173	50
Queue Length 95th (ft)	#259	#713		m#435	#1148		163	202	#730	#254	219	162
Internal Link Dist (ft)		6207			1894			1944			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	444	2543		401	1890		727	796	529	341	526	489
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	0.74	0.85		1.44	1.21		0.34	0.42	1.19	0.93	0.67	0.73

Intersection Summary

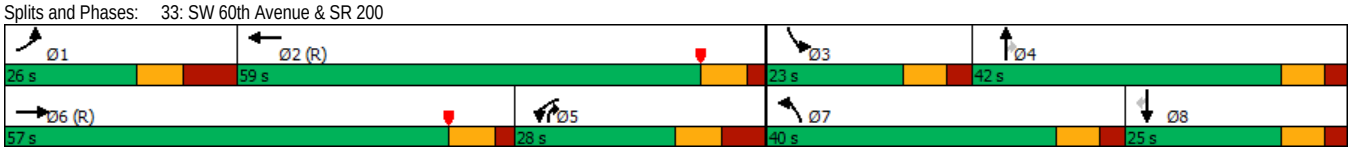
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

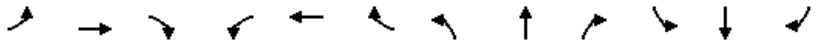
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 33: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1751	83	492	1676	275	208	288	538	270	299	303
Future Volume (veh/h)	279	1751	83	492	1676	275	208	288	538	270	299	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	327	2055	0	577	1967	0	244	338	536	317	351	178
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	4	4	4
Cap, veh/h	338	2111		737	2128		302	461	544	345	510	228
Arrive On Green	0.10	0.33	0.00	0.22	0.42	0.00	0.09	0.13	0.13	0.10	0.15	0.15
Sat Flow, veh/h	3428	6643	0	3401	5191	0	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	327	2055	0	577	1967	0	244	338	536	317	351	178
Grp Sat Flow(s),veh/h/ln	1714	1596	0	1700	1675	0	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	14.3	47.7	0.0	24.0	55.6	0.0	10.6	13.9	12.0	13.9	14.3	16.5
Cycle Q Clear(g_c), s	14.3	47.7	0.0	24.0	55.6	0.0	10.6	13.9	12.0	13.9	14.3	16.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	2111		737	2128		302	461	544	345	510	228
V/C Ratio(X)	0.97	0.97		0.78	0.92		0.81	0.73	0.99	0.92	0.69	0.78
Avail Cap(c_a), veh/h	338	2111		737	2128		735	802	696	345	510	228
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.24	0.24	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	49.6	0.0	55.4	41.0	0.0	67.1	62.6	19.2	66.8	60.8	61.8
Incr Delay (d2), s/veh	39.9	14.3	0.0	1.4	2.3	0.0	5.2	2.3	27.5	29.0	3.9	16.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	20.3	0.0	10.2	22.3	0.0	4.7	6.2	14.2	7.3	6.5	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.3	63.8	0.0	56.8	43.3	0.0	72.3	64.8	46.7	95.8	64.7	77.8
LnGrp LOS	F	E		E	D		E	E	D	F	E	E
Approach Vol, veh/h		2382	A		2544	A		1118			846	
Approach Delay, s/veh		69.8			46.4			57.8			79.1	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	73.6	23.0	27.4	42.6	57.0	20.9	29.5
Change Period (Y+Rc), s	11.2	* 10	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	14.8	* 52	* 15	34.4	* 18	* 50	* 32	17.4
Max Q Clear Time (g_c+I1), s	16.3	57.6	15.9	15.9	26.0	49.7	12.6	18.5
Green Ext Time (p_c), s	0.0	0.0	0.0	3.9	0.0	0.0	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

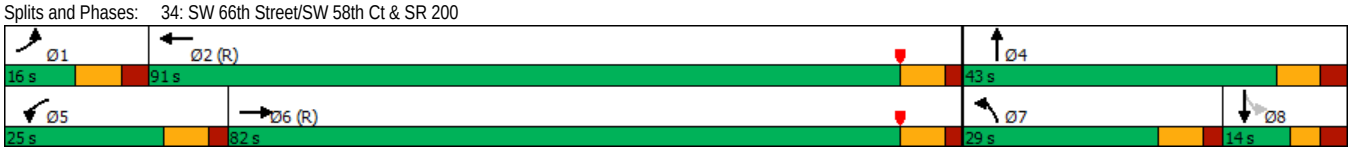
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

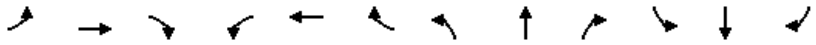
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2267	295	197	2143	35	363	8	157	25	8	11
Future Volume (vph)	70	2267	295	197	2143	35	363	8	157	25	8	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Adj. Flow (vph)	85	2739	356	238	2589	42	439	10	190	30	10	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	3095	0	238	2631	0	439	200	0	0	53	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	16.0	82.0		25.0	91.0		29.0	43.0		14.0	14.0	
Total Split (%)	10.7%	54.7%		16.7%	60.7%		19.3%	28.7%		9.3%	9.3%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.90	0.96		0.69	0.94		0.93	0.45			0.77	
Control Delay	117.8	23.2		75.3	38.2		90.6	22.2			114.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	117.8	23.2		75.3	38.2		90.6	22.2			114.3	
Queue Length 50th (ft)	87	885		117	843		222	61			44	
Queue Length 95th (ft)	m#102	m286		162	920		#324	142			#126	
Internal Link Dist (ft)		1894			835			439			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	94	3236		401	2812		473	450			70	
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	0.90	0.96		0.59	0.94		0.93	0.44			0.76	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: 34: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2267	295	197	2143	35	363	8	157	25	8	11
Future Volume (veh/h)	70	2267	295	197	2143	35	363	8	157	25	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	85	2739	342	238	2589	37	439	10	130	30	10	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	3	3	3
Cap, veh/h	93	3102	380	288	2884	41	478	26	332	75	14	6
Arrive On Green	0.05	0.53	0.53	0.08	0.56	0.56	0.14	0.23	0.23	0.04	0.04	0.04
Sat Flow, veh/h	1767	5804	711	3428	5146	73	3319	110	1429	884	350	154
Grp Volume(v), veh/h	85	2250	831	238	1696	930	439	0	140	45	0	0
Grp Sat Flow(s),veh/h/ln	1767	1596	1728	1714	1689	1842	1659	0	1539	1388	0	0
Q Serve(g_s), s	7.2	61.9	64.8	10.3	66.5	67.2	19.6	0.0	11.5	4.6	0.0	0.0
Cycle Q Clear(g_c), s	7.2	61.9	64.8	10.3	66.5	67.2	19.6	0.0	11.5	4.8	0.0	0.0
Prop In Lane	1.00		0.41	1.00		0.04	1.00		0.93	0.67		0.11
Lane Grp Cap(c), veh/h	93	2559	923	288	1893	1033	478	0	357	95	0	0
V/C Ratio(X)	0.91	0.88	0.90	0.83	0.90	0.90	0.92	0.00	0.39	0.47	0.00	0.00
Avail Cap(c_a), veh/h	93	2559	923	405	1893	1033	480	0	359	108	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.26	0.26	0.26	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.7	30.7	31.3	67.6	29.1	29.2	63.3	0.0	48.6	71.5	0.0	0.0
Incr Delay (d2), s/veh	27.0	1.3	4.2	9.4	7.1	12.3	22.7	0.0	0.7	3.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	22.4	26.1	4.8	26.6	30.8	9.6	0.0	4.4	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.7	32.0	35.5	77.0	36.2	41.6	86.1	0.0	49.3	75.1	0.0	0.0
LnGrp LOS	F	C	D	E	D	D	F	A	D	E	A	A
Approach Vol, veh/h		3166			2864			579			45	
Approach Delay, s/veh		34.7			41.4			77.2			75.1	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	91.2		42.8	19.9	87.3	28.9	13.9
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1	* 7.3	* 8
Max Green Setting (Gmax), s	* 7.9	83.9		* 35	* 18	74.9	* 22	* 7.4
Max Q Clear Time (g_c+I1), s	9.2	69.2		13.5	12.3	66.8	21.6	6.8
Green Ext Time (p_c), s	0.0	12.7		0.7	0.3	7.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H9: Mid-Day Peak Hour 2040 Buildout Traffic Conditions (with Background Improvement)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	279	1762	136	492	1683	282	245	340	538	281	373	303
Future Volume (vph)	279	1762	136	492	1683	282	245	340	538	281	373	303
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%	115%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Adj. Flow (vph)	327	2068	160	577	1975	331	288	399	631	330	438	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	327	2228	0	577	2306	0	288	399	631	330	438	356
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	26.0	57.0		28.0	59.0		40.0	42.0	28.0	23.0	25.0	25.0
Total Split (%)	17.3%	38.0%		18.7%	39.3%		26.7%	28.0%	18.7%	15.3%	16.7%	16.7%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lead		Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.85	1.01		1.44	1.35		0.71	0.54	1.04	0.97	0.65	0.66
Control Delay	85.2	70.4		243.5	191.2		72.9	55.5	76.6	107.4	61.4	17.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	85.2	70.4		243.5	191.2		72.9	55.5	76.6	107.4	61.4	17.0
Queue Length 50th (ft)	164	~668		~390	~1071		141	184	~373	168	210	47
Queue Length 95th (ft)	#270	#769		m#423	m#1156		187	236	#706	#269	277	164
Internal Link Dist (ft)		6207			1894			1944			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	384	2196		401	1711		727	796	604	341	669	540
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	0.85	1.01		1.44	1.35		0.40	0.50	1.04	0.97	0.65	0.66

Intersection Summary

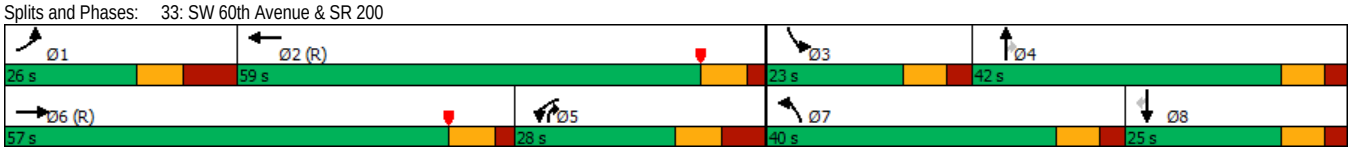
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 120 (80%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

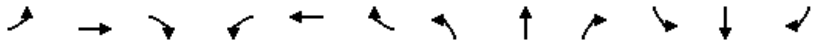
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 33: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	279	1762	136	492	1683	282	245	340	538	281	373	303
Future Volume (veh/h)	279	1762	136	492	1683	282	245	340	538	281	373	303
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1841	1841	1841	1841	1841	1841	1841	1841
Adj Flow Rate, veh/h	327	2068	0	577	1975	0	288	399	536	330	438	178
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	4	4	4
Cap, veh/h	338	2111		677	2038		347	524	544	345	525	234
Arrive On Green	0.10	0.33	0.00	0.20	0.41	0.00	0.10	0.15	0.15	0.10	0.15	0.15
Sat Flow, veh/h	3428	6643	0	3401	5191	0	3401	3497	1560	3401	3497	1560
Grp Volume(v), veh/h	327	2068	0	577	1975	0	288	399	536	330	438	178
Grp Sat Flow(s),veh/h/ln	1714	1596	0	1700	1675	0	1700	1749	1560	1700	1749	1560
Q Serve(g_s), s	14.3	48.1	0.0	24.6	57.7	0.0	12.5	16.4	12.0	14.5	18.2	16.4
Cycle Q Clear(g_c), s	14.3	48.1	0.0	24.6	57.7	0.0	12.5	16.4	12.0	14.5	18.2	16.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	338	2111		677	2038		347	524	544	345	525	234
V/C Ratio(X)	0.97	0.98		0.85	0.97		0.83	0.76	0.99	0.96	0.83	0.76
Avail Cap(c_a), veh/h	338	2111		677	2038		735	802	668	345	525	234
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.20	0.20	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.4	49.7	0.0	58.0	43.7	0.0	66.0	61.2	19.2	67.1	61.9	61.1
Incr Delay (d2), s/veh	39.9	15.4	0.0	2.3	4.2	0.0	5.1	2.3	28.7	37.3	11.1	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	20.7	0.0	10.5	23.6	0.0	5.6	7.3	14.4	8.0	8.8	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.3	65.1	0.0	60.3	47.9	0.0	71.1	63.5	47.9	104.3	73.0	74.6
LnGrp LOS	F	E		E	D		E	E	D	F	E	E
Approach Vol, veh/h		2395	A		2552	A		1223			946	
Approach Delay, s/veh		70.8			50.7			58.5			84.2	
Approach LOS		E			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	70.9	23.0	30.1	39.9	57.0	22.9	30.1
Change Period (Y+Rc), s	11.2	* 10	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	14.8	* 52	* 15	34.4	* 18	* 50	* 32	17.4
Max Q Clear Time (g_c+I1), s	16.3	59.7	16.5	18.4	26.6	50.1	14.5	20.2
Green Ext Time (p_c), s	0.0	0.0	0.0	4.0	0.0	0.0	0.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	63.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	2289	316	324	2175	35	378	8	247	25	8	11
Future Volume (vph)	70	2289	316	324	2175	35	378	8	247	25	8	11
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%	116%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Adj. Flow (vph)	85	2766	382	392	2628	42	457	10	298	30	10	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	3148	0	392	2670	0	457	308	0	0	53	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	16.0	82.0		25.0	91.0		29.0	43.0		14.0	14.0	
Total Split (%)	10.7%	54.7%		16.7%	60.7%		19.3%	28.7%		9.3%	9.3%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.92	1.01		0.98	0.95		0.97	0.69			0.82	
Control Delay	109.5	27.7		104.4	40.0		96.8	39.5			126.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	109.5	27.7		104.4	40.0		96.8	39.5			126.2	
Queue Length 50th (ft)	87	~304		200	870		232	168			44	
Queue Length 95th (ft)	m91	m294		#309	948		#344	282			#131	
Internal Link Dist (ft)		1894			835			439			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	92	3127		401	2812		473	449			65	
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	0.92	1.01		0.98	0.95		0.97	0.69			0.82	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

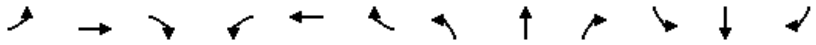
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 34: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	2289	316	324	2175	35	378	8	247	25	8	11
Future Volume (veh/h)	70	2289	316	324	2175	35	378	8	247	25	8	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1796	1796	1796	1856	1856	1856
Adj Flow Rate, veh/h	85	2766	368	392	2628	37	457	10	238	30	10	5
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	7	7	7	3	3	3
Cap, veh/h	93	2955	384	405	2950	41	480	14	344	73	14	6
Arrive On Green	0.05	0.51	0.51	0.12	0.57	0.57	0.14	0.23	0.23	0.04	0.04	0.04
Sat Flow, veh/h	1767	5759	749	3428	5147	72	3319	62	1470	815	339	144
Grp Volume(v), veh/h	85	2289	845	392	1721	944	457	0	248	45	0	0
Grp Sat Flow(s),veh/h/ln	1767	1596	1721	1714	1689	1843	1659	0	1532	1298	0	0
Q Serve(g_s), s	7.2	66.9	70.6	17.1	66.6	67.2	20.5	0.0	22.2	4.9	0.0	0.0
Cycle Q Clear(g_c), s	7.2	66.9	70.6	17.1	66.6	67.2	20.5	0.0	22.2	5.2	0.0	0.0
Prop In Lane	1.00		0.44	1.00		0.04	1.00		0.96	0.67		0.11
Lane Grp Cap(c), veh/h	93	2456	883	405	1935	1056	480	0	358	92	0	0
V/C Ratio(X)	0.91	0.93	0.96	0.97	0.89	0.89	0.95	0.00	0.69	0.49	0.00	0.00
Avail Cap(c_a), veh/h	93	2456	883	405	1935	1056	480	0	358	104	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	70.7	34.1	35.0	65.9	27.9	28.0	63.6	0.0	52.5	71.5	0.0	0.0
Incr Delay (d2), s/veh	12.1	0.9	3.5	36.5	6.6	11.6	29.2	0.0	5.6	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	24.3	28.3	9.3	26.4	30.5	10.4	0.0	9.0	1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.8	35.0	38.5	102.4	34.5	39.6	92.8	0.0	58.2	75.4	0.0	0.0
LnGrp LOS	F	C	D	F	C	D	F	A	E	E	A	A
Approach Vol, veh/h		3219			3057			705			45	
Approach Delay, s/veh		37.1			44.8			80.6			75.4	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	93.1		43.1	25.0	84.1	29.0	14.1
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1	* 7.3	* 8
Max Green Setting (Gmax), s	* 7.9	83.9		* 35	* 18	74.9	* 22	* 7.4
Max Q Clear Time (g_c+I1), s	9.2	69.2		24.2	19.1	72.6	22.5	7.2
Green Ext Time (p_c), s	0.0	12.7		1.0	0.0	2.3	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		45.1
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

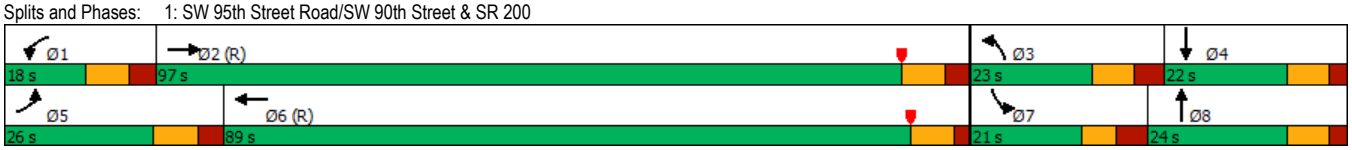
H10: Interim Year 2025 Future Background PM Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1356	121	67	1862	514	81	225	26	454	255	103
Future Volume (vph)	78	1356	121	67	1862	514	81	225	26	454	255	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	85	1474	132	73	2024	559	88	245	28	493	277	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1606	0	73	2583	0	88	273	0	493	389	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2		15.5	14.3		14.7	14.3	
Total Split (s)	26.0	97.0		18.0	89.0		23.0	24.0		21.0	22.0	
Total Split (%)	16.3%	60.6%		11.3%	55.6%		14.4%	15.0%		13.1%	13.8%	
Yellow Time (s)	5.3	5.3		5.2	5.2		5.0	5.0		4.1	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0		3.5	2.3		3.6	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2		8.5	7.3		7.7	7.3	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.60	0.57		0.71	0.95		0.65	0.74		1.80	1.05	
Control Delay	87.4	23.9		97.4	26.6		92.8	80.8		411.4	121.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	87.4	23.9		97.4	26.6		92.8	80.8		411.4	121.5	
Queue Length 50th (ft)	87	387		80	349		91	145		~397	~228	
Queue Length 95th (ft)	145	433		m98	m#674		153	199		#515	#357	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620			375			370		
Base Capacity (vph)	195	2803		107	2718		160	369		274	370	
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	0.44	0.57		0.68	0.95		0.55	0.74		1.80	1.05	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1356	121	67	1862	514	81	225	26	454	255	103
Future Volume (veh/h)	78	1356	121	67	1862	514	81	225	26	454	255	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	85	1474	119	73	2024	501	88	245	15	493	277	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	107	2792	225	95	2380	565	108	293	18	278	293	62
Arrive On Green	0.06	0.58	0.58	0.05	0.57	0.57	0.06	0.09	0.09	0.08	0.10	0.10
Sat Flow, veh/h	1781	4816	389	1795	4153	985	1781	3403	207	3346	2822	602
Grp Volume(v), veh/h	85	1042	551	73	1657	868	88	127	133	493	167	170
Grp Sat Flow(s),veh/h/ln	1781	1702	1800	1795	1716	1708	1781	1777	1833	1673	1721	1703
Q Serve(g_s), s	7.5	29.6	29.7	6.4	63.8	70.6	7.8	11.3	11.4	13.3	15.4	15.9
Cycle Q Clear(g_c), s	7.5	29.6	29.7	6.4	63.8	70.6	7.8	11.3	11.4	13.3	15.4	15.9
Prop In Lane	1.00		0.22	1.00		0.58	1.00		0.11	1.00		0.35
Lane Grp Cap(c), veh/h	107	1974	1044	95	1966	979	108	153	158	278	179	177
V/C Ratio(X)	0.79	0.53	0.53	0.77	0.84	0.89	0.82	0.83	0.84	1.77	0.94	0.96
Avail Cap(c_a), veh/h	197	1974	1044	108	1966	979	161	185	191	278	179	177
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.2	20.4	20.4	74.8	28.2	29.7	74.3	72.0	72.0	73.3	71.2	71.4
Incr Delay (d2), s/veh	12.3	1.0	1.9	10.1	1.7	4.6	17.6	22.7	23.5	361.8	49.0	56.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	11.4	12.4	3.2	24.8	28.1	4.1	6.0	6.3	19.7	9.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.5	21.4	22.3	84.9	29.9	34.3	91.9	94.6	95.5	435.2	120.2	127.4
LnGrp LOS	F	C	C	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		1678			2598			348			830	
Approach Delay, s/veh		25.0			32.9			94.3			308.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	101.1	18.2	23.9	17.9	100.0	21.0	21.1
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	7.7	* 7.3
Max Green Setting (Gmax), s	* 9.6	88.7	14.5	* 15	17.7	* 82	13.3	* 17
Max Q Clear Time (g_c+I1), s	8.4	31.7	9.8	17.9	9.5	72.6	15.3	13.4
Green Ext Time (p_c), s	0.0	14.5	0.1	0.0	0.1	8.1	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	76.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1254	76	653	1643	246	171	261	423	277	416	359
Future Volume (vph)	223	1254	76	653	1643	246	171	261	423	277	416	359
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	232	1306	79	680	1711	256	178	272	441	289	433	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1385	0	680	1967	0	178	272	441	289	433	374
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	37.0	61.0		47.0	71.0		18.0	26.0	47.0	26.0	34.0	34.0
Total Split (%)	23.1%	38.1%		29.4%	44.4%		11.3%	16.3%	29.4%	16.3%	21.3%	21.3%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.67	0.80		0.90	0.86		1.55	1.27	0.64	1.44	0.74	0.71
Control Delay	97.8	46.5		86.5	27.1		329.5	206.8	31.6	269.8	72.3	19.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.8	46.5		86.5	27.1		329.5	206.8	31.6	269.8	72.3	19.3
Queue Length 50th (ft)	132	510		389	275		~261	~357	261	~408	230	51
Queue Length 95th (ft)	m154	m483		m400	m313		#426	#550	387	#605	294	177
Internal Link Dist (ft)		12493			405			2275			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	553	1741		791	2294		115	214	704	201	583	526
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	0.42	0.80		0.86	0.86		1.55	1.27	0.63	1.44	0.74	0.71

Intersection Summary

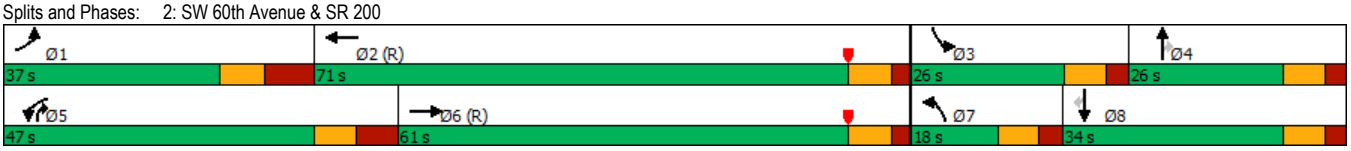
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 82 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

~ 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: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1254	76	653	1643	246	171	261	423	277	416	359
Future Volume (veh/h)	223	1254	76	653	1643	246	171	261	423	277	416	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1306	0	680	1711	0	178	272	376	289	433	183
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	284	1805		733	2433		116	215	518	203	586	262
Arrive On Green	0.08	0.35	0.00	0.21	0.48	0.00	0.06	0.12	0.12	0.11	0.17	0.17
Sat Flow, veh/h	3456	5274	0	3456	5274	0	1781	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	232	1306	0	680	1711	0	178	272	376	289	433	183
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	0	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	10.6	35.5	0.0	30.9	42.2	0.0	10.4	18.4	18.4	18.2	18.5	17.4
Cycle Q Clear(g_c), s	10.6	35.5	0.0	30.9	42.2	0.0	10.4	18.4	18.4	18.2	18.5	17.4
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	1805		733	2433		116	215	518	203	586	262
V/C Ratio(X)	0.82	0.72		0.93	0.70		1.54	1.26	0.73	1.43	0.74	0.70
Avail Cap(c_a), veh/h	557	1805		797	2433		116	215	518	203	586	262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.00	1.00	1.00	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	44.9	0.0	61.8	33.0	0.0	74.8	70.8	47.5	70.9	63.5	63.1
Incr Delay (d2), s/veh	2.3	1.0	0.0	16.2	1.7	0.0	275.7	147.2	4.4	218.0	4.9	8.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	14.8	0.0	14.9	17.1	0.0	13.6	17.5	13.6	20.5	8.7	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.6	45.9	0.0	78.0	34.7	0.0	350.5	218.0	51.9	288.9	68.4	71.1
LnGrp LOS	E	D		E	C		F	F	D	F	E	E
Approach Vol, veh/h		1538	A		2391	A		826			905	
Approach Delay, s/veh		50.3			47.0			170.9			139.4	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.4	83.6	26.0	26.0	44.0	64.0	18.0	34.0
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	25.8	* 64	* 18	18.4	* 37	* 54	* 10	26.4
Max Q Clear Time (g_c+I1), s	12.6	44.2	20.2	20.4	32.9	37.5	12.4	20.5
Green Ext Time (p_c), s	0.6	11.3	0.0	0.0	1.1	7.5	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

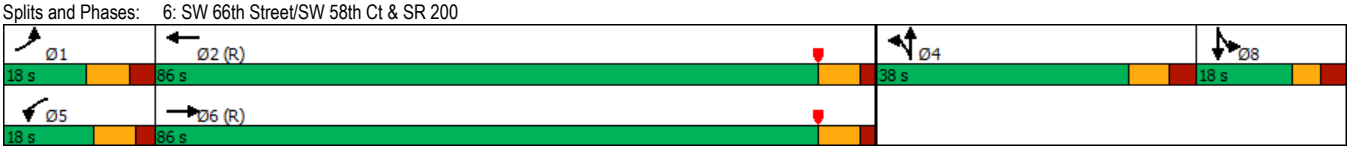
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1855	408	282	2060	48	420	16	172	17	23	2
Future Volume (vph)	106	1855	408	282	2060	48	420	16	172	17	23	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)	114	1995	439	303	2215	52	452	17	185	18	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	2434	0	303	2267	0	0	654	0	0	45	0
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases												
Detector Phase	1	6		5	2		4	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	18.0	86.0		18.0	86.0		38.0	38.0		18.0	18.0	
Total Split (%)	11.3%	53.8%		11.3%	53.8%		23.8%	23.8%		11.3%	11.3%	
Yellow Time (s)	5.1	5.1		5.1	5.1		4.8	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		3.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1			8.0			6.6	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.81	0.99		1.76	0.88			1.96			0.43	
Control Delay	95.8	54.3		402.3	40.9			475.8			83.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	95.8	54.3		402.3	40.9			475.8			83.0	
Queue Length 50th (ft)	121	685		~503	782			~1055			45	
Queue Length 95th (ft)	m#207	m717		#728	852			#1307			89	
Internal Link Dist (ft)		415			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	140	2461		172	2567			333			130	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.81	0.99		1.76	0.88			1.96			0.35	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 78 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: SW 66th Street/SW 58th Ct & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1855	408	282	2060	48	420	16	172	17	23	2
Future Volume (veh/h)	106	1855	408	282	2060	48	420	16	172	17	23	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1995	425	303	2215	49	452	17	129	18	25	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	110	2235	462	119	2710	60	246	9	70	29	40	0
Arrive On Green	0.04	0.35	0.35	0.07	0.53	0.53	0.19	0.19	0.19	0.04	0.04	0.00
Sat Flow, veh/h	1781	4240	877	1781	5141	113	1313	49	375	767	1065	0
Grp Volume(v), veh/h	114	1590	830	303	1465	799	598	0	0	43	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1713	1781	1702	1850	1737	0	0	1832	0	0
Q Serve(g_s), s	9.9	70.4	74.3	10.7	57.2	57.5	30.0	0.0	0.0	3.7	0.0	0.0
Cycle Q Clear(g_c), s	9.9	70.4	74.3	10.7	57.2	57.5	30.0	0.0	0.0	3.7	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.06	0.76		0.22	0.42		0.00
Lane Grp Cap(c), veh/h	110	1794	903	119	1794	975	326	0	0	68	0	0
V/C Ratio(X)	1.03	0.89	0.92	2.54	0.82	0.82	1.84	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	110	1794	903	119	1794	975	326	0	0	131	0	0
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	76.7	47.2	48.5	74.7	31.4	31.5	65.0	0.0	0.0	75.9	0.0	0.0
Incr Delay (d2), s/veh	95.2	6.9	15.9	718.7	4.2	7.6	387.9	0.0	0.0	9.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	32.0	36.2	28.6	23.2	26.3	48.1	0.0	0.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	171.9	54.1	64.4	793.3	35.7	39.1	452.9	0.0	0.0	85.1	0.0	0.0
LnGrp LOS	F	D	E	F	D	D	F	A	A	F	A	A
Approach Vol, veh/h		2534			2567			598			43	
Approach Delay, s/veh		62.8			126.2			452.9			85.1	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.0	91.4		38.0	18.0	91.4		12.6				
Change Period (Y+Rc), s	* 8.1	7.1		* 8	* 7.3	7.1		6.6				
Max Green Setting (Gmax), s	* 9.9	78.9		* 30	* 11	78.9		11.4				
Max Q Clear Time (g_c+I1), s	11.9	59.5		32.0	12.7	76.3		5.7				
Green Ext Time (p_c), s	0.0	14.3		0.0	0.0	2.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	131.9
HCM 6th LOS	F

Notes

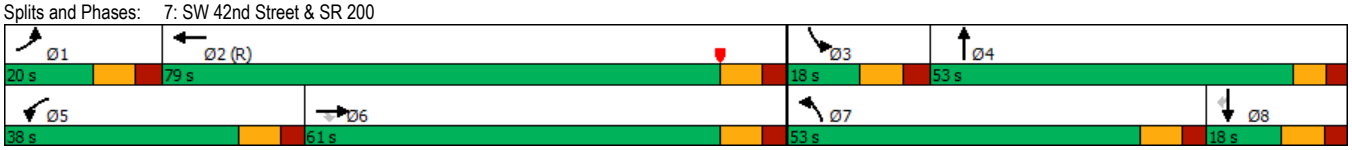
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1656	511	307	2024	11	970	25	144	38	26	3
Future Volume (vph)	56	1656	511	307	2024	11	970	25	144	38	26	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	62	1820	562	337	2224	12	1066	27	158	42	29	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	1820	562	337	2236	0	1066	185	0	42	29	3
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	20.0	61.0	61.0	38.0	79.0		53.0	53.0		18.0	18.0	18.0
Total Split (%)	11.8%	35.9%	35.9%	22.4%	46.5%		31.2%	31.2%		10.6%	10.6%	10.6%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.60	1.16	0.64	0.97	0.99		1.18	0.33		0.49	0.32	0.01
Control Delay	100.8	130.0	6.8	99.9	31.4		146.8	11.7		97.9	87.1	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	100.8	130.0	6.8	99.9	31.4		146.8	11.7		97.9	87.1	0.0
Queue Length 50th (ft)	68	~874	0	~410	~979		~731	23		46	32	0
Queue Length 95th (ft)	125	#966	100	m#385	m626		#869	91		93	70	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	116	1570	877	349	2261		900	554		92	100	326
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	1.16	0.64	0.97	0.99		1.18	0.33		0.46	0.29	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 27 (16%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1656	511	307	2024	11	970	25	144	38	26	3
Future Volume (veh/h)	56	1656	511	307	2024	11	970	25	144	38	26	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	62	1820	342	337	2224	11	1066	27	56	42	29	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	78	1652	513	310	2367	12	907	144	299	61	75	63
Arrive On Green	0.04	0.32	0.32	0.17	0.45	0.45	0.26	0.27	0.27	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	1781	5244	26	3456	543	1125	1725	1811	1535
Grp Volume(v), veh/h	62	1820	342	337	1443	792	1066	0	83	42	29	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1702	1866	1728	0	1668	1725	1811	1535
Q Serve(g_s), s	5.9	55.0	31.6	29.6	68.7	68.7	44.6	0.0	6.5	4.1	2.7	0.2
Cycle Q Clear(g_c), s	5.9	55.0	31.6	29.6	68.7	68.7	44.6	0.0	6.5	4.1	2.7	0.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	78	1652	513	310	1537	842	907	0	443	61	75	63
V/C Ratio(X)	0.79	1.10	0.67	1.09	0.94	0.94	1.18	0.00	0.19	0.69	0.39	0.03
Avail Cap(c_a), veh/h	117	1652	513	310	1537	842	907	0	451	93	101	86
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.5	57.5	49.6	70.2	44.4	44.4	62.7	0.0	48.2	81.0	79.4	78.3
Incr Delay (d2), s/veh	19.0	55.5	3.3	76.2	12.5	19.5	90.7	0.0	0.3	12.7	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	31.4	13.1	19.8	30.4	35.0	31.1	0.0	2.8	2.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	99.5	113.0	52.9	146.4	56.9	63.9	153.4	0.0	48.5	93.8	84.1	78.5
LnGrp LOS	F	F	D	F	E	E	F	A	D	F	F	E
Approach Vol, veh/h		2224			2572			1149			73	
Approach Delay, s/veh		103.4			70.8			145.8			89.5	
Approach LOS		F			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	85.2	14.8	53.7	38.0	63.5	53.0	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	11.2	70.5	9.2	* 46	* 30	52.5	* 45	9.5
Max Q Clear Time (g_c+I1), s	7.9	70.7	6.1	8.5	31.6	57.0	46.6	4.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1829	62	145	2064	400	65	57	76	389	66	194
Future Volume (vph)	287	1829	62	145	2064	400	65	57	76	389	66	194
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)	305	1946	66	154	2196	426	69	61	81	414	70	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	2012	0	154	2622	0	69	142	0	414	276	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases												
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0		13.3	13.7		13.7	13.7	
Total Split (s)	30.0	89.0		30.0	89.0		19.0	22.0		29.0	32.0	
Total Split (%)	17.6%	52.4%		17.6%	52.4%		11.2%	12.9%		17.1%	18.8%	
Yellow Time (s)	5.0	5.0		5.0	5.0		3.8	3.8		3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.5	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0		6.3	6.7		6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	C-Min		None	None		None	None	
v/c Ratio	1.26	0.79		0.79	1.10		0.61	0.84		0.93	0.80	
Control Delay	176.3	55.8		107.3	79.4		99.0	95.6		100.1	68.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	176.3	55.8		107.3	79.4		99.0	95.6		100.1	68.5	
Queue Length 50th (ft)	~449	577		166	~1230		76	124		238	225	
Queue Length 95th (ft)	m#415	m500		m226	m#1250		134	#240		#339	#369	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	243	2547		229	2381		132	181		450	346	
Starvation Cap Reductn	0	0		0	22		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	1.26	0.79		0.67	1.11		0.52	0.78		0.92	0.80	

Intersection Summary

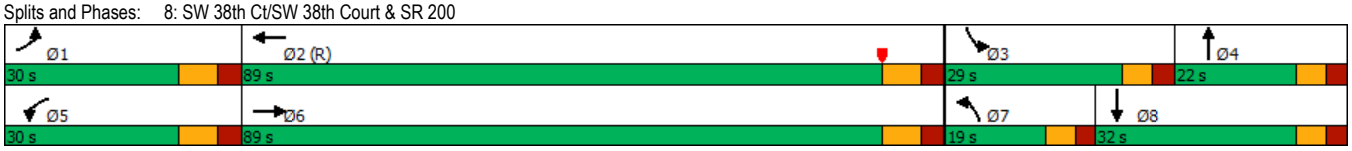
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

~ 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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1829	62	145	2064	400	65	57	76	389	66	194
Future Volume (veh/h)	287	1829	62	145	2064	400	65	57	76	389	66	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	305	1946	64	154	2196	405	69	61	60	414	70	122
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	2625	86	175	2117	376	86	71	70	450	106	184
Arrive On Green	0.13	0.52	0.52	0.10	0.49	0.49	0.05	0.08	0.08	0.13	0.17	0.17
Sat Flow, veh/h	1781	5078	167	1781	4360	775	1781	866	851	3456	636	1109
Grp Volume(v), veh/h	305	1304	706	154	1697	904	69	0	121	414	0	192
Grp Sat Flow(s),veh/h/ln	1781	1702	1840	1781	1702	1731	1781	0	1717	1728	0	1746
Q Serve(g_s), s	22.0	51.0	51.2	14.5	82.5	82.5	6.5	0.0	11.8	20.1	0.0	17.5
Cycle Q Clear(g_c), s	22.0	51.0	51.2	14.5	82.5	82.5	6.5	0.0	11.8	20.1	0.0	17.5
Prop In Lane	1.00		0.09	1.00		0.45	1.00		0.50	1.00		0.64
Lane Grp Cap(c), veh/h	231	1760	951	175	1653	840	86	0	140	450	0	290
V/C Ratio(X)	1.32	0.74	0.74	0.88	1.03	1.08	0.80	0.00	0.86	0.92	0.00	0.66
Avail Cap(c_a), veh/h	231	1760	951	231	1653	840	133	0	155	453	0	290
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.0	32.1	32.2	75.7	43.7	43.7	80.1	0.0	77.1	73.0	0.0	66.4
Incr Delay (d2), s/veh	172.4	1.7	3.2	25.1	29.2	53.5	17.2	0.0	34.0	23.8	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.0	20.8	22.9	7.8	40.0	46.3	3.4	0.0	6.6	10.4	0.0	8.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	246.4	33.9	35.4	100.8	73.0	97.2	97.3	0.0	111.1	96.8	0.0	72.0
LnGrp LOS	F	C	D	F	F	F	F	A	F	F	A	E
Approach Vol, veh/h		2315			2755			190			606	
Approach Delay, s/veh		62.3			82.5			106.1			88.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	90.5	28.9	20.6	24.7	95.9	14.5	34.9
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	22.0	81.0	* 22	* 15	22.0	81.0	* 13	* 25
Max Q Clear Time (g_c+I1), s	24.0	84.5	22.1	13.8	16.5	53.2	8.5	19.5
Green Ext Time (p_c), s	0.0	0.0	0.0	0.1	0.2	16.6	0.0	0.5

Intersection Summary		
HCM 6th Ctrl Delay		76.0
HCM 6th LOS		E

Notes

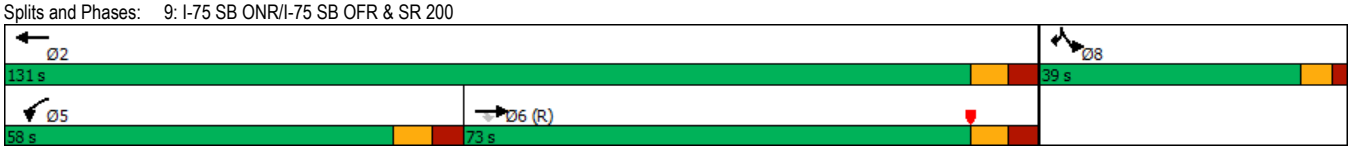
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1670	355	398	1867	0	0	0	0	410	0	534
Future Volume (vph)	0	1670	355	398	1867	0	0	0	0	410	0	534
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)	0	1920	408	457	2146	0	0	0	0	471	0	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1920	408	457	2146	0	0	0	0	471	0	614
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	58.0	131.0					39.0		39.0
Total Split (%)		42.9%	42.9%	34.1%	77.1%					22.9%		22.9%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.62	0.45	0.78	0.60					0.67		1.08
Control Delay		20.0	4.4	68.3	8.4					68.3		121.0
Queue Delay		0.2	0.0	0.0	0.8					0.6		0.0
Total Delay		20.2	4.4	68.3	9.2					68.9		121.0
Queue Length 50th (ft)		407	65	230	600					256		~451
Queue Length 95th (ft)		427	m117	242	42					308		#561
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		3095	905	991	3652					702		570
Starvation Cap Reductn		0	0	0	1082					0		0
Spillback Cap Reductn		336	0	0	639					51		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.70	0.45	0.46	0.84					0.72		1.08

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
~ 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: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1670	355	398	1867	0	0	0	0	410	0	534
Future Volume (veh/h)	0	1670	355	398	1867	0	0	0	0	410	0	534
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1920	0	457	2146	0				471	0	614
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2293		537	2881	0				669	0	540
Arrive On Green	0.00	0.36	0.00	0.16	0.56	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	1920	0	457	2146	0				471	0	614
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	46.5	0.0	21.9	53.7	0.0				21.6	0.0	32.9
Cycle Q Clear(g_c), s	0.0	46.5	0.0	21.9	53.7	0.0				21.6	0.0	32.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2293		537	2881	0				669	0	540
V/C Ratio(X)	0.00	0.84		0.85	0.74	0.00				0.70	0.00	1.14
Avail Cap(c_a), veh/h	0	2426		998	3667	0				669	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.2	0.0	69.9	27.8	0.0				64.0	0.0	68.6
Incr Delay (d2), s/veh	0.0	3.8	0.0	3.5	0.4	0.0				3.7	0.0	82.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	0.0	9.8	21.1	0.0				9.9	0.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.0	0.0	73.4	28.3	0.0				67.7	0.0	151.0
LnGrp LOS	A	D		E	C	A				E	A	F
Approach Vol, veh/h		1920	A		2603						1085	
Approach Delay, s/veh		54.0			36.2						114.8	
Approach LOS		D			D						F	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		104.8			35.3	69.5		39.0				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1.2E2			* 49	* 64		32.9				
Max Q Clear Time (g_c+I1), s		55.7			23.9	48.5		34.9				
Green Ext Time (p_c), s		37.1			2.6	12.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		57.5
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

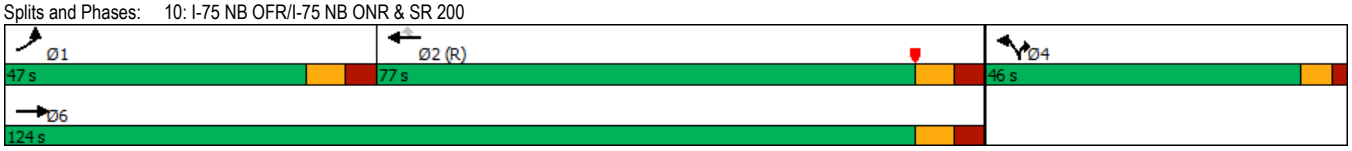
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	400	1826	0	0	2359	292	297	0	137	0	0	0
Future Volume (vph)	400	1826	0	0	2359	292	297	0	137	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	435	1985	0	0	2564	317	323	0	149	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	1985	0	0	2564	317	323	0	149	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases						2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0		7.0			
Minimum Split (s)	28.9	28.9			28.9	28.9	14.0		14.0			
Total Split (s)	47.0	124.0			77.0	77.0	46.0		46.0			
Total Split (%)	27.6%	72.9%			45.3%	45.3%	27.1%		27.1%			
Yellow Time (s)	4.9	4.9			4.9	4.9	4.1		4.1			
All-Red Time (s)	3.9	3.9			3.9	3.9	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	8.8	8.8			8.8	8.8	6.1		6.1			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	Min			C-Min	C-Min	None		None			
v/c Ratio	0.78	0.50			0.71	0.33	0.72		0.33			
Control Delay	67.0	13.8			9.4	0.7	79.6		26.8			
Queue Delay	0.0	2.4			0.2	0.0	0.0		0.0			
Total Delay	67.0	16.2			9.7	0.7	79.6		26.8			
Queue Length 50th (ft)	252	363			128	0	180		31			
Queue Length 95th (ft)	304	591			m520	m2	227		68			
Internal Link Dist (ft)		392			571			585			564	
Turn Bay Length (ft)	300								525			
Base Capacity (vph)	771	3954			3607	963	782		707			
Starvation Cap Reductn	0	1783			0	0	0		0			
Spillback Cap Reductn	0	0			322	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.56	0.91			0.78	0.33	0.41		0.21			

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 166 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: I-75 NB OFR/I-75 NB ONR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	400	1826	0	0	2359	292	297	0	137	0	0	0
Future Volume (veh/h)	400	1826	0	0	2359	292	297	0	137	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1826	0	1826			
Adj Flow Rate, veh/h	435	1985	0	0	2564	0	323	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	5	0	5			
Cap, veh/h	497	4068	0	0	3867		390	0				
Arrive On Green	0.29	1.00	0.00	0.00	0.60	0.00	0.12	0.00	0.00			
Sat Flow, veh/h	3456	5274	0	0	6696	1585	3374	0	2723			
Grp Volume(v), veh/h	435	1985	0	0	2564	0	323	0	0			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1609	1585	1687	0	1362			
Q Serve(g_s), s	20.4	0.0	0.0	0.0	44.9	0.0	15.9	0.0	0.0			
Cycle Q Clear(g_c), s	20.4	0.0	0.0	0.0	44.9	0.0	15.9	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	497	4068	0	0	3867		390	0				
V/C Ratio(X)	0.87	0.49	0.00	0.00	0.66		0.83	0.00				
Avail Cap(c_a), veh/h	777	4068	0	0	3867		792	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.74	0.74	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	59.1	0.0	0.0	0.0	22.5	0.0	73.5	0.0	0.0			
Incr Delay (d2), s/veh	6.5	0.1	0.0	0.0	0.9	0.0	6.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	0.0	0.0	0.0	16.5	0.0	7.3	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	0.1	0.0	0.0	23.4	0.0	79.8	0.0	0.0			
LnGrp LOS	E	A	A	A	C		E	A				
Approach Vol, veh/h		2420			2564	A		323	A			
Approach Delay, s/veh		11.9			23.4			79.8				
Approach LOS		B			C			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	33.3	111.0		25.8		144.2						
Change Period (Y+Rc), s	8.8	8.8		6.1		8.8						
Max Green Setting (Gmax), s	38.2	68.2		39.9		115.2						
Max Q Clear Time (g_c+I1), s	22.4	46.9		17.9		2.0						
Green Ext Time (p_c), s	2.1	19.0		1.7		38.4						

Intersection Summary												
HCM 6th Ctrl Delay			21.6									
HCM 6th LOS			C									

Notes

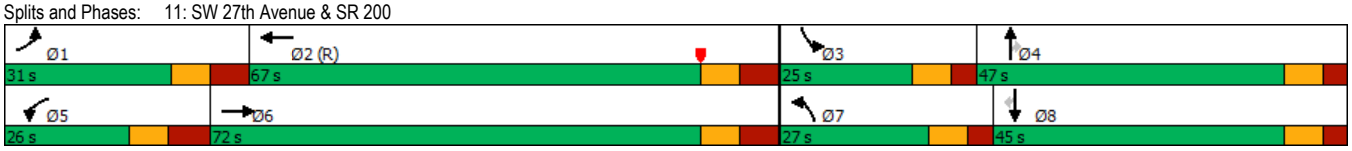
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1293	159	172	1637	39	326	677	121	94	748	199
Future Volume (vph)	243	1293	159	172	1637	39	326	677	121	94	748	199
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
Adj. Flow (vph)	251	1333	164	177	1688	40	336	698	125	97	771	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1497	0	177	1728	0	336	698	125	97	771	205
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9		17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	31.0	72.0		26.0	67.0		27.0	47.0	47.0	25.0	45.0	45.0
Total Split (%)	18.2%	42.4%		15.3%	39.4%		15.9%	27.6%	27.6%	14.7%	26.5%	26.5%
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0		5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9		10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	1.15	0.82		1.08	1.01		0.90	0.81	0.25	0.67	1.00	0.44
Control Delay	165.9	33.9		161.3	80.3		100.8	68.8	3.5	97.6	97.5	16.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	165.9	33.9		161.3	80.3		100.8	68.8	3.5	97.6	97.5	16.9
Queue Length 50th (ft)	~333	360		~219	~739		193	390	0	107	~462	39
Queue Length 95th (ft)	#522	345		#387	#834		#282	#479	24	174	#606	121
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	219	1836		164	1704		379	867	510	174	771	471
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	1.15	0.82		1.08	1.01		0.89	0.81	0.25	0.56	1.00	0.44

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ 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: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	1293	159	172	1637	39	326	677	121	94	748	199
Future Volume (veh/h)	243	1293	159	172	1637	39	326	677	121	94	748	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	1333	0	177	1688	0	336	698	70	97	771	140
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	221	1877		166	1727		374	921	411	117	769	343
Arrive On Green	0.12	0.37	0.00	0.09	0.34	0.00	0.11	0.26	0.26	0.07	0.22	0.22
Sat Flow, veh/h	1781	5274	0	1781	5274	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	251	1333	0	177	1688	0	336	698	70	97	771	140
Grp Sat Flow(s),veh/h/ln	1781	1702	0	1781	1702	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	21.1	38.0	0.0	15.8	55.6	0.0	16.3	30.8	5.8	9.2	36.8	12.9
Cycle Q Clear(g_c), s	21.1	38.0	0.0	15.8	55.6	0.0	16.3	30.8	5.8	9.2	36.8	12.9
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	1877		166	1727		374	921	411	117	769	343
V/C Ratio(X)	1.14	0.71		1.07	0.98		0.90	0.76	0.17	0.83	1.00	0.41
Avail Cap(c_a), veh/h	221	1877		166	1727		382	921	411	176	769	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.4	46.0	0.0	77.1	55.6	0.0	74.9	58.0	48.8	78.5	66.6	57.2
Incr Delay (d2), s/veh	101.8	1.3	0.0	89.5	16.9	0.0	2.9	0.3	0.0	18.3	33.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.8	16.0	0.0	11.3	26.0	0.0	7.3	13.7	2.3	4.8	19.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	176.2	47.3	0.0	166.6	72.5	0.0	77.8	58.4	48.8	96.8	99.6	58.0
LnGrp LOS	F	D		F	E		E	E	D	F	F	E
Approach Vol, veh/h		1584	A		1865	A		1104			1008	
Approach Delay, s/veh		67.7			81.4			63.7			93.6	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.0	67.4	19.3	52.3	26.0	72.4	26.6	45.0
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 21	* 57	* 17	* 39	* 16	* 62	* 19	* 37
Max Q Clear Time (g_c+I1), s	23.1	57.6	11.2	32.8	17.8	40.0	18.3	38.8
Green Ext Time (p_c), s	0.0	0.0	0.1	2.3	0.0	9.4	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		76.2
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

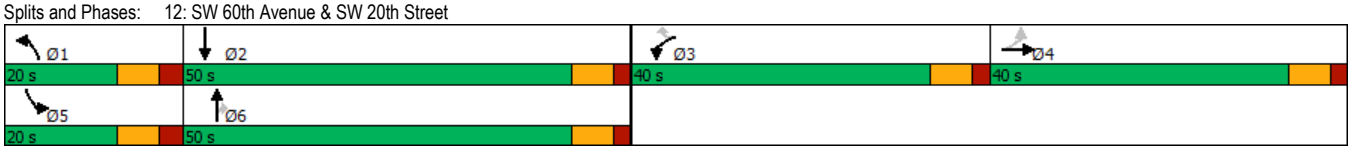
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	470	0	314	1	662	309	219	841	0
Future Volume (vph)	0	0	0	470	0	314	1	662	309	219	841	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	522	0	349	1	736	343	243	934	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	522	0	349	1	736	343	243	934	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	40.0	40.0		40.0		40.0	20.0	50.0	50.0	20.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%		26.7%	13.3%	33.3%	33.3%	13.3%	33.3%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.82		0.49	0.01	0.75	0.50	1.02	0.56	
Control Delay				40.7		11.3	43.0	35.5	5.5	106.3	20.3	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				40.7		11.3	43.0	35.5	5.5	106.3	20.3	
Queue Length 50th (ft)				276		49	1	206	0	~149	188	
Queue Length 95th (ft)				#511		141	6	270	60	#331	326	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				635		713	238	1636	915	238	1714	
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		0.49	0.00	0.45	0.37	1.02	0.54	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 93
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ 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: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	470	0	314	1	662	309	219	841	0
Future Volume (veh/h)	0	0	0	470	0	314	1	662	309	219	841	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	522	0	138	1	736	239	243	934	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	2	0	658	0	0	3	960	428	272	1508	0
Arrive On Green	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.27	0.27	0.15	0.42	0.00
Sat Flow, veh/h	0	-125314	0	1781	522		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	522	31.1		1	736	239	243	934	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	C		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	23.0			0.0	15.7	10.7	11.0	16.8	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	23.0			0.0	15.7	10.7	11.0	16.8	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	658			3	960	428	272	1508	0
V/C Ratio(X)	0.00	0.00	0.00	0.79			0.29	0.77	0.56	0.89	0.62	0.00
Avail Cap(c_a), veh/h	0	761	0	812			272	1865	832	272	1879	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.7			40.8	27.4	25.6	34.0	18.4	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.4			32.2	1.0	0.8	28.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.6			0.0	6.2	3.8	6.6	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	31.1			73.0	28.4	26.4	62.6	18.7	0.0
LnGrp LOS	A	A	A	C			E	C	C	E	B	A
Approach Vol, veh/h		0						976			1177	
Approach Delay, s/veh		0.0						27.9			27.8	
Approach LOS								C			C	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.6	41.4	32.9	0.0	20.0	29.0
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 13	43.3	33.3	33.3	* 13	43.3
Max Q Clear Time (g_c+I1), s	2.0	18.8	25.0	0.0	13.0	17.7
Green Ext Time (p_c), s	0.0	5.2	1.1	0.0	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

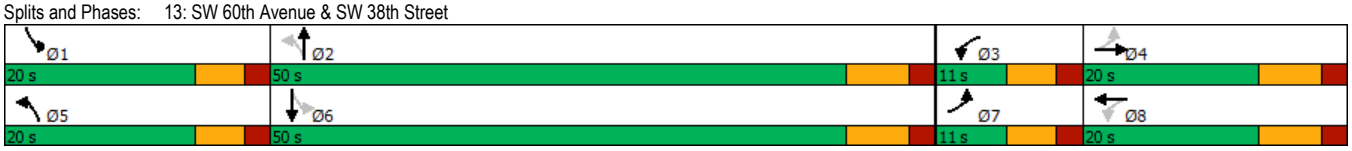
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	220	145	58	314	92	166	640	88	106	910	325
Future Volume (vph)	184	220	145	58	314	92	166	640	88	106	910	325
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
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	198	237	156	62	338	99	178	688	95	114	978	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	393	0	62	437	0	178	783	0	114	1327	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		7.0	25.0		7.0	25.0	
Minimum Split (s)	10.7	16.8		10.7	16.8		12.7	31.8		12.7	31.8	
Total Split (s)	11.0	20.0		11.0	20.0		20.0	50.0		20.0	50.0	
Total Split (%)	10.9%	19.8%		10.9%	19.8%		19.8%	49.5%		19.8%	49.5%	
Yellow Time (s)	3.7	4.8		3.7	4.8		3.7	4.8		3.7	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.7	6.8		5.7	6.8		5.7	6.8		5.7	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	Min		None	Min	
v/c Ratio	1.13	1.26		0.36	1.71		0.62	0.50		0.29	0.91	
Control Delay	142.5	176.4		35.6	366.5		25.1	19.0		9.9	34.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	142.5	176.4		35.6	366.5		25.1	19.0		9.9	34.9	
Queue Length 50th (ft)	~110	~340		31	~416		48	164		26	380	
Queue Length 95th (ft)	#252	#534		65	#619		120	225		47	#513	
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	175	311		172	255		334	1642		512	1576	
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	1.13	1.26		0.36	1.71		0.53	0.48		0.22	0.84	

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 95.8
Natural Cycle: 130
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	220	145	58	314	92	166	640	88	106	910	325
Future Volume (veh/h)	184	220	145	58	314	92	166	640	88	106	910	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	198	237	112	62	338	74	178	688	82	114	978	296
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	189	199	94	160	220	48	262	1344	160	403	1142	344
Arrive On Green	0.06	0.17	0.17	0.04	0.15	0.15	0.08	0.43	0.43	0.07	0.42	0.42
Sat Flow, veh/h	1781	1201	567	1753	1463	320	1739	3122	372	1781	2691	810
Grp Volume(v), veh/h	198	0	349	62	0	412	178	382	388	114	644	630
Grp Sat Flow(s),veh/h/ln	1781	0	1768	1753	0	1783	1739	1735	1759	1781	1777	1724
Q Serve(g_s), s	5.3	0.0	14.6	2.6	0.0	13.2	5.0	14.1	14.2	3.0	28.8	29.1
Cycle Q Clear(g_c), s	5.3	0.0	14.6	2.6	0.0	13.2	5.0	14.1	14.2	3.0	28.8	29.1
Prop In Lane	1.00		0.32	1.00		0.18	1.00		0.21	1.00		0.47
Lane Grp Cap(c), veh/h	189	0	294	160	0	268	262	747	757	403	754	732
V/C Ratio(X)	1.05	0.00	1.19	0.39	0.00	1.54	0.68	0.51	0.51	0.28	0.85	0.86
Avail Cap(c_a), veh/h	189	0	294	188	0	268	404	852	864	560	873	847
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	0.0	36.7	30.6	0.0	37.4	19.0	18.3	18.3	13.0	22.9	23.0
Incr Delay (d2), s/veh	78.1	0.0	113.8	1.5	0.0	260.5	3.1	0.5	0.5	0.4	7.4	8.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	15.2	1.1	0.0	24.8	1.9	5.2	5.3	1.1	12.2	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	113.1	0.0	150.4	32.1	0.0	297.9	22.1	18.8	18.8	13.4	30.3	31.0
LnGrp LOS	F	A	F	C	A	F	C	B	B	B	C	C
Approach Vol, veh/h		547			474			948			1388	
Approach Delay, s/veh		136.9			263.1			19.4			29.2	
Approach LOS		F			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	44.7	9.6	21.4	12.8	44.1	11.0	20.0
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 14	43.2	* 5.3	13.2	* 14	43.2	* 5.3	13.2
Max Q Clear Time (g_c+I1), s	5.0	16.2	4.6	16.6	7.0	31.1	7.3	15.2
Green Ext Time (p_c), s	0.2	4.6	0.0	0.0	0.3	6.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	77.0
HCM 6th LOS	E

Notes

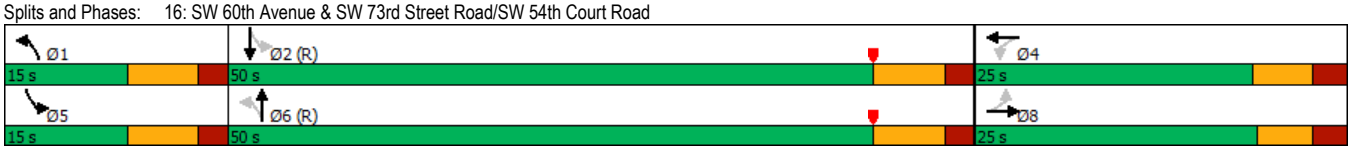
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	0	112	183	0	182	24	721	100	112	1179	3
Future Volume (vph)	22	0	112	183	0	182	24	721	100	112	1179	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	23	0	118	193	0	192	25	759	105	118	1241	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	118	0	193	192	0	25	864	0	118	1244	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	16.1	16.1		16.4	16.4		11.8	26.8		11.8	26.8	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	50.0		15.0	50.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	55.6%		16.7%	55.6%	
Yellow Time (s)	3.7	3.7		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.4	2.4		2.4	2.4		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.4	6.4		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.11	0.25		0.79	0.36		0.09	0.50		0.30	0.58	
Control Delay	30.1	1.5		58.4	2.3		7.1	16.1		8.2	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.1	1.5		58.4	2.3		7.1	16.1		8.2	14.2	
Queue Length 50th (ft)	11	0		102	0		5	168		23	186	
Queue Length 95th (ft)	32	3		#207	6		13	220		42	353	
Internal Link Dist (ft)		636			308			1613			2275	
Turn Bay Length (ft)							150			185		
Base Capacity (vph)	222	499		269	562		316	1760		408	2132	
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	0.24		0.72	0.34		0.08	0.49		0.29	0.58	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68.9 (77%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: SW 60th Avenue & SW 73rd Street Road/SW 54th Court Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	112	183	0	182	24	721	100	112	1179	3
Future Volume (veh/h)	22	0	112	183	0	182	24	721	100	112	1179	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	23	0	118	193	0	192	25	759	105	118	1241	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	196	0	328	262	0	328	263	1613	223	406	1983	5
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.52	0.52	0.05	0.55	0.55
Sat Flow, veh/h	1191	0	1585	1274	0	1585	1767	3111	430	1781	3637	9
Grp Volume(v), veh/h	23	0	118	193	0	192	25	430	434	118	606	638
Grp Sat Flow(s),veh/h/ln	1191	0	1585	1274	0	1585	1767	1763	1778	1781	1777	1869
Q Serve(g_s), s	1.6	0.0	5.7	12.9	0.0	9.8	0.6	14.0	14.0	2.7	21.2	21.2
Cycle Q Clear(g_c), s	11.4	0.0	5.7	18.6	0.0	9.8	0.6	14.0	14.0	2.7	21.2	21.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	196	0	328	262	0	328	263	914	922	406	969	1019
V/C Ratio(X)	0.12	0.00	0.36	0.74	0.00	0.59	0.10	0.47	0.47	0.29	0.63	0.63
Avail Cap(c_a), veh/h	200	0	333	262	0	328	378	914	922	475	969	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	37.4	0.0	30.6	38.9	0.0	32.2	11.6	13.8	13.8	10.2	14.1	14.1
Incr Delay (d2), s/veh	0.3	0.0	0.7	10.4	0.0	2.7	0.2	1.7	1.7	0.2	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.2	4.9	0.0	3.9	0.2	5.3	5.3	0.9	7.6	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.7	0.0	31.3	49.3	0.0	34.9	11.7	15.5	15.5	10.4	15.5	15.4
LnGrp LOS	D	A	C	D	A	C	B	B	B	B	B	B
Approach Vol, veh/h		141			385			889			1362	
Approach Delay, s/veh		32.3			42.1			15.4			15.0	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	55.9		25.0	11.5	53.5		25.0				
Change Period (Y+Rc), s	6.8	6.8		6.4	6.8	6.8		* 6.4				
Max Green Setting (Gmax), s	8.2	43.2		18.6	8.2	43.2		* 19				
Max Q Clear Time (g_c+I1), s	2.6	23.2		20.6	4.7	16.0		13.4				
Green Ext Time (p_c), s	0.0	7.7		0.0	0.1	5.4		0.3				

Intersection Summary			
HCM 6th Ctrl Delay			19.8
HCM 6th LOS			B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	3	8	31	1	129	11	699	17	185	1197	1
Future Volume (vph)	14	3	8	31	1	129	11	699	17	185	1197	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	15	3	8	32	1	134	11	728	18	193	1247	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	167	0	11	746	0	193	1248	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	3	8	31	1	129	11	699	17	185	1197	1
Future Vol, veh/h	14	3	8	31	1	129	11	699	17	185	1197	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	310	-	-	445	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	15	3	8	32	1	134	11	728	18	193	1247	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2021	2402	624	1770	2393	373	1248	0	0	746	0	0
Stage 1	1634	1634	-	759	759	-	-	-	-	-	-	-
Stage 2	387	768	-	1011	1634	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	74	37	*600	*157	37	622	*897	-	-	858	-	-
Stage 1	276	290	-	*363	411	-	-	-	-	-	-	-
Stage 2	608	409	-	*564	289	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	47	28	*600	*124	28	622	*897	-	-	858	-	-
Mov Cap-2 Maneuver	147	112	-	*232	139	-	-	-	-	-	-	-
Stage 1	272	224	-	*359	406	-	-	-	-	-	-	-
Stage 2	470	404	-	*425	224	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.6	17.2	0.1	1.4
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 897	-	-	185	462	858	-	-
HCM Lane V/C Ratio	0.013	-	-	0.141	0.363	0.225	-	-
HCM Control Delay (s)	9.1	-	-	27.6	17.2	10.4	-	-
HCM Lane LOS	A	-	-	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	1.6	0.9	-	-

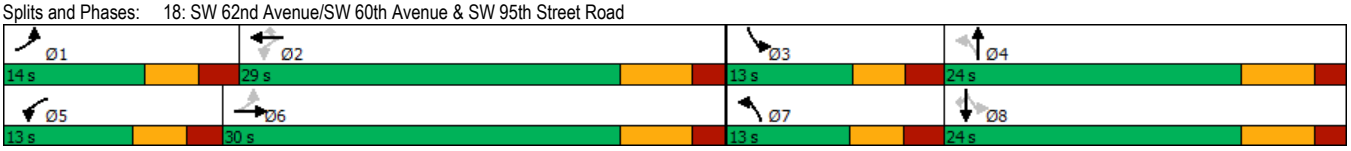
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	231	52	27	244	415	26	286	19	636	509	64
Future Volume (vph)	57	231	52	27	244	415	26	286	19	636	509	64
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
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	238	54	28	252	428	27	295	20	656	525	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	292	0	28	252	428	27	315	0	656	525	66
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4			8		8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	14.0	30.0		13.0	29.0	29.0	13.0	24.0		13.0	24.0	24.0
Total Split (%)	17.5%	37.5%		16.3%	36.3%	36.3%	16.3%	30.0%		16.3%	30.0%	30.0%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.14	0.30		0.07	0.29	0.60	0.08	0.67		1.58	0.73	0.09
Control Delay	14.0	18.3		13.1	23.0	6.9	13.2	32.3		292.0	32.1	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	14.0	18.3		13.1	23.0	6.9	13.2	32.3		292.0	32.1	0.2
Queue Length 50th (ft)	15	37		7	49	0	6	123		~419	174	0
Queue Length 95th (ft)	36	83		21	81	67	22	#251		#621	#494	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	422	1268		426	1239	832	339	506		415	716	728
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	0.14	0.23		0.07	0.20	0.51	0.08	0.62		1.58	0.73	0.09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 66
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





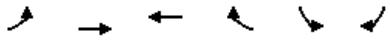
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	231	52	27	244	415	26	286	19	636	509	64
Future Volume (veh/h)	57	231	52	27	244	415	26	286	19	636	509	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	238	34	28	252	214	27	295	15	656	525	56
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	382	787	111	402	810	361	204	402	20	390	559	474
Arrive On Green	0.07	0.26	0.26	0.04	0.23	0.23	0.04	0.23	0.23	0.11	0.30	0.30
Sat Flow, veh/h	1725	3028	427	1781	3554	1585	1781	1764	90	1781	1870	1585
Grp Volume(v), veh/h	59	134	138	28	252	214	27	0	310	656	525	56
Grp Sat Flow(s),veh/h/ln	1725	1721	1734	1781	1777	1585	1781	0	1854	1781	1870	1585
Q Serve(g_s), s	1.6	4.1	4.2	0.8	3.9	7.9	0.7	0.0	10.2	7.5	18.0	1.7
Cycle Q Clear(g_c), s	1.6	4.1	4.2	0.8	3.9	7.9	0.7	0.0	10.2	7.5	18.0	1.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	382	447	451	402	810	361	204	0	423	390	559	474
V/C Ratio(X)	0.15	0.30	0.31	0.07	0.31	0.59	0.13	0.00	0.73	1.68	0.94	0.12
Avail Cap(c_a), veh/h	481	620	624	535	1226	547	331	0	499	390	559	474
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.9	19.5	19.6	17.8	21.1	22.7	19.2	0.0	23.6	22.1	22.5	16.8
Incr Delay (d2), s/veh	0.2	0.4	0.4	0.1	0.2	1.6	0.3	0.0	4.6	317.3	24.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.5	0.3	1.5	2.8	0.3	0.0	4.5	36.4	10.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.1	19.9	20.0	17.9	21.3	24.2	19.5	0.0	28.2	339.4	46.5	16.9
LnGrp LOS	B	B	B	B	C	C	B	A	C	F	D	B
Approach Vol, veh/h		331			494			337			1237	
Approach Delay, s/veh		19.4			22.4			27.5			200.5	
Approach LOS		B			C			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	21.3	13.0	21.3	8.1	23.4	8.3	26.0
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 8.4	22.7	7.5	17.7	* 7.7	23.7	* 7.4	17.7
Max Q Clear Time (g_c+I1), s	3.6	9.9	9.5	12.2	2.8	6.2	2.7	20.0
Green Ext Time (p_c), s	0.0	1.7	0.0	0.7	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	114.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	167	1369	1263	60	135	197
Future Volume (vph)	167	1369	1263	60	135	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	1488	1373	65	147	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	182	1488	1438	0	361	0
Sign Control		Free	Free		Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	73.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	167	1369	1263	60	135	197
Future Vol, veh/h	167	1369	1263	60	135	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	230	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	1488	1373	65	147	214

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1438	0	-	0	2514	719
Stage 1	-	-	-	-	1406	-
Stage 2	-	-	-	-	1108	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	468	-	-	-	~ 23	371
Stage 1	-	-	-	-	192	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	468	-	-	-	~ 14	371
Mov Cap-2 Maneuver	-	-	-	-	~ 80	-
Stage 1	-	-	-	-	~ 117	-
Stage 2	-	-	-	-	278	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	$ 700.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	468	-	-	-	150
HCM Lane V/C Ratio	0.388	-	-	-	2.406
HCM Control Delay (s)	17.5	-	-	-	$ 700.3
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	1.8	-	-	-	30.8

Notes

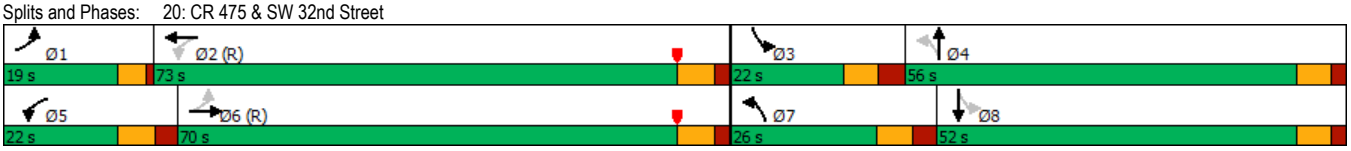
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1476	191	112	1149	26	165	164	141	50	418	221
Future Volume (vph)	112	1476	191	112	1149	26	165	164	141	50	418	221
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	123	1622	210	123	1263	29	181	180	155	55	459	243
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1832	0	123	1292	0	181	335	0	55	702	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	12.0		8.0	12.0	
Minimum Split (s)	9.5	31.0		15.6	31.0		15.5	50.0		15.8	50.0	
Total Split (s)	19.0	70.0		22.0	73.0		26.0	56.0		22.0	52.0	
Total Split (%)	11.2%	41.2%		12.9%	42.9%		15.3%	32.9%		12.9%	30.6%	
Yellow Time (s)	3.5	4.8		4.8	4.8		4.5	4.5		4.4	4.5	
All-Red Time (s)	1.0	2.0		2.8	2.0		3.0	2.0		3.4	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.8		7.6	6.8		7.5	6.5		7.8	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.72	1.36		0.72	0.91		0.80	0.55		0.17	1.43	
Control Delay	58.5	207.0		60.1	57.7		69.9	47.4		32.5	247.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.5	207.0		60.1	57.7		69.9	47.4		32.5	247.5	
Queue Length 50th (ft)	80	~1419		83	714		150	289		37	~1054	
Queue Length 95th (ft)	156	#1572		159	#874		#272	412		69	#1313	
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	197	1346		194	1426		233	605		369	490	
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	0.62	1.36		0.63	0.91		0.78	0.55		0.15	1.43	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 76 (45%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 20: CR 475 & SW 32nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1476	191	112	1149	26	165	164	141	50	418	221
Future Volume (veh/h)	112	1476	191	112	1149	26	165	164	141	50	418	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	1622	157	123	1263	26	181	180	110	55	459	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	1375	132	143	1577	32	201	339	207	310	354	124
Arrive On Green	0.05	0.42	0.42	0.06	0.44	0.44	0.09	0.31	0.31	0.04	0.27	0.27
Sat Flow, veh/h	1781	3277	314	1781	3561	73	1781	1087	664	1781	1323	464
Grp Volume(v), veh/h	123	871	908	123	630	659	181	0	290	55	0	620
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1781	1777	1857	1781	0	1751	1781	0	1787
Q Serve(g_s), s	6.7	71.3	71.3	7.6	52.0	52.1	13.0	0.0	23.2	3.7	0.0	45.5
Cycle Q Clear(g_c), s	6.7	71.3	71.3	7.6	52.0	52.1	13.0	0.0	23.2	3.7	0.0	45.5
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.38	1.00		0.26
Lane Grp Cap(c), veh/h	193	745	761	143	787	822	201	0	545	310	0	478
V/C Ratio(X)	0.64	1.17	1.19	0.86	0.80	0.80	0.90	0.00	0.53	0.18	0.00	1.30
Avail Cap(c_a), veh/h	253	745	761	193	787	822	236	0	545	382	0	478
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	35.1	49.3	49.3	47.2	40.9	40.9	49.8	0.0	48.3	42.4	0.0	62.3
Incr Delay (d2), s/veh	3.5	90.0	99.7	23.9	8.4	8.1	30.4	0.0	1.0	0.3	0.0	148.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	49.3	52.3	6.2	24.0	25.1	7.5	0.0	10.3	1.7	0.0	40.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	139.3	149.1	71.1	49.3	49.0	80.2	0.0	49.3	42.7	0.0	210.5
LnGrp LOS	D	F	F	E	D	D	F	A	D	D	A	F
Approach Vol, veh/h		1902			1412			471			675	
Approach Delay, s/veh		137.5			51.1			61.2			196.8	
Approach LOS		F			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	82.1	15.2	59.5	17.2	78.1	22.7	52.0
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	14.5	66.2	14.2	49.5	* 14	63.2	18.5	45.5
Max Q Clear Time (g_c+I1), s	8.7	54.1	5.7	25.2	9.6	73.3	15.0	47.5
Green Ext Time (p_c), s	0.1	6.1	0.0	1.6	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	111.0
HCM 6th LOS	F

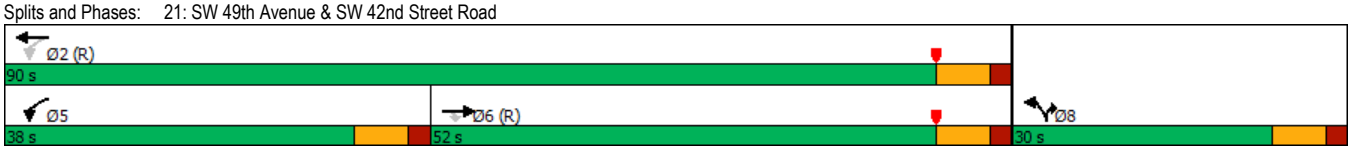
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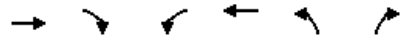
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	225	225	900	135	340
Future Volume (vph)	825	225	225	900	135	340
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	927	253	253	1011	152	382
Shared Lane Traffic (%)						
Lane Group Flow (vph)	927	253	253	1011	152	382
Turn Type	NA	Perm	pm+pt	NA	Prot	Prot
Protected Phases	6		5	2	8	8
Permitted Phases		6	2			
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	10.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	16.8	26.8	24.8	24.8
Total Split (s)	52.0	52.0	38.0	90.0	30.0	30.0
Total Split (%)	43.3%	43.3%	31.7%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
v/c Ratio	0.44	0.24	0.53	0.38	0.66	0.71
Control Delay	15.5	2.5	9.1	5.9	62.4	12.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	2.5	9.1	5.9	62.4	12.2
Queue Length 50th (ft)	185	0	48	120	114	0
Queue Length 95th (ft)	313	41	91	185	172	84
Internal Link Dist (ft)	667			985	554	
Turn Bay Length (ft)			265			270
Base Capacity (vph)	2099	1041	678	2674	342	614
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.24	0.37	0.38	0.44	0.62

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 117.7 (98%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 21: SW 49th Avenue & SW 42nd Street Road





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	825	225	225	900	135	340
Future Volume (veh/h)	825	225	225	900	135	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	927	236	253	1011	152	213
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2110	941	426	2607	272	242
Arrive On Green	0.59	0.59	0.08	0.73	0.15	0.15
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	927	236	253	1011	152	213
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	17.2	8.5	6.1	12.7	9.5	15.8
Cycle Q Clear(g_c), s	17.2	8.5	6.1	12.7	9.5	15.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2110	941	426	2607	272	242
V/C Ratio(X)	0.44	0.25	0.59	0.39	0.56	0.88
Avail Cap(c_a), veh/h	2110	941	741	2607	344	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	11.6	9.8	5.9	47.1	49.7
Incr Delay (d2), s/veh	0.7	0.6	1.3	0.4	1.8	20.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	3.0	2.2	4.1	4.3	7.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.1	12.3	11.1	6.4	48.9	70.2
LnGrp LOS	B	B	B	A	D	E
Approach Vol, veh/h	1163			1264	365	
Approach Delay, s/veh	13.7			7.3	61.3	
Approach LOS	B			A	E	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		94.8			16.8	78.1	25.2
Change Period (Y+Rc), s		6.8			6.8	6.8	6.8
Max Green Setting (Gmax), s		83.2			31.2	45.2	23.2
Max Q Clear Time (g_c+I1), s		14.7			8.1	19.2	17.8
Green Ext Time (p_c), s		8.7			0.7	7.7	0.6

Intersection Summary		
HCM 6th Ctrl Delay		17.0
HCM 6th LOS		B

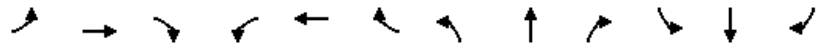
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	200	170	200	200	150	200	190	900	200	200	1050	190
Future Volume (vph)	200	170	200	200	150	200	190	900	200	200	1050	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	185	217	217	163	217	207	978	217	217	1141	207
Shared Lane Traffic (%)												
Lane Group Flow (vph)	217	185	217	217	163	217	207	978	217	217	1141	207
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.8	22.5	22.5	13.8	22.5	22.5	13.8	26.8	26.8	13.8	26.8	26.8
Total Split (s)	19.0	32.0	32.0	19.0	32.0	32.0	18.0	50.0	50.0	19.0	51.0	51.0
Total Split (%)	15.8%	26.7%	26.7%	15.8%	26.7%	26.7%	15.0%	41.7%	41.7%	15.8%	42.5%	42.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
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
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
v/c Ratio	0.61	0.65	0.51	0.65	0.58	0.51	0.81	0.74	0.31	0.74	0.86	0.30
Control Delay	37.2	54.9	10.0	39.0	51.7	10.1	49.3	33.6	8.6	33.4	38.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	54.9	10.0	39.0	51.7	10.1	49.3	33.6	8.6	33.4	38.8	8.1
Queue Length 50th (ft)	120	127	0	120	110	0	90	305	24	74	374	21
Queue Length 95th (ft)	186	201	65	186	179	65	#241	423	84	#193	514	77
Internal Link Dist (ft)		2166			2294			5628			1530	
Turn Bay Length (ft)	240		185	240		185	240		180	240		180
Base Capacity (vph)	362	442	541	345	442	541	256	1442	741	306	1475	751
Starvation Cap Reductn	0	0	0	0	0	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	0.60	0.42	0.40	0.63	0.37	0.40	0.81	0.68	0.29	0.71	0.77	0.28

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 107.1
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: SW 49th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	170	200	200	150	200	190	900	200	200	1050	190
Future Volume (veh/h)	200	170	200	200	150	200	190	900	200	200	1050	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	217	185	174	217	163	174	207	978	195	217	1141	185
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	346	258	219	333	258	219	269	1331	594	306	1345	600
Arrive On Green	0.12	0.14	0.14	0.12	0.14	0.14	0.09	0.37	0.37	0.09	0.38	0.38
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	217	185	174	217	163	174	207	978	195	217	1141	185
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	10.3	9.5	10.7	10.3	8.3	10.7	7.1	23.8	8.8	7.4	29.5	8.2
Cycle Q Clear(g_c), s	10.3	9.5	10.7	10.3	8.3	10.7	7.1	23.8	8.8	7.4	29.5	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	346	258	219	333	258	219	269	1331	594	306	1345	600
V/C Ratio(X)	0.63	0.72	0.80	0.65	0.63	0.80	0.77	0.73	0.33	0.71	0.85	0.31
Avail Cap(c_a), veh/h	346	470	398	333	470	398	305	1530	682	354	1565	698
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	41.4	41.9	31.9	40.8	41.9	22.5	27.1	22.4	21.0	28.6	22.0
Incr Delay (d2), s/veh	3.5	3.7	6.5	4.5	2.5	6.5	10.1	1.6	0.3	5.4	4.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.5	4.4	4.6	3.8	4.4	3.4	9.6	3.1	3.2	12.3	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	45.1	48.3	36.4	43.4	48.3	32.6	28.7	22.7	26.4	32.6	22.2
LnGrp LOS	D	D	D	D	D	D	C	C	C	C	C	C
Approach Vol, veh/h		576			554			1380			1543	
Approach Delay, s/veh		42.4			42.2			28.4			30.5	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	44.4	19.0	20.7	15.9	44.8	19.0	20.7
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	12.2	43.2	12.2	25.2	11.2	44.2	12.2	25.2
Max Q Clear Time (g_c+I1), s	9.4	25.8	12.3	12.7	9.1	31.5	12.3	12.7
Green Ext Time (p_c), s	0.2	6.6	0.0	1.2	0.1	6.5	0.0	1.1

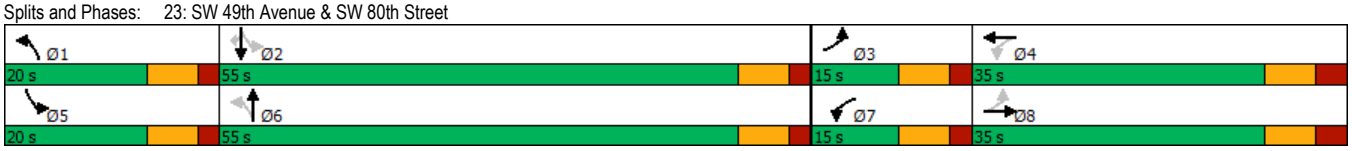
Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	165	10	230	25	5	20	150	600	30	30	810	145
Future Volume (vph)	165	10	230	25	5	20	150	600	30	30	810	145
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)	179	11	250	27	5	22	163	652	33	33	880	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	261	0	27	27	0	163	685	0	33	880	158
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	22.5		13.9	22.5		13.8	26.8		13.8	26.8	26.8
Total Split (s)	15.0	35.0		15.0	35.0		20.0	55.0		20.0	55.0	55.0
Total Split (%)	12.0%	28.0%		12.0%	28.0%		16.0%	44.0%		16.0%	44.0%	44.0%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	3.0		2.1	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	7.8		6.9	7.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min
v/c Ratio	0.64	0.58		0.10	0.11		0.44	0.39		0.07	0.65	0.22
Control Delay	41.4	12.2		28.1	19.9		12.1	15.3		9.1	23.1	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	41.4	12.2		28.1	19.9		12.1	15.3		9.1	23.1	4.1
Queue Length 50th (ft)	75	4		11	2		23	100		4	149	0
Queue Length 95th (ft)	#195	84		35	29		81	214		22	318	38
Internal Link Dist (ft)		1390			1117			834			5628	
Turn Bay Length (ft)	185			185			240			240		185
Base Capacity (vph)	279	745		294	616		456	2304		594	2309	1088
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	0.64	0.35		0.09	0.04		0.36	0.30		0.06	0.38	0.15

Intersection Summary

Cycle Length: 125
Actuated Cycle Length: 78.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: SW 49th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	10	230	25	5	20	150	600	30	30	810	145
Future Volume (veh/h)	165	10	230	25	5	20	150	600	30	30	810	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	11	250	27	5	22	163	652	33	33	880	158
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	13	300	201	41	182	300	1291	65	341	1198	534
Arrive On Green	0.10	0.20	0.20	0.04	0.14	0.14	0.08	0.38	0.38	0.05	0.34	0.34
Sat Flow, veh/h	1781	67	1528	1781	302	1329	1781	3442	174	1781	3554	1585
Grp Volume(v), veh/h	179	0	261	27	0	27	163	336	349	33	880	158
Grp Sat Flow(s),veh/h/ln	1781	0	1595	1781	0	1631	1781	1777	1839	1781	1777	1585
Q Serve(g_s), s	7.0	0.0	12.9	1.0	0.0	1.2	4.8	12.0	12.0	1.0	17.9	6.0
Cycle Q Clear(g_c), s	7.0	0.0	12.9	1.0	0.0	1.2	4.8	12.0	12.0	1.0	17.9	6.0
Prop In Lane	1.00		0.96	1.00		0.81	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	433	0	313	201	0	223	300	666	690	341	1198	534
V/C Ratio(X)	0.41	0.00	0.83	0.13	0.00	0.12	0.54	0.50	0.51	0.10	0.73	0.30
Avail Cap(c_a), veh/h	433	0	528	307	0	540	438	1042	1079	547	2084	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	31.7	28.7	0.0	31.1	18.0	19.8	19.8	16.5	24.0	20.1
Incr Delay (d2), s/veh	0.6	0.0	5.8	0.3	0.0	0.2	1.5	0.6	0.6	0.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	5.3	0.4	0.0	0.5	1.9	4.6	4.7	0.4	7.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.3	0.0	37.5	29.0	0.0	31.4	19.5	20.4	20.4	16.6	24.9	20.4
LnGrp LOS	C	A	D	C	A	C	B	C	C	B	C	C
Approach Vol, veh/h		440			54			848			1071	
Approach Delay, s/veh		33.4			30.2			20.2			24.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	34.5	15.0	19.1	10.5	37.6	10.1	23.9
Change Period (Y+Rc), s	6.8	6.8	6.9	7.8	6.8	6.8	6.9	7.8
Max Green Setting (Gmax), s	13.2	48.2	8.1	27.2	13.2	48.2	8.1	27.2
Max Q Clear Time (g_c+I1), s	6.8	19.9	9.0	3.2	3.0	14.0	3.0	14.9
Green Ext Time (p_c), s	0.2	7.8	0.0	0.1	0.0	4.1	0.0	1.2

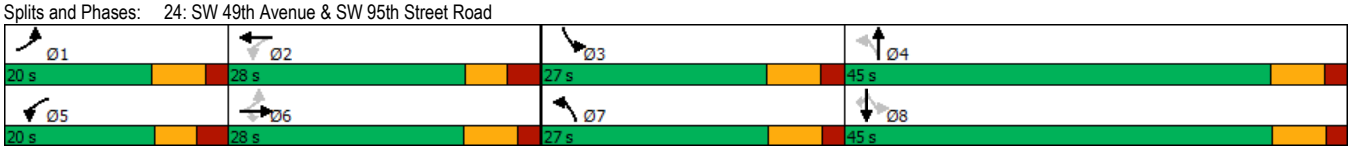
Intersection Summary	
HCM 6th Ctrl Delay	24.5
HCM 6th LOS	C

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	180	170	275	100	150	60	210	560	100	80	750	180
Future Volume (vph)	180	170	275	100	150	60	210	560	100	80	750	180
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	188	177	286	104	156	63	219	583	104	83	781	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	177	286	104	219	0	219	687	0	83	781	188
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	27.1	27.1	13.9	27.1		15.0	28.2		13.9	27.1	27.1
Total Split (s)	20.0	28.0	28.0	20.0	28.0		27.0	45.0		27.0	45.0	45.0
Total Split (%)	16.7%	23.3%	23.3%	16.7%	23.3%		22.5%	37.5%		22.5%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	2.2	2.2	2.9	3.2		2.0	2.2		2.1	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
Total Lost Time (s)	6.9	7.0	7.0	6.6	6.9		6.8	7.0		6.9	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
v/c Ratio	0.44	0.44	0.50	0.26	0.31		0.63	0.53		0.25	0.78	0.33
Control Delay	28.9	42.4	8.3	26.1	32.0		25.2	27.2		16.9	40.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.9	42.4	8.3	26.1	32.0		25.2	27.2		16.9	40.9	7.8
Queue Length 50th (ft)	87	103	0	45	53		83	191		29	254	9
Queue Length 95th (ft)	169	201	77	98	101		147	258		55	349	63
Internal Link Dist (ft)		5200			3554			3071			396	
Turn Bay Length (ft)	300			240			420			185		185
Base Capacity (vph)	451	404	567	471	731		429	1374		534	1316	695
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	0.42	0.44	0.50	0.22	0.30		0.51	0.50		0.16	0.59	0.27

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 104.1
Natural Cycle: 85
Control Type: Actuated-Uncoordinated

Splits and Phases: 24: SW 49th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	170	275	100	150	60	210	560	100	80	750	180
Future Volume (veh/h)	180	170	275	100	150	60	210	560	100	80	750	180
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	177	214	104	156	56	219	583	94	83	781	141
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	448	467	395	370	552	191	320	987	159	318	989	441
Arrive On Green	0.10	0.25	0.25	0.07	0.21	0.21	0.11	0.32	0.32	0.07	0.28	0.28
Sat Flow, veh/h	1781	1870	1585	1781	2590	896	1781	3065	493	1781	3554	1585
Grp Volume(v), veh/h	188	177	214	104	105	107	219	337	340	83	781	141
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1709	1781	1777	1782	1781	1777	1585
Q Serve(g_s), s	7.6	7.4	11.0	4.2	4.7	4.9	8.0	14.9	15.0	3.0	19.1	6.6
Cycle Q Clear(g_c), s	7.6	7.4	11.0	4.2	4.7	4.9	8.0	14.9	15.0	3.0	19.1	6.6
Prop In Lane	1.00		1.00	1.00		0.52	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	448	467	395	370	378	364	320	572	574	318	989	441
V/C Ratio(X)	0.42	0.38	0.54	0.28	0.28	0.29	0.69	0.59	0.59	0.26	0.79	0.32
Avail Cap(c_a), veh/h	513	467	395	501	399	384	505	719	721	582	1446	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	29.2	30.6	25.8	30.9	31.0	22.9	26.6	26.7	21.9	31.4	26.8
Incr Delay (d2), s/veh	0.6	0.5	1.5	0.4	0.4	0.4	2.6	1.0	1.0	0.4	1.9	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.2	4.1	1.7	1.9	2.0	3.3	6.0	6.1	1.2	7.9	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	29.7	32.1	26.2	31.3	31.5	25.5	27.6	27.6	22.3	33.2	27.3
LnGrp LOS	C	C	C	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h		579			316			896			1005	
Approach Delay, s/veh		29.2			29.7			27.1			31.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	27.0	13.1	37.2	13.1	30.4	17.2	33.1
Change Period (Y+Rc), s	6.9	* 7	6.9	* 7	* 6.6	* 7	6.8	* 7
Max Green Setting (Gmax), s	13.1	* 21	20.1	* 38	* 13	* 21	20.2	* 38
Max Q Clear Time (g_c+I1), s	9.6	6.9	5.0	17.0	6.2	13.0	10.0	21.1
Green Ext Time (p_c), s	0.2	0.8	0.1	3.7	0.1	1.0	0.4	5.0

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

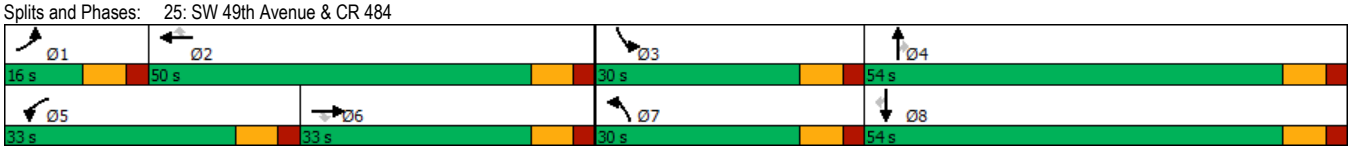
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	550	30	215	820	355	65	495	325	220	380	85
Future Volume (vph)	90	550	30	215	820	355	65	495	325	220	380	85
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	598	33	234	891	386	71	538	353	239	413	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	598	33	234	891	386	71	538	353	239	413	92
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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	20.0	20.0	5.0	20.0	20.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.3	27.3	27.3	12.3	27.3	27.3	12.3	17.3	17.3	12.3	17.3	17.3
Total Split (s)	16.0	33.0	33.0	33.0	50.0	50.0	30.0	54.0	54.0	30.0	54.0	54.0
Total Split (%)	10.7%	22.0%	22.0%	22.0%	33.3%	33.3%	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
v/c Ratio	0.78	0.81	0.07	0.77	0.82	0.51	0.48	0.72	0.58	0.79	0.36	0.14
Control Delay	97.5	58.2	0.3	67.9	47.4	5.9	67.6	51.7	8.4	70.6	35.0	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.5	58.2	0.3	67.9	47.4	5.9	67.6	51.7	8.4	70.6	35.0	0.5
Queue Length 50th (ft)	81	248	0	186	352	0	57	220	2	190	142	0
Queue Length 95th (ft)	#200	#386	0	295	473	76	112	288	85	#348	202	0
Internal Link Dist (ft)		862			752			747			938	
Turn Bay Length (ft)	405		350	405		350	240		185	240		185
Base Capacity (vph)	125	747	485	370	1231	802	327	1346	818	327	1346	720
Starvation Cap Reductn	0	0	0	0	0	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	0.78	0.80	0.07	0.63	0.72	0.48	0.22	0.40	0.43	0.73	0.31	0.13

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 124.2
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 25: SW 49th Avenue & CR 484





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	550	30	215	820	355	65	495	325	220	380	85
Future Volume (veh/h)	90	550	30	215	820	355	65	495	325	220	380	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	598	30	234	891	348	71	538	282	239	413	74
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	781	348	266	1068	477	92	796	355	270	1150	513
Arrive On Green	0.07	0.22	0.22	0.15	0.30	0.30	0.05	0.22	0.22	0.15	0.32	0.32
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	98	598	30	234	891	348	71	538	282	239	413	74
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.2	18.1	1.7	14.7	26.8	22.5	4.5	15.8	19.2	15.0	10.2	3.8
Cycle Q Clear(g_c), s	6.2	18.1	1.7	14.7	26.8	22.5	4.5	15.8	19.2	15.0	10.2	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	122	781	348	266	1068	477	92	796	355	270	1150	513
V/C Ratio(X)	0.80	0.77	0.09	0.88	0.83	0.73	0.77	0.68	0.79	0.88	0.36	0.14
Avail Cap(c_a), veh/h	135	798	356	400	1326	592	353	1451	647	353	1451	647
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	41.9	35.5	47.6	37.3	35.8	53.6	40.6	41.9	47.5	29.6	27.4
Incr Delay (d2), s/veh	26.1	4.4	0.1	13.6	3.9	3.5	12.6	1.0	4.1	18.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	7.9	0.7	7.2	11.4	8.8	2.3	6.8	7.6	7.9	4.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.6	46.3	35.6	61.3	41.2	39.4	66.1	41.6	46.0	66.1	29.8	27.6
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		726			1473			891			726	
Approach Delay, s/veh		50.2			44.0			44.9			41.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	41.7	24.6	32.9	24.4	32.4	13.2	44.3
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	8.7	42.7	22.7	46.7	25.7	25.7	22.7	46.7
Max Q Clear Time (g_c+I1), s	8.2	28.8	17.0	21.2	16.7	20.1	6.5	12.2
Green Ext Time (p_c), s	0.0	5.6	0.3	4.4	0.4	1.7	0.1	2.8

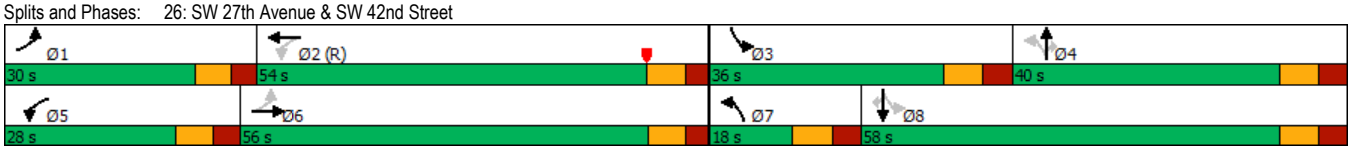
Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	428	1201	219	328	1111	336	124	423	218	580	649	547
Future Volume (vph)	428	1201	219	328	1111	336	124	423	218	580	649	547
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	451	1264	231	345	1169	354	131	445	229	611	683	576
Shared Lane Traffic (%)												
Lane Group Flow (vph)	451	1495	0	345	1523	0	131	445	229	611	683	576
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4		4	8		8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0		6.0	10.0	10.0	6.0	10.0	10.0
Minimum Split (s)	13.4	44.4		13.6	44.5		14.3	18.3	18.3	14.3	18.3	18.3
Total Split (s)	30.0	56.0		28.0	54.0		18.0	40.0	40.0	36.0	58.0	58.0
Total Split (%)	18.8%	35.0%		17.5%	33.8%		11.3%	25.0%	25.0%	22.5%	36.3%	36.3%
Yellow Time (s)	4.4	4.4		4.5	4.5		4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	3.0	3.0		3.1	3.0		3.5	3.5	3.5	3.5	3.5	3.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.4	7.4		7.6	7.5		8.3	8.3	8.3	8.3	8.3	8.3
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	1.52	1.41		1.27	1.51		0.86	0.58	0.44	0.76	1.18	0.82
Control Delay	287.2	230.9		187.2	271.5		82.2	60.3	8.9	39.4	145.6	34.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	287.2	230.9		187.2	271.5		82.2	60.3	8.9	39.4	145.6	34.4
Queue Length 50th (ft)	~609	~1102		~403	~1158		87	223	0	229	~853	291
Queue Length 95th (ft)	#837	#1243		#614	#1298		#218	290	76	283	#1102	470
Internal Link Dist (ft)		1700			2015			1169			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	296	1059		272	1010		153	767	522	846	578	700
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	1.52	1.41		1.27	1.51		0.86	0.58	0.44	0.72	1.18	0.82

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBTL, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	1201	219	328	1111	336	124	423	218	580	649	547
Future Volume (veh/h)	428	1201	219	328	1111	336	124	423	218	580	649	547
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	1264	173	345	1169	308	131	445	163	611	683	381
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1019	139	272	870	227	153	782	349	784	581	492
Arrive On Green	0.14	0.32	0.32	0.13	0.31	0.31	0.06	0.22	0.22	0.15	0.31	0.31
Sat Flow, veh/h	1781	3142	428	1781	2790	726	1781	3554	1585	3456	1870	1585
Grp Volume(v), veh/h	451	712	725	345	739	738	131	445	163	611	683	381
Grp Sat Flow(s),veh/h/ln	1781	1777	1793	1781	1777	1740	1781	1777	1585	1728	1870	1585
Q Serve(g_s), s	22.6	51.9	51.9	20.4	49.9	49.9	9.1	17.9	14.3	21.2	49.7	34.9
Cycle Q Clear(g_c), s	22.6	51.9	51.9	20.4	49.9	49.9	9.1	17.9	14.3	21.2	49.7	34.9
Prop In Lane	1.00		0.24	1.00		0.42	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	576	582	272	554	543	153	782	349	784	581	492
V/C Ratio(X)	1.52	1.23	1.25	1.27	1.33	1.36	0.86	0.57	0.47	0.78	1.18	0.77
Avail Cap(c_a), veh/h	297	576	582	272	554	543	153	782	349	859	581	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09
Uniform Delay (d), s/veh	53.6	54.1	54.1	53.2	55.1	55.1	48.6	55.6	54.3	38.9	55.2	50.0
Incr Delay (d2), s/veh	250.3	120.2	124.9	145.9	162.4	173.5	35.2	1.2	1.4	0.4	80.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	32.6	41.8	43.0	22.0	46.8	47.5	5.5	8.0	5.8	8.9	35.9	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	303.9	174.2	178.9	199.1	217.4	228.6	83.7	56.9	55.6	39.3	136.0	50.8
LnGrp LOS	F	F	F	F	F	F	F	E	E	D	F	D
Approach Vol, veh/h		1888			1822			739			1675	
Approach Delay, s/veh		207.0			218.5			61.4			81.4	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	57.5	32.5	43.5	28.0	59.5	18.0	58.0
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	22.6	46.5	27.7	31.7	20.4	* 49	9.7	49.7
Max Q Clear Time (g_c+I1), s	24.6	51.9	23.2	19.9	22.4	53.9	11.1	51.7
Green Ext Time (p_c), s	0.0	0.0	1.0	3.4	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	158.5
HCM 6th LOS	F

Notes

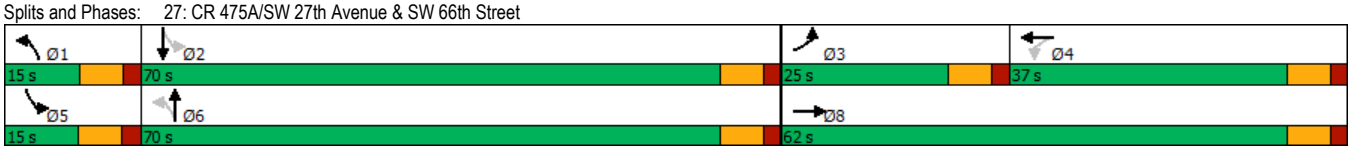
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	260	107	6	199	131	116	351	8	162	559	291
Future Volume (vph)	205	260	107	6	199	131	116	351	8	162	559	291
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
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	230	292	120	7	224	147	130	394	9	182	628	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	0	0	378	0	130	403	0	182	955	0
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases				4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	17.0		6.0	17.0	
Minimum Split (s)	12.8	22.0		22.0	22.0		13.0	23.8		13.0	23.8	
Total Split (s)	25.0	62.0		37.0	37.0		15.0	70.0		15.0	70.0	
Total Split (%)	17.0%	42.2%		25.2%	25.2%		10.2%	47.6%		10.2%	47.6%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.2	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.8	6.8		7.0	6.8	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Min	None		None	None		None	Min		None	Min	
v/c Ratio		8.34			0.73		0.87	0.51		0.46	1.24	
Control Delay		3335.6			54.3		77.4	33.2		23.2	153.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3335.6			54.3		77.4	33.2		23.2	153.5	
Queue Length 50th (ft)		~1208			312		74	277		89	~1122	
Queue Length 95th (ft)		#1435			430		#195	373		133	#1362	
Internal Link Dist (ft)		1849			1734			1468			7887	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)		77			515		149	798		400	772	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		8.34			0.73		0.87	0.51		0.46	1.24	

Intersection Summary

Cycle Length: 147
Actuated Cycle Length: 147
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
~ 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: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	260	107	6	199	131	116	351	8	162	559	291
Future Volume (veh/h)	205	260	107	6	199	131	116	351	8	162	559	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	292	110	7	224	98	130	394	9	182	628	308
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	336	127	34	324	139	156	919	21	536	612	300
Arrive On Green	0.00	0.26	0.26	0.26	0.26	0.26	0.05	0.50	0.50	0.07	0.52	0.52
Sat Flow, veh/h	0	1285	484	14	1239	531	1781	1821	42	1781	1185	581
Grp Volume(v), veh/h	0	0	402	329	0	0	130	0	403	182	0	936
Grp Sat Flow(s),veh/h/ln	0	0	1768	1784	0	0	1781	0	1863	1781	0	1766
Q Serve(g_s), s	0.0	0.0	26.6	0.0	0.0	0.0	4.7	0.0	16.7	6.0	0.0	63.2
Cycle Q Clear(g_c), s	0.0	0.0	26.6	20.5	0.0	0.0	4.7	0.0	16.7	6.0	0.0	63.2
Prop In Lane	0.00		0.27	0.02		0.30	1.00		0.02	1.00		0.33
Lane Grp Cap(c), veh/h	0	0	463	497	0	0	156	0	940	536	0	913
V/C Ratio(X)	0.00	0.00	0.87	0.66	0.00	0.00	0.83	0.00	0.43	0.34	0.00	1.03
Avail Cap(c_a), veh/h	0	0	798	497	0	0	178	0	963	537	0	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	43.1	40.9	0.0	0.0	31.4	0.0	19.1	14.0	0.0	29.5
Incr Delay (d2), s/veh	0.0	0.0	7.2	3.7	0.0	0.0	22.2	0.0	1.1	0.1	0.0	36.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.1	9.2	0.0	0.0	2.8	0.0	7.1	2.3	0.0	33.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	50.3	44.6	0.0	0.0	53.6	0.0	20.3	14.1	0.0	66.0
LnGrp LOS	A	A	D	D	A	A	D	A	C	B	A	F
Approach Vol, veh/h		402			329			533			1118	
Approach Delay, s/veh		50.3			44.6			28.4			57.6	
Approach LOS		D			D			C			E	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	13.5	70.0	0.0	38.8	15.0	68.5		38.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	* 7	6.8		6.8
Max Green Setting (Gmax), s	8.2	63.2	18.2	30.2	* 8	63.2		55.2
Max Q Clear Time (g_c+I1), s	6.7	65.2	0.0	22.5	8.0	18.7		28.6
Green Ext Time (p_c), s	0.0	0.0	0.0	1.4	0.0	6.9		3.4

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H11: Interim Year Future 2025 Background PM Peak Hour Conditions with Improvements

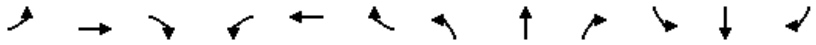
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1356	121	67	1862	514	81	225	26	454	255	103
Future Volume (vph)	78	1356	121	67	1862	514	81	225	26	454	255	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	85	1474	132	73	2024	559	88	245	28	493	277	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1606	0	73	2024	559	88	273	0	493	389	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2	27.2	15.5	14.3		14.7	14.3	
Total Split (s)	18.0	84.0		16.0	82.0	82.0	32.0	26.0		34.0	28.0	
Total Split (%)	11.3%	52.5%		10.0%	51.3%	51.3%	20.0%	16.3%		21.3%	17.5%	
Yellow Time (s)	5.3	5.3		5.2	5.2	5.2	5.0	5.0		4.1	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0	2.0	3.5	2.3		3.6	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2	7.2	8.5	7.3		7.7	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.75	0.66		0.75	0.82	0.59	0.60	0.74		0.92	0.64	
Control Delay	108.9	33.2		101.0	27.4	8.6	86.9	80.4		90.0	61.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	108.9	33.2		101.0	27.4	8.6	86.9	80.4		90.0	61.7	
Queue Length 50th (ft)	89	466		80	338	72	91	144		264	184	
Queue Length 95th (ft)	#189	520		m#97	m341	m68	149	196		#365	251	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620			375			370		
Base Capacity (vph)	115	2424		97	2461	948	259	412		542	605	
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	0.74	0.66		0.75	0.82	0.59	0.34	0.66		0.91	0.64	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
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: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1356	121	67	1862	514	81	225	26	454	255	103
Future Volume (veh/h)	78	1356	121	67	1862	514	81	225	26	454	255	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	85	1474	118	73	2024	501	88	245	15	493	277	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	106	2448	196	85	2555	793	109	297	18	533	509	109
Arrive On Green	0.06	0.51	0.51	0.05	0.50	0.50	0.06	0.09	0.09	0.16	0.18	0.18
Sat Flow, veh/h	1781	4819	386	1795	5147	1598	1781	3403	207	3346	2822	602
Grp Volume(v), veh/h	85	1041	551	73	2024	501	88	127	133	493	167	170
Grp Sat Flow(s),veh/h/ln	1781	1702	1801	1795	1716	1598	1781	1777	1833	1673	1721	1703
Q Serve(g_s), s	7.5	34.7	34.7	6.5	52.2	36.8	7.8	11.3	11.4	23.2	14.1	14.5
Cycle Q Clear(g_c), s	7.5	34.7	34.7	6.5	52.2	36.8	7.8	11.3	11.4	23.2	14.1	14.5
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.11	1.00		0.35
Lane Grp Cap(c), veh/h	106	1729	915	85	2555	793	109	155	160	533	311	307
V/C Ratio(X)	0.80	0.60	0.60	0.86	0.79	0.63	0.81	0.82	0.83	0.93	0.54	0.55
Avail Cap(c_a), veh/h	108	1729	915	85	2555	793	262	208	214	550	311	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.15	0.15	0.15	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.3	27.9	27.9	75.7	33.4	29.6	74.2	71.8	71.9	66.3	59.5	59.7
Incr Delay (d2), s/veh	33.1	1.6	2.9	12.3	0.4	0.6	13.3	17.3	18.0	21.4	1.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	13.9	15.1	3.2	20.8	13.9	3.9	5.8	6.1	11.5	6.3	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.3	29.5	30.8	87.9	33.8	30.1	87.5	89.1	89.8	87.7	61.4	61.8
LnGrp LOS	F	C	C	F	C	C	F	F	F	F	E	E
Approach Vol, veh/h		1677			2598			348			830	
Approach Delay, s/veh		33.9			34.6			89.0			77.1	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	89.6	18.2	36.2	17.8	87.7	33.2	21.3
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	7.7	* 7.3
Max Green Setting (Gmax), s	* 7.6	75.7	23.5	* 21	9.7	* 75	26.3	* 19
Max Q Clear Time (g_c+I1), s	8.5	36.7	9.8	16.5	9.5	54.2	25.2	13.4
Green Ext Time (p_c), s	0.0	13.4	0.1	0.7	0.0	15.5	0.2	0.6

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	223	1254	76	653	1643	246	171	261	423	277	416	359
Future Volume (vph)	223	1254	76	653	1643	246	171	261	423	277	416	359
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	232	1306	79	680	1711	256	178	272	441	289	433	374
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1385	0	680	1967	0	178	272	441	289	433	374
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	25.0	49.0		43.0	67.0		35.0	33.0	43.0	35.0	33.0	33.0
Total Split (%)	15.6%	30.6%		26.9%	41.9%		21.9%	20.6%	26.9%	21.9%	20.6%	20.6%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.80	1.05		0.96	1.04		0.76	0.94	0.63	0.96	0.63	0.73
Control Delay	113.1	80.4		65.4	80.5		87.4	105.1	34.7	108.1	64.5	28.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	113.1	80.4		65.4	80.5		87.4	105.1	34.7	108.1	64.5	28.9
Queue Length 50th (ft)	132	~580		375	~830		182	285	299	304	221	122
Queue Length 95th (ft)	m#173	#679		#502	#906		261	#462	426	#498	296	#288
Internal Link Dist (ft)		12493			1894			2275			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	296	1324		708	1894		303	295	697	300	691	512
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	0.78	1.05		0.96	1.04		0.59	0.92	0.63	0.96	0.63	0.73

Intersection Summary

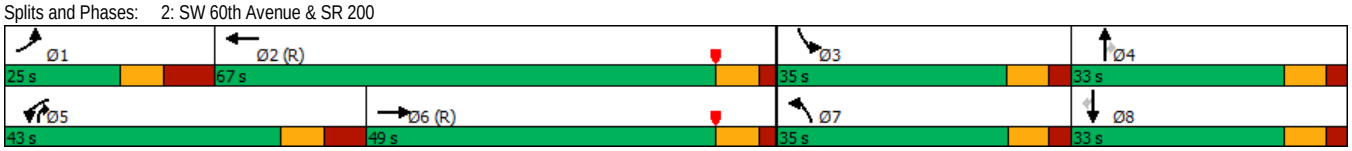
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 82 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

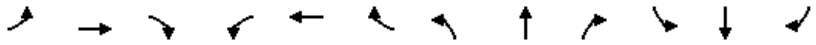
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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: 2: SW 60th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	223	1254	76	653	1643	246	171	261	423	277	416	359
Future Volume (veh/h)	223	1254	76	653	1643	246	171	261	423	277	416	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	232	1306	0	680	1711	0	178	272	375	289	433	183
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	1328		711	1937		201	297	578	303	772	344
Arrive On Green	0.08	0.26	0.00	0.21	0.38	0.00	0.11	0.16	0.16	0.17	0.22	0.22
Sat Flow, veh/h	3456	5274	0	3456	5274	0	1781	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	232	1306	0	680	1711	0	178	272	375	289	433	183
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	0	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	10.6	40.7	0.0	31.1	50.0	0.0	15.8	22.9	25.4	25.7	17.4	16.3
Cycle Q Clear(g_c), s	10.6	40.7	0.0	31.1	50.0	0.0	15.8	22.9	25.4	25.7	17.4	16.3
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	1328		711	1937		201	297	578	303	772	344
V/C Ratio(X)	0.85	0.98		0.96	0.88		0.89	0.92	0.65	0.95	0.56	0.53
Avail Cap(c_a), veh/h	298	1328		711	1937		305	297	578	303	772	344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.00	0.45	0.45	0.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.7	58.9	0.0	62.8	46.3	0.0	70.0	66.3	42.3	65.8	55.8	55.4
Incr Delay (d2), s/veh	12.4	16.0	0.0	13.8	3.0	0.0	16.0	28.5	2.2	39.5	0.9	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	19.0	0.0	14.7	20.9	0.0	8.0	13.1	12.5	14.8	7.8	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	85.1	74.8	0.0	76.7	49.3	0.0	85.9	94.7	44.6	105.3	56.8	57.0
LnGrp LOS	F	E		E	D		F	F	D	F	E	E
Approach Vol, veh/h		1538	A		2391	A		825			905	
Approach Delay, s/veh		76.4			57.1			70.0			72.3	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.9	68.1	35.0	33.0	43.0	49.0	25.7	42.3
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	13.8	* 60	* 27	25.4	* 33	* 42	* 27	25.4
Max Q Clear Time (g_c+I1), s	12.6	52.0	27.7	27.4	33.1	42.7	17.8	19.4
Green Ext Time (p_c), s	0.1	5.6	0.0	0.0	0.0	0.0	0.3	1.7

Intersection Summary		
HCM 6th Ctrl Delay		66.7
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

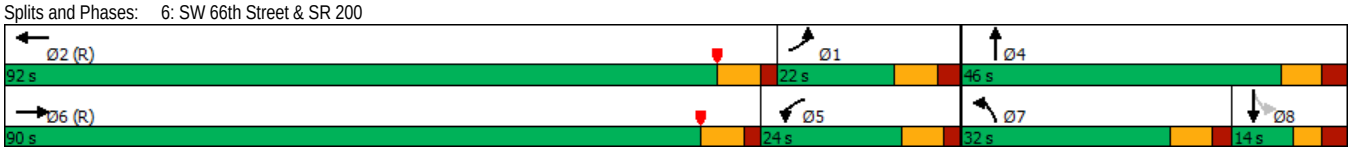
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

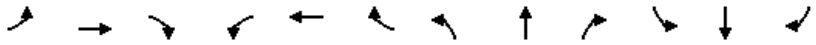
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1855	408	282	2060	48	420	16	172	17	23	2
Future Volume (vph)	106	1855	408	282	2060	48	420	16	172	17	23	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	114	1995	439	303	2215	52	452	17	185	18	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	2434	0	303	2267	0	452	202	0	0	45	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	22.0	90.0		24.0	92.0		32.0	46.0		14.0	14.0	
Total Split (%)	13.8%	56.3%		15.0%	57.5%		20.0%	28.8%		8.8%	8.8%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.70	0.90		0.86	0.82		0.88	0.43			0.67	
Control Delay	85.7	31.1		93.7	33.4		85.9	15.1			114.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	85.7	31.1		93.7	33.4		85.9	15.1			114.8	
Queue Length 50th (ft)	121	928		163	720		241	34			46	
Queue Length 95th (ft)	m145	m935		#241	784		#325	110			#115	
Internal Link Dist (ft)		1894			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	163	2704		358	2780		529	504			68	
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	0.70	0.90		0.85	0.82		0.85	0.40			0.66	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: SW 66th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1855	408	282	2060	48	420	16	172	17	23	2
Future Volume (veh/h)	106	1855	408	282	2060	48	420	16	172	17	23	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	1995	425	303	2215	49	452	17	129	18	25	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	240	2158	446	412	2536	56	497	43	323	53	38	0
Arrive On Green	0.18	0.68	0.68	0.12	0.49	0.49	0.14	0.23	0.23	0.04	0.04	0.00
Sat Flow, veh/h	1781	4240	877	3456	5141	113	3456	188	1426	557	1032	0
Grp Volume(v), veh/h	114	1590	830	303	1465	799	452	0	146	43	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1713	1728	1702	1850	1728	0	1614	1589	0	0
Q Serve(g_s), s	9.2	63.7	70.5	13.5	61.3	61.6	20.6	0.0	12.3	3.4	0.0	0.0
Cycle Q Clear(g_c), s	9.2	63.7	70.5	13.5	61.3	61.6	20.6	0.0	12.3	4.2	0.0	0.0
Prop In Lane	1.00		0.51	1.00		0.06	1.00		0.88	0.42		0.00
Lane Grp Cap(c), veh/h	240	1733	872	412	1679	913	497	0	366	91	0	0
V/C Ratio(X)	0.47	0.92	0.95	0.73	0.87	0.88	0.91	0.00	0.40	0.47	0.00	0.00
Avail Cap(c_a), veh/h	240	1764	887	412	1806	982	533	0	383	105	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.21	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.5	23.0	24.1	68.0	36.0	36.1	67.5	0.0	52.6	76.1	0.0	0.0
Incr Delay (d2), s/veh	0.3	2.3	6.6	6.7	6.6	11.5	19.0	0.0	0.7	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	20.1	23.4	6.3	25.6	29.3	10.3	0.0	5.0	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	25.3	30.7	74.7	42.6	47.6	86.5	0.0	53.3	79.9	0.0	0.0
LnGrp LOS	E	C	C	E	D	D	F	A	D	E	A	A
Approach Vol, veh/h		2534			2567			598			43	
Approach Delay, s/veh		28.6			48.0			78.4			79.9	
Approach LOS		C			D			E			E	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.7	86.0		44.3	27.2	88.5	30.3	14.0
Change Period (Y+Rc), s	8.1	* 7.1		* 8	8.1	* 7.1	* 7.3	* 8
Max Green Setting (Gmax), s	13.9	* 85		* 38	16.7	* 83	* 25	* 7.4
Max Q Clear Time (g_c+I1), s	11.2	63.6		14.3	15.5	72.5	22.6	6.2
Green Ext Time (p_c), s	0.1	15.3		0.7	0.1	8.9	0.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay		42.8
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

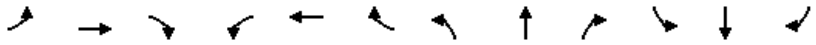
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1656	511	307	2024	11	970	25	144	38	26	3
Future Volume (vph)	56	1656	511	307	2024	11	970	25	144	38	26	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	62	1820	562	337	2224	12	1066	27	158	42	29	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	1820	562	337	2236	0	1066	185	0	42	29	3
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	16.0	73.0	73.0	31.0	88.0		50.0	45.0		21.0	16.0	16.0
Total Split (%)	9.4%	42.9%	42.9%	18.2%	51.8%		29.4%	26.5%		12.4%	9.4%	9.4%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.79	0.86	0.57	0.81	0.90		0.90	0.37		0.44	0.37	0.01
Control Delay	133.2	51.3	5.0	112.5	20.5		74.0	13.4		91.1	92.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	133.2	51.3	5.0	112.5	20.5		74.0	13.4		91.1	92.4	0.0
Queue Length 50th (ft)	70	712	0	204	210		408	24		46	32	0
Queue Length 95th (ft)	#167	786	85	m238	480		467	97		91	71	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	78	2119	987	456	2497		1221	498		122	80	312
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	0.79	0.86	0.57	0.74	0.90		0.87	0.37		0.34	0.36	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 27 (16%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1656	511	307	2024	11	970	25	144	38	26	3
Future Volume (veh/h)	56	1656	511	307	2024	11	970	25	144	38	26	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	62	1820	342	337	2224	11	1066	27	56	42	29	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	75	2140	664	382	2543	13	1157	127	263	61	75	63
Arrive On Green	0.04	0.42	0.42	0.11	0.48	0.48	0.23	0.23	0.23	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	3456	5244	26	5023	543	1125	1725	1811	1535
Grp Volume(v), veh/h	62	1820	342	337	1443	792	1066	0	83	42	29	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1866	1674	0	1668	1725	1811	1535
Q Serve(g_s), s	5.9	54.7	27.2	16.3	64.5	64.5	35.2	0.0	6.8	4.1	2.7	0.2
Cycle Q Clear(g_c), s	5.9	54.7	27.2	16.3	64.5	64.5	35.2	0.0	6.8	4.1	2.7	0.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	75	2140	664	382	1651	905	1157	0	390	61	75	63
V/C Ratio(X)	0.82	0.85	0.51	0.88	0.87	0.87	0.92	0.00	0.21	0.69	0.39	0.03
Avail Cap(c_a), veh/h	75	2140	664	459	1651	905	1229	0	390	124	80	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	44.6	36.6	74.5	39.1	39.2	63.9	0.0	52.5	81.0	79.4	78.3
Incr Delay (d2), s/veh	49.2	3.5	0.7	15.8	6.8	11.5	11.0	0.0	0.4	12.7	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	23.0	10.8	8.0	27.3	31.2	16.3	0.0	2.9	2.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.9	48.1	37.3	90.3	45.9	50.7	74.9	0.0	52.9	93.8	84.1	78.5
LnGrp LOS	F	D	D	F	D	D	E	A	D	F	F	E
Approach Vol, veh/h		2224			2572			1149			73	
Approach Delay, s/veh		48.7			53.2			73.3			89.5	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	90.9	14.8	48.2	27.2	79.7	47.6	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	7.2	79.5	12.2	* 38	* 23	64.5	* 42	7.5
Max Q Clear Time (g_c+I1), s	7.9	66.5	6.1	8.8	18.3	56.7	37.2	4.7
Green Ext Time (p_c), s	0.0	10.2	0.0	0.6	0.5	6.3	1.9	0.0

Intersection Summary		
HCM 6th Ctrl Delay		55.8
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

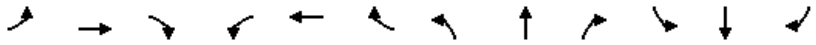
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	287	1829	62	145	2064	400	65	57	76	389	66	194
Future Volume (vph)	287	1829	62	145	2064	400	65	57	76	389	66	194
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	305	1946	66	154	2196	426	69	61	81	414	70	206
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	2012	0	154	2196	426	69	142	0	414	276	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0	28.0	13.3	13.7		13.7	13.7	
Total Split (s)	29.0	89.0		29.0	89.0	89.0	17.0	21.0		31.0	35.0	
Total Split (%)	17.1%	52.4%		17.1%	52.4%	52.4%	10.0%	12.4%		18.2%	20.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.8	3.8		3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0	8.0	6.3	6.7		6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.79	0.80		0.80	0.87	0.47	0.67	0.86		0.88	0.75	
Control Delay	82.4	37.5		105.7	22.7	5.4	107.4	99.5		91.5	62.8	
Queue Delay	0.0	0.0		0.0	1.2	0.0	0.0	0.0		0.0	0.0	
Total Delay	82.4	37.5		105.7	23.9	5.4	107.4	99.5		91.5	62.8	
Queue Length 50th (ft)	183	439		168	398	45	76	125		235	219	
Queue Length 95th (ft)	m219	502		m#250	624	84	#146	#252		#315	331	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	424	2529		218	2521	903	111	172		490	375	
Starvation Cap Reductn	0	0		0	149	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	0.72	0.80		0.71	0.93	0.47	0.62	0.83		0.84	0.74	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	1829	62	145	2064	400	65	57	76	389	66	194
Future Volume (veh/h)	287	1829	62	145	2064	400	65	57	76	389	66	194
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	305	1946	64	154	2196	405	69	61	60	414	70	122
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	2618	86	174	2616	812	86	71	69	456	107	186
Arrive On Green	0.10	0.52	0.52	0.10	0.51	0.51	0.05	0.08	0.08	0.13	0.17	0.17
Sat Flow, veh/h	3456	5078	167	1781	5106	1585	1781	866	851	3456	636	1109
Grp Volume(v), veh/h	305	1304	706	154	2196	405	69	0	121	414	0	192
Grp Sat Flow(s),veh/h/ln	1728	1702	1840	1781	1702	1585	1781	0	1717	1728	0	1746
Q Serve(g_s), s	14.8	51.1	51.3	14.5	62.6	28.5	6.5	0.0	11.8	20.1	0.0	17.5
Cycle Q Clear(g_c), s	14.8	51.1	51.3	14.5	62.6	28.5	6.5	0.0	11.8	20.1	0.0	17.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.50	1.00		0.64
Lane Grp Cap(c), veh/h	350	1755	949	174	2616	812	86	0	140	456	0	293
V/C Ratio(X)	0.87	0.74	0.74	0.88	0.84	0.50	0.80	0.00	0.86	0.91	0.00	0.66
Avail Cap(c_a), veh/h	427	1755	949	220	2616	812	112	0	144	494	0	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	75.3	32.3	32.4	75.7	35.5	27.2	80.1	0.0	77.1	72.7	0.0	66.2
Incr Delay (d2), s/veh	15.3	1.7	3.2	27.2	3.4	2.2	26.0	0.0	37.7	19.6	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	20.8	23.0	7.9	25.9	11.3	3.6	0.0	6.7	10.1	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.7	34.1	35.6	102.9	38.9	29.3	106.1	0.0	114.9	92.3	0.0	71.4
LnGrp LOS	F	C	D	F	D	C	F	A	F	F	A	E
Approach Vol, veh/h		2315			2755			190			606	
Approach Delay, s/veh		42.0			41.1			111.7			85.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.2	95.1	29.1	20.6	24.6	95.6	14.5	35.2
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	21.0	81.0	* 24	* 14	21.0	81.0	* 11	* 28
Max Q Clear Time (g_c+I1), s	16.8	64.6	22.1	13.8	16.5	53.3	8.5	19.5
Green Ext Time (p_c), s	0.4	13.6	0.4	0.0	0.1	16.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1670	355	398	1867	0	0	0	0	410	0	534
Future Volume (vph)	0	1670	355	398	1867	0	0	0	0	410	0	534
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)	0	1920	408	457	2146	0	0	0	0	471	0	614
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1920	408	457	2146	0	0	0	0	471	0	614
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	40.0	113.0					57.0		57.0
Total Split (%)		42.9%	42.9%	23.5%	66.5%					33.5%		33.5%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.70	0.49	0.81	0.65					0.51		0.83
Control Delay		25.2	7.5	60.2	18.7					54.5		68.4
Queue Delay		47.8	0.0	0.0	4.8					0.1		0.0
Total Delay		72.9	7.5	60.2	23.5					54.6		68.4
Queue Length 50th (ft)		393	143	227	745					229		364
Queue Length 95th (ft)		569	m194	270	824					266		415
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		2745	834	628	3278					1027		834
Starvation Cap Reductn		0	0	0	1055					0		0
Spillback Cap Reductn		1018	0	0	61					69		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.11	0.49	0.73	0.97					0.49		0.74

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

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

Splits and Phases: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1670	355	398	1867	0	0	0	0	410	0	534
Future Volume (veh/h)	0	1670	355	398	1867	0	0	0	0	410	0	534
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1920	0	457	2146	0				471	0	614
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2293		518	2852	0				880	0	710
Arrive On Green	0.00	0.36	0.00	0.15	0.56	0.00				0.25	0.00	0.25
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	1920	0	457	2146	0				471	0	614
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	46.5	0.0	22.0	54.4	0.0				20.0	0.0	35.8
Cycle Q Clear(g_c), s	0.0	46.5	0.0	22.0	54.4	0.0				20.0	0.0	35.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2293		518	2852	0				880	0	710
V/C Ratio(X)	0.00	0.84		0.88	0.75	0.00				0.54	0.00	0.86
Avail Cap(c_a), veh/h	0	2426		632	3127	0				1035	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.63	0.63	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.2	0.0	70.8	28.6	0.0				54.7	0.0	60.5
Incr Delay (d2), s/veh	0.0	3.8	0.0	8.7	0.6	0.0				0.7	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.0	0.0	10.3	21.5	0.0				8.9	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.0	0.0	79.6	29.2	0.0				55.4	0.0	69.5
LnGrp LOS	A	D		E	C	A				E	A	E
Approach Vol, veh/h		1920	A		2603						1085	
Approach Delay, s/veh		54.0			38.1						63.4	
Approach LOS		D			D						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		103.8			34.4	69.5		49.4				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1E2			* 31	* 64		50.9				
Max Q Clear Time (g_c+I1), s		56.4			24.0	48.5		37.8				
Green Ext Time (p_c), s		30.6			1.4	12.0		5.5				

Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

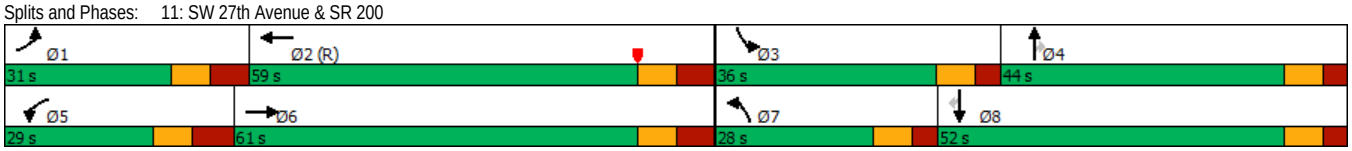
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

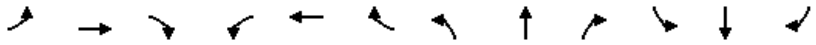
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	243	1293	159	172	1637	39	326	677	121	94	748	199
Future Volume (vph)	243	1293	159	172	1637	39	326	677	121	94	748	199
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	251	1333	164	177	1688	40	336	698	125	97	771	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	251	1497	0	177	1728	0	336	698	125	97	771	205
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9		17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	31.0	61.0		29.0	59.0		28.0	44.0	44.0	36.0	52.0	52.0
Total Split (%)	18.2%	35.9%		17.1%	34.7%		16.5%	25.9%	25.9%	21.2%	30.6%	30.6%
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0		5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9		10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.71	0.94		0.89	1.04		0.87	0.73	0.23	0.64	0.89	0.40
Control Delay	99.2	49.7		113.5	87.8		95.5	61.4	3.2	92.9	75.3	14.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	49.7		113.5	87.8		95.5	61.4	3.2	92.9	75.3	14.9
Queue Length 50th (ft)	149	426		198	~798		192	365	0	107	433	37
Queue Length 95th (ft)	200	#701		#351	#937		#271	461	23	170	516	114
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	426	1585		201	1657		399	960	547	289	911	528
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	0.59	0.94		0.88	1.04		0.84	0.73	0.23	0.34	0.85	0.39

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
~ 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: 11: SW 27th Avenue & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	1293	159	172	1637	39	326	677	121	94	748	199
Future Volume (veh/h)	243	1293	159	172	1637	39	326	677	121	94	748	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	251	1333	0	177	1688	0	336	698	70	97	771	140
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	297	1676		196	1807		376	999	446	117	847	378
Arrive On Green	0.09	0.33	0.00	0.11	0.35	0.00	0.11	0.28	0.28	0.07	0.24	0.24
Sat Flow, veh/h	3456	5274	0	1781	5274	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	251	1333	0	177	1688	0	336	698	70	97	771	140
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1702	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.2	40.3	0.0	16.7	54.2	0.0	16.3	29.9	5.6	9.1	35.9	12.5
Cycle Q Clear(g_c), s	12.2	40.3	0.0	16.7	54.2	0.0	16.3	29.9	5.6	9.1	35.9	12.5
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	1676		196	1807		376	999	446	117	847	378
V/C Ratio(X)	0.84	0.80		0.90	0.93		0.89	0.70	0.16	0.83	0.91	0.37
Avail Cap(c_a), veh/h	429	1676		197	1807		402	999	446	291	916	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.6	51.9	0.0	74.8	53.0	0.0	74.8	54.7	45.9	78.4	63.0	54.1
Incr Delay (d2), s/veh	10.1	2.8	0.0	38.4	10.4	0.0	10.5	0.9	0.1	13.4	12.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	17.4	0.0	9.6	24.4	0.0	7.7	13.3	2.2	4.6	17.4	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.6	54.7	0.0	113.2	63.4	0.0	85.2	55.6	46.0	91.8	75.4	54.7
LnGrp LOS	F	D		F	E		F	E	D	F	E	D
Approach Vol, veh/h		1584	A		1865	A		1104			1008	
Approach Delay, s/veh		59.7			68.2			64.0			74.1	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	70.1	19.4	56.0	28.9	65.7	26.7	48.7
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 21	* 49	* 28	* 36	* 19	* 51	* 20	* 44
Max Q Clear Time (g_c+I1), s	14.2	56.2	11.1	31.9	18.7	42.3	18.3	37.9
Green Ext Time (p_c), s	0.5	0.0	0.2	1.7	0.0	5.3	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	66.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

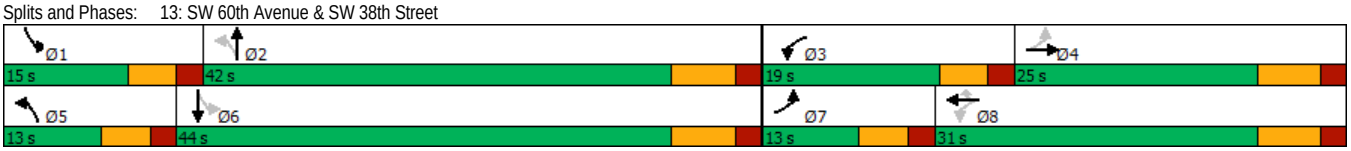
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

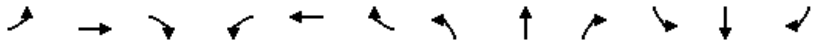
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	220	145	58	314	92	166	640	88	106	910	325
Future Volume (vph)	184	220	145	58	314	92	166	640	88	106	910	325
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	198	237	156	62	338	99	178	688	95	114	978	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	393	0	62	338	99	178	783	0	114	1327	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	7.0	25.0		7.0	25.0	
Minimum Split (s)	10.7	16.8		10.7	16.8	16.8	12.7	31.8		12.7	31.8	
Total Split (s)	13.0	25.0		19.0	31.0	31.0	13.0	42.0		15.0	44.0	
Total Split (%)	12.9%	24.8%		18.8%	30.7%	30.7%	12.9%	41.6%		14.9%	43.6%	
Yellow Time (s)	3.7	4.8		3.7	4.8	4.8	3.7	4.8		3.7	4.8	
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	
Total Lost Time (s)	5.7	6.8		5.7	6.8	6.8	5.7	6.8		5.7	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.78	0.89		0.27	0.84	0.21	0.88	0.63		0.36	1.01	
Control Delay	47.6	59.0		23.7	56.4	1.7	60.1	28.5		16.2	56.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.6	59.0		23.7	56.4	1.7	60.1	28.5		16.2	56.7	
Queue Length 50th (ft)	88	231		25	204	0	63	216		37	~472	
Queue Length 95th (ft)	#161	#437		53	#334	6	#194	284		67	#609	
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	254	441		322	448	505	203	1248		333	1320	
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	0.78	0.89		0.19	0.75	0.20	0.88	0.63		0.34	1.01	

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 98.6
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	220	145	58	314	92	166	640	88	106	910	325
Future Volume (veh/h)	184	220	145	58	314	92	166	640	88	106	910	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	198	237	112	62	338	74	178	688	82	114	978	296
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	238	290	137	204	383	325	217	1214	145	348	1029	310
Arrive On Green	0.08	0.24	0.24	0.04	0.21	0.21	0.08	0.39	0.39	0.07	0.38	0.38
Sat Flow, veh/h	1781	1201	567	1753	1841	1560	1739	3122	372	1781	2691	810
Grp Volume(v), veh/h	198	0	349	62	338	74	178	382	388	114	644	630
Grp Sat Flow(s),veh/h/ln	1781	0	1768	1753	1841	1560	1739	1735	1759	1781	1777	1724
Q Serve(g_s), s	7.3	0.0	18.0	2.7	17.2	3.8	6.0	16.7	16.7	3.6	34.0	34.4
Cycle Q Clear(g_c), s	7.3	0.0	18.0	2.7	17.2	3.8	6.0	16.7	16.7	3.6	34.0	34.4
Prop In Lane	1.00		0.32	1.00		1.00	1.00		0.21	1.00		0.47
Lane Grp Cap(c), veh/h	238	0	427	204	383	325	217	674	684	348	679	659
V/C Ratio(X)	0.83	0.00	0.82	0.30	0.88	0.23	0.82	0.57	0.57	0.33	0.95	0.96
Avail Cap(c_a), veh/h	238	0	427	372	461	390	217	674	684	397	683	663
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.0	0.0	34.6	29.4	37.1	31.8	22.8	23.2	23.2	17.2	28.9	29.1
Incr Delay (d2), s/veh	21.4	0.0	11.7	0.8	15.8	0.4	21.4	1.1	1.1	0.5	22.5	24.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	8.7	1.1	9.0	1.4	3.5	6.5	6.6	1.4	17.4	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.3	0.0	46.3	30.2	52.9	32.2	44.2	24.3	24.3	17.7	51.4	53.4
LnGrp LOS	D	A	D	C	D	C	D	C	C	B	D	D
Approach Vol, veh/h		547			474			948			1388	
Approach Delay, s/veh		48.9			46.7			28.0			49.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	44.4	9.8	30.2	13.0	43.8	13.0	26.9
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 9.3	35.2	* 13	18.2	* 7.3	37.2	* 7.3	24.2
Max Q Clear Time (g_c+I1), s	5.6	18.7	4.7	20.0	8.0	36.4	9.3	19.2
Green Ext Time (p_c), s	0.1	4.0	0.1	0.0	0.0	0.6	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

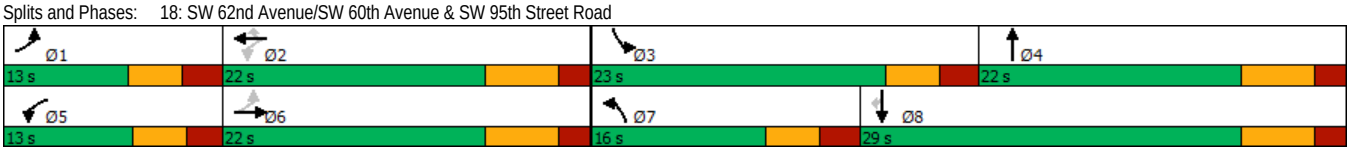
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

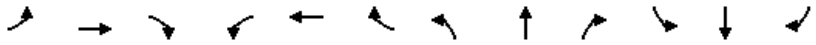
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	231	52	27	244	415	26	286	19	636	509	64
Future Volume (vph)	57	231	52	27	244	415	26	286	19	636	509	64
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	59	238	54	28	252	428	27	295	20	656	525	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	292	0	28	252	428	27	315	0	656	525	66
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2						8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	13.0	22.0		13.0	22.0	22.0	16.0	22.0		23.0	29.0	29.0
Total Split (%)	16.3%	27.5%		16.3%	27.5%	27.5%	20.0%	27.5%		28.8%	36.3%	36.3%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.17	0.35		0.08	0.34	0.64	0.15	0.79		0.84	0.63	0.08
Control Delay	18.4	23.2		17.1	27.8	8.2	34.7	45.2		39.5	24.5	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.4	23.2		17.1	27.8	8.2	34.7	45.2		39.5	24.5	0.2
Queue Length 50th (ft)	19	47		9	57	0	13	150		161	175	0
Queue Length 95th (ft)	44	97		25	92	76	36	#294		#255	#438	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	355	843		374	768	678	254	403		830	839	821
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	0.17	0.35		0.07	0.33	0.63	0.11	0.78		0.79	0.63	0.08

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 73.2
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	231	52	27	244	415	26	286	19	636	509	64
Future Volume (veh/h)	57	231	52	27	244	415	26	286	19	636	509	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	238	34	28	252	214	27	295	15	656	525	56
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	694	98	349	712	317	72	353	18	750	703	596
Arrive On Green	0.07	0.23	0.23	0.04	0.20	0.20	0.04	0.20	0.20	0.22	0.38	0.38
Sat Flow, veh/h	1725	3028	427	1781	3554	1585	1781	1764	90	3456	1870	1585
Grp Volume(v), veh/h	59	134	138	28	252	214	27	0	310	656	525	56
Grp Sat Flow(s),veh/h/ln	1725	1721	1734	1781	1777	1585	1781	0	1854	1728	1870	1585
Q Serve(g_s), s	1.9	4.9	5.0	0.9	4.6	9.4	1.1	0.0	12.0	13.7	18.2	1.7
Cycle Q Clear(g_c), s	1.9	4.9	5.0	0.9	4.6	9.4	1.1	0.0	12.0	13.7	18.2	1.7
Prop In Lane	1.00		0.25	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	335	394	397	349	712	317	72	0	371	750	703	596
V/C Ratio(X)	0.18	0.34	0.35	0.08	0.35	0.67	0.38	0.00	0.83	0.87	0.75	0.09
Avail Cap(c_a), veh/h	391	394	397	459	745	332	247	0	389	807	703	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	24.1	24.2	21.9	25.8	27.7	35.0	0.0	28.8	28.3	20.3	15.1
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.1	0.3	5.0	3.3	0.0	14.1	10.0	4.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.9	1.9	0.4	1.8	3.7	0.5	0.0	6.3	6.2	7.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.3	24.6	24.7	22.0	26.1	32.7	38.3	0.0	42.8	38.4	24.7	15.2
LnGrp LOS	C	C	C	C	C	C	D	A	D	D	C	B
Approach Vol, veh/h		331			494			337			1237	
Approach Delay, s/veh		24.1			28.7			42.5			31.5	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	21.3	21.8	21.3	8.4	23.5	8.6	34.4
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 7.4	15.7	17.5	15.7	* 7.7	15.7	* 10	22.7
Max Q Clear Time (g_c+I1), s	3.9	11.4	15.7	14.0	2.9	7.0	3.1	20.2
Green Ext Time (p_c), s	0.0	0.9	0.5	0.3	0.0	0.8	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

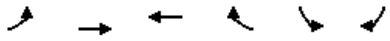
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	167	1369	1263	60	135	197
Future Volume (vph)	167	1369	1263	60	135	197
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	1488	1373	65	147	214
Shared Lane Traffic (%)						
Lane Group Flow (vph)	182	1488	1438	0	361	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Detector Phase	1	6	2		8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	22.5	22.5		22.5	
Total Split (s)	17.0	58.0	41.0		32.0	
Total Split (%)	18.9%	64.4%	45.6%		35.6%	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	
v/c Ratio	0.60	0.65	0.86		0.78	
Control Delay	20.7	11.1	27.4		34.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	20.7	11.1	27.4		34.0	
Queue Length 50th (ft)	31	202	307		125	
Queue Length 95th (ft)	111	365	#590		230	
Internal Link Dist (ft)		917	742		1623	
Turn Bay Length (ft)	230					
Base Capacity (vph)	373	2450	1663		651	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.49	0.61	0.86		0.55	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 78.1
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: SW 42nd Street & SW 7th Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	1369	1263	60	135	197
Future Volume (veh/h)	167	1369	1263	60	135	197
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	182	1488	1373	65	147	214
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	291	2191	1631	77	170	247
Arrive On Green	0.08	0.62	0.47	0.47	0.25	0.25
Sat Flow, veh/h	1781	3647	3548	163	674	981
Grp Volume(v), veh/h	182	1488	705	733	362	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1841	1660	0
Q Serve(g_s), s	3.3	18.8	23.7	23.8	14.2	0.0
Cycle Q Clear(g_c), s	3.3	18.8	23.7	23.8	14.2	0.0
Prop In Lane	1.00			0.09	0.41	0.59
Lane Grp Cap(c), veh/h	291	2191	839	869	417	0
V/C Ratio(X)	0.63	0.68	0.84	0.84	0.87	0.00
Avail Cap(c_a), veh/h	478	2790	952	986	670	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	8.6	15.7	15.8	24.4	0.0
Incr Delay (d2), s/veh	2.2	0.5	6.2	6.1	7.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	4.9	8.9	9.3	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	9.1	21.9	21.9	31.4	0.0
LnGrp LOS	B	A	C	C	C	A
Approach Vol, veh/h		1670	1438		362	
Approach Delay, s/veh		9.9	21.9		31.4	
Approach LOS		A	C		C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	9.8	36.7				46.5	21.6
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	12.5	36.5				53.5	27.5
Max Q Clear Time (g_c+I1), s	5.3	25.8				20.8	16.2
Green Ext Time (p_c), s	0.3	6.4				13.4	0.9

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

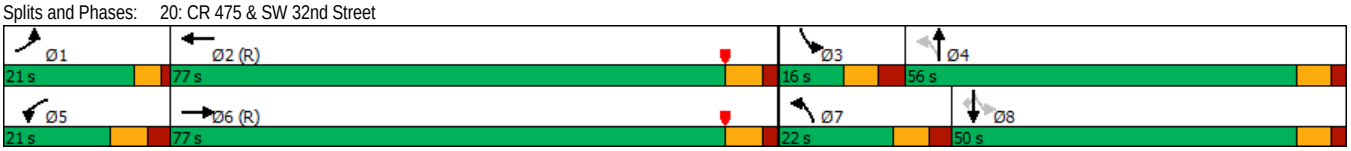
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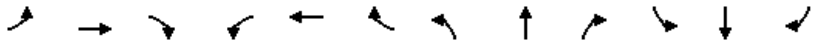
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	1476	191	112	1149	26	165	164	141	50	418	221
Future Volume (vph)	112	1476	191	112	1149	26	165	164	141	50	418	221
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	123	1622	210	123	1263	29	181	180	155	55	459	243
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	1832	0	123	1292	0	181	335	0	55	459	243
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	9.5	31.0		15.6	31.0		15.5	50.0		15.8	50.0	50.0
Total Split (s)	21.0	77.0		21.0	77.0		22.0	56.0		16.0	50.0	50.0
Total Split (%)	12.4%	45.3%		12.4%	45.3%		12.9%	32.9%		9.4%	29.4%	29.4%
Yellow Time (s)	3.5	4.8		4.8	4.8		4.5	4.5		4.4	4.5	4.5
All-Red Time (s)	1.0	2.0		2.8	2.0		3.0	2.0		3.4	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8		7.6	6.8		7.5	6.5		7.8	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
v/c Ratio	0.78	0.89		0.89	0.87		0.91	0.60		0.20	0.97	0.46
Control Delay	106.6	52.3		127.3	53.1		88.4	51.9		36.6	97.4	19.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	106.6	52.3		127.3	53.1		88.4	51.9		36.6	97.4	19.9
Queue Length 50th (ft)	135	683		138	697		155	303		39	510	68
Queue Length 95th (ft)	#231	749		#268	802		#319	422		73	#740	159
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	171	2073		139	1480		200	559		273	476	528
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	0.72	0.88		0.88	0.87		0.91	0.60		0.20	0.96	0.46

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 76 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: CR 475 & SW 32nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	1476	191	112	1149	26	165	164	141	50	418	221
Future Volume (veh/h)	112	1476	191	112	1149	26	165	164	141	50	418	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	123	1622	157	123	1263	26	181	180	110	55	459	161
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	143	1960	189	140	1534	32	204	320	196	288	477	404
Arrive On Green	0.08	0.41	0.41	0.08	0.43	0.43	0.09	0.29	0.29	0.04	0.25	0.25
Sat Flow, veh/h	1781	4734	458	1781	3561	73	1781	1087	664	1781	1870	1585
Grp Volume(v), veh/h	123	1166	613	123	630	659	181	0	290	55	459	161
Grp Sat Flow(s),veh/h/ln	1781	1702	1788	1781	1777	1857	1781	0	1751	1781	1870	1585
Q Serve(g_s), s	11.6	51.9	52.0	11.6	53.1	53.2	12.5	0.0	23.8	3.8	41.2	14.3
Cycle Q Clear(g_c), s	11.6	51.9	52.0	11.6	53.1	53.2	12.5	0.0	23.8	3.8	41.2	14.3
Prop In Lane	1.00		0.26	1.00		0.04	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	143	1409	740	140	766	800	204	0	516	288	477	404
V/C Ratio(X)	0.86	0.83	0.83	0.88	0.82	0.82	0.89	0.00	0.56	0.19	0.96	0.40
Avail Cap(c_a), veh/h	173	1409	740	140	766	800	204	0	516	297	479	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.3	44.4	44.4	77.5	42.6	42.7	46.1	0.0	50.7	44.1	62.6	52.5
Incr Delay (d2), s/veh	29.2	5.7	10.4	41.7	9.7	9.4	33.9	0.0	1.4	0.3	31.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	22.5	24.7	6.9	24.8	25.9	7.4	0.0	10.6	1.7	23.6	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	106.5	50.1	54.8	119.2	52.4	52.0	79.9	0.0	52.1	44.4	94.3	53.2
LnGrp LOS	F	D	D	F	D	D	E	A	D	D	F	D
Approach Vol, veh/h		1902			1412			471			675	
Approach Delay, s/veh		55.2			58.0			62.8			80.4	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.1	80.1	15.2	56.6	21.0	77.2	22.0	49.8
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	16.5	70.2	8.2	49.5	* 13	70.2	14.5	43.5
Max Q Clear Time (g_c+I1), s	13.6	55.2	5.8	25.8	13.6	54.0	14.5	43.2
Green Ext Time (p_c), s	0.1	7.0	0.0	1.6	0.0	10.2	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E

Notes

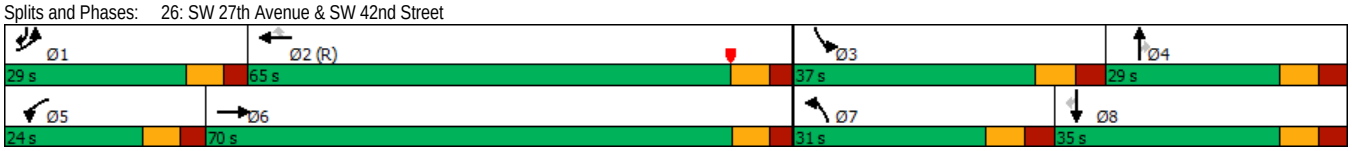
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

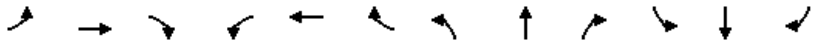
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	428	1201	219	328	1111	336	124	423	218	580	649	547
Future Volume (vph)	428	1201	219	328	1111	336	124	423	218	580	649	547
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	451	1264	231	345	1169	354	131	445	229	611	683	576
Shared Lane Traffic (%)												
Lane Group Flow (vph)	451	1495	0	345	1169	354	131	445	229	611	683	576
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						2			4			8
Detector Phase	1	6		5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0	15.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	13.4	44.4		13.6	44.5	44.5	14.3	18.3	18.3	14.3	18.3	13.4
Total Split (s)	29.0	70.0		24.0	65.0	65.0	31.0	29.0	29.0	37.0	35.0	29.0
Total Split (%)	18.1%	43.8%		15.0%	40.6%	40.6%	19.4%	18.1%	18.1%	23.1%	21.9%	18.1%
Yellow Time (s)	4.4	4.4		4.5	4.5	4.5	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	3.0		3.1	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.0
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
Total Lost Time (s)	7.4	7.4		7.6	7.5	7.5	8.3	8.3	8.3	8.3	8.3	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.97	1.10		0.98	0.92	0.50	0.70	0.97	0.61	0.99	0.95	0.85
Control Delay	103.6	100.3		114.1	61.3	16.6	87.8	104.2	20.5	99.2	85.7	49.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.6	100.3		114.1	61.3	16.6	87.8	104.2	20.5	99.2	85.7	49.9
Queue Length 50th (ft)	246	~925		188	615	102	135	247	32	333	376	469
Queue Length 95th (ft)	#361	#1065		#295	#748	202	203	#365	125	#464	#573	#739
Internal Link Dist (ft)		1700			2015			9136			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	463	1362		351	1271	711	251	457	374	615	716	678
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.97	1.10		0.98	0.92	0.50	0.52	0.97	0.61	0.99	0.95	0.85

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	1201	219	328	1111	336	124	423	218	580	649	547
Future Volume (veh/h)	428	1201	219	328	1111	336	124	423	218	580	649	547
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	1264	173	345	1169	301	131	445	163	611	683	364
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	467	1294	176	354	1353	603	153	460	205	620	792	567
Arrive On Green	0.14	0.41	0.41	0.10	0.38	0.38	0.09	0.13	0.13	0.18	0.22	0.22
Sat Flow, veh/h	3456	3142	428	3456	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	451	712	725	345	1169	301	131	445	163	611	683	364
Grp Sat Flow(s),veh/h/ln	1728	1777	1793	1728	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	20.8	62.9	63.9	15.9	48.6	23.2	11.6	19.9	16.0	28.2	29.6	30.6
Cycle Q Clear(g_c), s	20.8	62.9	63.9	15.9	48.6	23.2	11.6	19.9	16.0	28.2	29.6	30.6
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	467	732	739	354	1353	603	153	460	205	620	792	567
V/C Ratio(X)	0.97	0.97	0.98	0.97	0.86	0.50	0.86	0.97	0.79	0.99	0.86	0.64
Avail Cap(c_a), veh/h	467	732	739	354	1353	603	253	460	205	620	792	567
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	0.33	0.33	0.33
Uniform Delay (d), s/veh	68.8	46.2	46.5	71.6	45.7	37.9	72.1	69.3	67.6	65.4	59.8	42.8
Incr Delay (d2), s/veh	33.1	26.5	28.5	40.7	7.5	2.9	13.0	32.2	18.6	17.4	3.6	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	32.2	33.3	9.0	22.3	9.4	5.8	11.0	7.4	13.7	13.5	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.9	72.7	75.0	112.3	53.3	40.8	85.2	101.5	86.2	82.9	63.4	43.8
LnGrp LOS	F	E	E	F	D	D	F	F	F	F	E	D
Approach Vol, veh/h		1888			1815			739			1658	
Approach Delay, s/veh		80.5			62.4			95.2			66.3	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	68.5	37.0	29.0	24.0	73.5	22.1	43.9
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	21.6	57.5	28.7	20.7	16.4	* 63	22.7	26.7
Max Q Clear Time (g_c+I1), s	22.8	50.6	30.2	21.9	17.9	65.9	13.6	32.6
Green Ext Time (p_c), s	0.0	4.4	0.0	0.0	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	73.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	260	107	6	199	131	116	351	8	162	559	291
Future Volume (vph)	205	260	107	6	199	131	116	351	8	162	559	291
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
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	230	292	120	7	224	147	130	394	9	182	628	327
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	642	0	0	378	0	130	403	0	182	955	0
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases				4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	17.0		6.0	17.0	
Minimum Split (s)	12.8	22.0		22.0	22.0		13.0	23.8		13.0	23.8	
Total Split (s)	16.0	44.0		28.0	28.0		15.0	88.0		15.0	88.0	
Total Split (%)	10.9%	29.9%		19.0%	19.0%		10.2%	59.9%		10.2%	59.9%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.2	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.8	6.8		7.0	6.8	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Min	None		None	None		None	Min		None	Min	
v/c Ratio		8.23			1.24		0.87	0.39		0.33	0.97	
Control Delay		3306.4			180.1		78.2	20.2		12.0	53.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3306.4			180.1		78.2	20.2		12.0	53.4	
Queue Length 50th (ft)		~1208			~437		73	213		63	835	
Queue Length 95th (ft)		#1435			#637		#193	287		95	#1141	
Internal Link Dist (ft)		1849			1734			1468			9136	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)		78			304		150	1034		551	996	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		8.23			1.24		0.87	0.39		0.33	0.96	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 145.9

Natural Cycle: 80

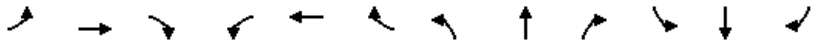
Control Type: Actuated-Uncoordinated

~ 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: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	260	107	6	199	131	116	351	8	162	559	291
Future Volume (veh/h)	205	260	107	6	199	131	116	351	8	162	559	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	230	292	110	7	224	98	130	394	9	182	628	308
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	314	118	30	304	130	176	1003	23	573	668	328
Arrive On Green	0.00	0.24	0.24	0.24	0.24	0.24	0.05	0.55	0.55	0.06	0.56	0.56
Sat Flow, veh/h	0	1285	484	14	1242	533	1781	1821	42	1781	1185	581
Grp Volume(v), veh/h	0	0	402	329	0	0	130	0	403	182	0	936
Grp Sat Flow(s),veh/h/ln	0	0	1768	1789	0	0	1781	0	1863	1781	0	1766
Q Serve(g_s), s	0.0	0.0	31.1	0.0	0.0	0.0	4.4	0.0	17.3	6.2	0.0	68.8
Cycle Q Clear(g_c), s	0.0	0.0	31.1	23.9	0.0	0.0	4.4	0.0	17.3	6.2	0.0	68.8
Prop In Lane	0.00		0.27	0.02		0.30	1.00		0.02	1.00		0.33
Lane Grp Cap(c), veh/h	0	0	432	464	0	0	176	0	1026	573	0	995
V/C Ratio(X)	0.00	0.00	0.93	0.71	0.00	0.00	0.74	0.00	0.39	0.32	0.00	0.94
Avail Cap(c_a), veh/h	0	0	470	464	0	0	199	0	1082	573	0	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	51.6	49.0	0.0	0.0	31.8	0.0	18.0	13.3	0.0	28.3
Incr Delay (d2), s/veh	0.0	0.0	24.7	5.4	0.0	0.0	9.7	0.0	0.9	0.1	0.0	16.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	16.4	11.1	0.0	0.0	2.8	0.0	7.4	2.4	0.0	31.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	76.3	54.4	0.0	0.0	41.6	0.0	18.9	13.4	0.0	45.2
LnGrp LOS	A	A	E	D	A	A	D	A	B	B	A	D
Approach Vol, veh/h		402			329			533			1118	
Approach Delay, s/veh		76.3			54.4			24.4			40.0	
Approach LOS		E			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	85.6	0.0	41.0	15.0	83.9		41.0				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	* 7	6.8		6.8				
Max Green Setting (Gmax), s	8.2	81.2	9.2	21.2	* 8	81.2		37.2				
Max Q Clear Time (g_c+I1), s	6.4	70.8	0.0	25.9	8.2	19.3		33.1				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	7.2		1.1				

Intersection Summary		
HCM 6th Ctrl Delay		44.6
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

H12: Interim Year 2025 Buildout PM Peak Hour Conditions

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1359	148	67	1864	514	97	231	26	454	265	103
Future Volume (vph)	78	1359	148	67	1864	514	97	231	26	454	265	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	85	1477	161	73	2026	559	105	251	28	493	288	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1638	0	73	2026	559	105	279	0	493	400	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.5	28.3		15.4	27.2	27.2	15.5	14.3		14.7	14.3	
Total Split (s)	18.0	84.0		16.0	82.0	82.0	32.0	25.0		35.0	28.0	
Total Split (%)	11.3%	52.5%		10.0%	51.3%	51.3%	20.0%	15.6%		21.9%	17.5%	
Yellow Time (s)	5.3	5.3		5.2	5.2	5.2	5.0	5.0		4.1	5.0	
All-Red Time (s)	3.0	3.0		3.2	2.0	2.0	3.5	2.3		3.6	2.3	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.3	8.3		8.4	7.2	7.2	8.5	7.3		7.7	7.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.77	0.68		0.79	0.82	0.59	0.64	0.77		0.90	0.69	
Control Delay	112.9	33.5		133.8	26.1	4.7	87.2	82.9		86.0	64.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	112.9	33.5		133.8	26.1	4.7	87.2	82.9		86.0	64.8	
Queue Length 50th (ft)	89	479		79	718	0	108	147		262	192	
Queue Length 95th (ft)	#189	535		m#177	360	44	171	201		#354	263	
Internal Link Dist (ft)		4425			12493			911			371	
Turn Bay Length (ft)	360			620			375			370		
Base Capacity (vph)	111	2422		92	2459	947	259	390		563	580	
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	0.77	0.68		0.79	0.82	0.59	0.41	0.72		0.88	0.69	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 80 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
Natural Cycle: 100
Control Type: Actuated-Coordinated
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: 1: SW 95th Street Road/SW 90th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	1359	148	67	1864	514	97	231	26	454	265	103
Future Volume (veh/h)	78	1359	148	67	1864	514	97	231	26	454	265	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	85	1477	145	73	2026	501	105	251	15	493	288	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	1	1	1	2	2	2	6	6	6
Cap, veh/h	106	2391	235	85	2544	790	127	301	18	536	490	101
Arrive On Green	0.06	0.51	0.51	0.05	0.49	0.49	0.07	0.09	0.09	0.16	0.17	0.17
Sat Flow, veh/h	1781	4727	464	1795	5147	1598	1781	3408	203	3346	2843	584
Grp Volume(v), veh/h	85	1063	559	73	2026	501	105	130	136	493	173	175
Grp Sat Flow(s),veh/h/ln	1781	1702	1787	1795	1716	1598	1781	1777	1834	1673	1721	1706
Q Serve(g_s), s	7.5	35.9	36.0	6.5	52.5	37.0	9.3	11.5	11.7	23.2	14.8	15.2
Cycle Q Clear(g_c), s	7.5	35.9	36.0	6.5	52.5	37.0	9.3	11.5	11.7	23.2	14.8	15.2
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.11	1.00		0.34
Lane Grp Cap(c), veh/h	106	1722	904	85	2544	790	127	157	162	536	297	294
V/C Ratio(X)	0.80	0.62	0.62	0.86	0.80	0.63	0.83	0.83	0.84	0.92	0.58	0.60
Avail Cap(c_a), veh/h	108	1722	904	85	2544	790	262	197	203	571	297	294
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.3	28.4	28.4	75.7	33.7	29.8	73.4	71.8	71.8	66.2	60.9	61.1
Incr Delay (d2), s/veh	33.1	1.7	3.2	44.4	2.1	3.0	12.8	20.8	21.5	19.5	2.9	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	14.5	15.5	4.0	21.3	14.5	4.7	6.1	6.4	11.3	6.7	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.3	30.1	31.6	120.0	35.8	32.8	86.2	92.5	93.3	85.6	63.7	64.3
LnGrp LOS	F	C	C	F	D	C	F	F	F	F	E	E
Approach Vol, veh/h		1707			2600			371			841	
Approach Delay, s/veh		34.4			37.6			91.0			76.7	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	89.2	19.9	34.9	17.8	87.4	33.4	21.4
Change Period (Y+Rc), s	* 8.4	8.3	8.5	* 7.3	8.3	* 8.3	7.7	* 7.3
Max Green Setting (Gmax), s	* 7.6	75.7	23.5	* 21	9.7	* 75	27.3	* 18
Max Q Clear Time (g_c+I1), s	8.5	38.0	11.3	17.2	9.5	54.5	25.2	13.7
Green Ext Time (p_c), s	0.0	13.7	0.2	0.6	0.0	15.4	0.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

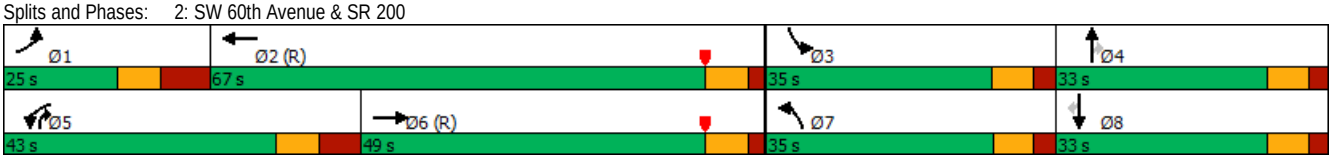
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	177	864	17	556	1214	150	35	150	312	169	306	287
Future Volume (vph)	177	864	17	556	1214	150	35	150	312	169	306	287
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	184	900	18	579	1265	156	36	156	325	176	319	299
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	918	0	579	1421	0	36	156	325	176	319	299
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	18.2	27.4		17.1	27.4		14.6	14.6	17.1	14.8	14.6	14.6
Total Split (s)	25.0	49.0		43.0	67.0		35.0	33.0	43.0	35.0	33.0	33.0
Total Split (%)	15.6%	30.6%		26.9%	41.9%		21.9%	20.6%	26.9%	21.9%	20.6%	20.6%
Yellow Time (s)	5.2	5.2		5.1	5.2		4.8	5.0	5.1	5.0	5.0	5.0
All-Red Time (s)	6.0	2.2		5.0	2.2		2.8	2.6	5.0	2.8	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	11.2	7.4		10.1	7.4		7.6	7.6	10.1	7.8	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.65	0.52		0.86	0.62		0.36	0.72	0.50	0.77	0.43	0.53
Control Delay	90.5	32.4		50.5	40.3		82.4	86.0	26.2	87.6	56.3	8.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	32.4		50.5	40.3		82.4	86.0	26.2	87.6	56.3	8.3
Queue Length 50th (ft)	104	183		273	507		37	160	165	180	157	0
Queue Length 95th (ft)	m142	379		m378	521		77	233	244	259	193	80
Internal Link Dist (ft)		12493			1006			2275			1134	
Turn Bay Length (ft)	560			580			600			520		200
Base Capacity (vph)	305	1775		719	2300		303	295	665	300	744	569
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	0.52		0.81	0.62		0.12	0.53	0.49	0.59	0.43	0.53

Intersection Summary
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 82 (51%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

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

Splits and Phases: 2: SW 60th Avenue & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	864	17	556	1214	150	35	150	312	169	306	287
Future Volume (veh/h)	177	864	17	556	1214	150	35	150	312	169	306	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	900	0	579	1265	0	36	156	259	176	319	108
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	228	1805		632	2367		62	273	522	199	797	355
Arrive On Green	0.07	0.35	0.00	0.18	0.46	0.00	0.03	0.15	0.15	0.11	0.22	0.22
Sat Flow, veh/h	3456	5274	0	3456	5274	0	1781	1870	1585	1781	3554	1585
Grp Volume(v), veh/h	184	900	0	579	1265	0	36	156	259	176	319	108
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1728	1702	0	1781	1870	1585	1781	1777	1585
Q Serve(g_s), s	8.4	22.1	0.0	26.3	28.3	0.0	3.2	12.4	21.0	15.6	12.2	9.1
Cycle Q Clear(g_c), s	8.4	22.1	0.0	26.3	28.3	0.0	3.2	12.4	21.0	15.6	12.2	9.1
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	228	1805		632	2367		62	273	522	199	797	355
V/C Ratio(X)	0.81	0.50		0.92	0.53		0.58	0.57	0.50	0.88	0.40	0.30
Avail Cap(c_a), veh/h	298	1805		711	2367		305	297	542	303	797	355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.00	1.00	1.00	0.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	40.6	0.0	64.2	30.6	0.0	76.0	63.6	43.0	70.0	52.9	51.7
Incr Delay (d2), s/veh	7.4	0.6	0.0	15.6	0.9	0.0	7.1	1.9	0.6	17.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	9.2	0.0	12.7	11.4	0.0	1.6	6.0	8.2	8.0	5.5	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	41.2	0.0	79.7	31.5	0.0	83.2	65.5	43.7	87.8	53.2	52.1
LnGrp LOS	F	D		E	C		F	E	D	F	D	D
Approach Vol, veh/h		1084	A		1844	A		451			603	
Approach Delay, s/veh		48.0			46.6			54.4			63.1	
Approach LOS		D			D			D			E	

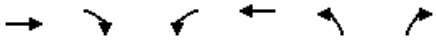
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.8	81.6	25.7	31.0	39.4	64.0	13.2	43.5
Change Period (Y+Rc), s	11.2	* 7.4	* 7.8	7.6	* 10	* 7.4	* 7.6	7.6
Max Green Setting (Gmax), s	13.8	* 60	* 27	25.4	* 33	* 42	* 27	25.4
Max Q Clear Time (g_c+I1), s	10.4	30.3	17.6	23.0	28.3	24.1	5.2	14.2
Green Ext Time (p_c), s	0.2	9.5	0.3	0.4	1.0	5.2	0.1	1.6

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1864	141	213	2528	0	226
Future Volume (vph)	1864	141	213	2528	0	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1962	148	224	2661	0	238
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2110	0	224	2661	0	238
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1864	141	213	2528	0	226
Future Vol, veh/h	1864	141	213	2528	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1962	148	224	2661	0	238

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2110	0	-	1055
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	5.34	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.12	-	-	3.92
Pot Cap-1 Maneuver	-	-	599	-	0	*490
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	1	-		1
Mov Cap-1 Maneuver	-	-	599	-	-	*490
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	19.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	490	-	-	599	-
HCM Lane V/C Ratio	0.485	-	-	0.374	-
HCM Control Delay (s)	19.1	-	-	14.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.6	-	-	1.7	-

Notes

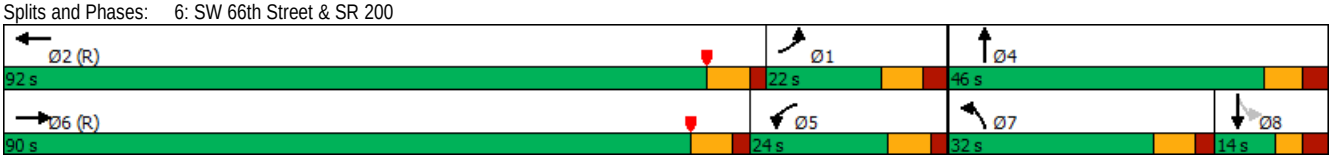
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1861	415	323	2070	48	424	16	196	17	23	2
Future Volume (vph)	106	1861	415	323	2070	48	424	16	196	17	23	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)	114	2001	446	347	2226	52	456	17	211	18	25	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	2447	0	347	2278	0	456	228	0	0	45	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Perm	NA	
Protected Phases	1	6		5	2		7	4			8	
Permitted Phases										8		
Detector Phase	1	6		5	2		7	4		8	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	16.0	28.0		15.0	28.0		15.0	15.0		14.0	14.0	
Total Split (s)	22.0	90.0		24.0	92.0		32.0	46.0		14.0	14.0	
Total Split (%)	13.8%	56.3%		15.0%	57.5%		20.0%	28.8%		8.8%	8.8%	
Yellow Time (s)	5.1	5.1		5.1	5.1		5.1	4.8		3.4	3.4	
All-Red Time (s)	3.0	2.0		2.2	2.0		2.2	3.2		3.2	3.2	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	8.1	7.1		7.3	7.1		7.3	8.0			6.6	
Lead/Lag	Lag	Lead		Lag	Lead		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
v/c Ratio	0.64	0.91		0.94	0.83		0.89	0.48			0.68	
Control Delay	93.3	40.9		102.9	34.6		86.4	19.5			117.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0			0.0	
Total Delay	93.3	40.9		102.9	34.6		86.4	19.5			117.9	
Queue Length 50th (ft)	122	894		189	726		243	56			46	
Queue Length 95th (ft)	#220	965		#294	791		#330	142			#116	
Internal Link Dist (ft)		809			835			960			318	
Turn Bay Length (ft)	420			440								
Base Capacity (vph)	177	2675		370	2738		529	503			66	
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	0.64	0.91		0.94	0.83		0.86	0.45			0.68	

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: SW 66th Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	1861	415	323	2070	48	424	16	196	17	23	2
Future Volume (veh/h)	106	1861	415	323	2070	48	424	16	196	17	23	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	2001	432	347	2226	49	456	17	146	18	25	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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	236	2159	452	404	2544	56	500	38	328	53	38	0
Arrive On Green	0.18	0.68	0.68	0.12	0.49	0.49	0.14	0.23	0.23	0.04	0.04	0.00
Sat Flow, veh/h	1781	4230	885	3456	5141	113	3456	168	1443	552	1026	0
Grp Volume(v), veh/h	114	1598	835	347	1472	803	456	0	163	43	0	0
Grp Sat Flow(s),veh/h/ln	1781	1702	1711	1728	1702	1850	1728	0	1611	1578	0	0
Q Serve(g_s), s	9.2	64.2	71.4	15.8	61.6	62.0	20.8	0.0	13.9	3.4	0.0	0.0
Cycle Q Clear(g_c), s	9.2	64.2	71.4	15.8	61.6	62.0	20.8	0.0	13.9	4.3	0.0	0.0
Prop In Lane	1.00		0.52	1.00		0.06	1.00		0.90	0.42		0.00
Lane Grp Cap(c), veh/h	236	1738	873	404	1684	915	500	0	367	91	0	0
V/C Ratio(X)	0.48	0.92	0.96	0.86	0.87	0.88	0.91	0.00	0.44	0.47	0.00	0.00
Avail Cap(c_a), veh/h	236	1764	887	404	1806	982	533	0	383	104	0	0
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	61.0	22.9	24.0	69.3	36.0	36.1	67.4	0.0	53.1	76.1	0.0	0.0
Incr Delay (d2), s/veh	1.5	9.4	21.5	16.7	6.6	11.6	19.3	0.0	0.8	3.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	21.9	27.2	7.8	25.8	29.4	10.4	0.0	5.7	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	32.3	45.5	86.1	42.6	47.7	86.7	0.0	53.9	79.9	0.0	0.0
LnGrp LOS	E	C	D	F	D	D	F	A	D	E	A	A
Approach Vol, veh/h		2547			2622			619			43	
Approach Delay, s/veh		38.0			49.9			78.1			79.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.3	86.3		44.4	26.8	88.8	30.5	14.0
Change Period (Y+Rc), s	8.1	* 7.1		* 8	8.1	* 7.1	* 7.3	* 8
Max Green Setting (Gmax), s	13.9	* 85		* 38	16.7	* 83	* 25	* 7.4
Max Q Clear Time (g_c+I1), s	11.2	64.0		15.9	17.8	73.4	22.8	6.3
Green Ext Time (p_c), s	0.1	15.2		0.8	0.0	8.3	0.4	0.0

Intersection Summary		
HCM 6th Ctrl Delay		47.9
HCM 6th LOS		D

Notes

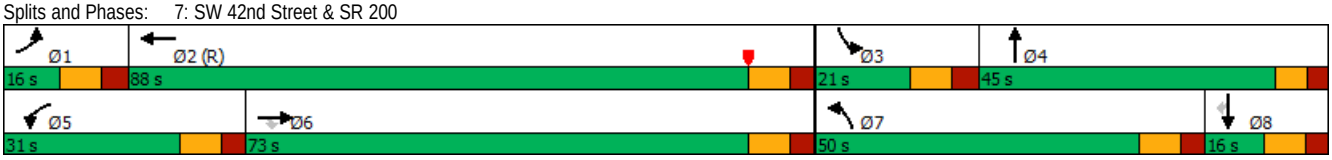
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

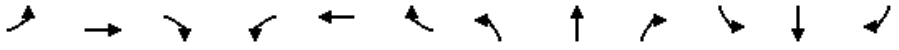
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	1682	511	378	2068	11	970	25	186	38	26	3
Future Volume (vph)	56	1682	511	378	2068	11	970	25	186	38	26	3
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	62	1848	562	415	2273	12	1066	27	204	42	29	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	1848	562	415	2285	0	1066	231	0	42	29	3
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6									8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	15.8	28.5	28.5	15.4	28.5		15.4	14.0		15.8	15.5	15.5
Total Split (s)	16.0	73.0	73.0	31.0	88.0		50.0	45.0		21.0	16.0	16.0
Total Split (%)	9.4%	42.9%	42.9%	18.2%	51.8%		29.4%	26.5%		12.4%	9.4%	9.4%
Yellow Time (s)	5.4	5.4	5.4	5.3	5.4		5.3	4.2		5.4	5.4	5.4
All-Red Time (s)	3.4	3.1	3.1	3.1	3.1		3.1	2.8		3.4	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	8.8	8.5	8.5	8.4	8.5		8.4	7.0		8.8	8.5	8.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	C-Min		None	None		None	None	None
v/c Ratio	0.79	0.89	0.58	0.91	0.92		0.90	0.44		0.44	0.37	0.01
Control Delay	133.2	54.5	5.1	116.2	22.3		74.0	12.4		91.1	92.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	133.2	54.5	5.1	116.2	22.3		74.0	12.4		91.1	92.4	0.0
Queue Length 50th (ft)	70	735	0	251	336		408	24		46	32	0
Queue Length 95th (ft)	#167	#837	85	m#285	#601		467	106		91	71	0
Internal Link Dist (ft)		1071			738			352			706	
Turn Bay Length (ft)	455		685	440						330		105
Base Capacity (vph)	78	2065	976	459	2497		1221	531		122	80	312
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	0.79	0.89	0.58	0.90	0.92		0.87	0.44		0.34	0.36	0.01

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 27 (16%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated
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: 7: SW 42nd Street & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	1682	511	378	2068	11	970	25	186	38	26	3
Future Volume (veh/h)	56	1682	511	378	2068	11	970	25	186	38	26	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	62	1848	342	415	2273	11	1066	27	72	42	29	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	6	6	6
Cap, veh/h	75	2036	632	452	2543	12	1157	105	281	61	75	63
Arrive On Green	0.04	0.40	0.40	0.13	0.48	0.48	0.23	0.23	0.23	0.04	0.04	0.04
Sat Flow, veh/h	1781	5106	1585	3456	5244	25	5023	451	1203	1725	1811	1535
Grp Volume(v), veh/h	62	1848	342	415	1475	809	1066	0	99	42	29	2
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1866	1674	0	1654	1725	1811	1535
Q Serve(g_s), s	5.9	58.0	28.1	20.2	66.9	67.0	35.2	0.0	8.3	4.1	2.7	0.2
Cycle Q Clear(g_c), s	5.9	58.0	28.1	20.2	66.9	67.0	35.2	0.0	8.3	4.1	2.7	0.2
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.73	1.00		1.00
Lane Grp Cap(c), veh/h	75	2036	632	452	1651	905	1157	0	386	61	75	63
V/C Ratio(X)	0.82	0.91	0.54	0.92	0.89	0.89	0.92	0.00	0.26	0.69	0.39	0.03
Avail Cap(c_a), veh/h	75	2036	632	459	1651	905	1229	0	386	124	80	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	80.8	48.1	39.2	73.0	39.8	39.8	63.9	0.0	53.1	81.0	79.4	78.2
Incr Delay (d2), s/veh	49.2	6.4	0.9	23.2	7.9	13.2	11.0	0.0	0.5	12.7	4.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	25.0	11.3	10.2	28.5	32.7	16.3	0.0	3.6	2.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.9	54.6	40.1	96.2	47.6	53.0	74.9	0.0	53.6	93.8	84.1	78.5
LnGrp LOS	F	D	D	F	D	D	E	A	D	F	F	E
Approach Vol, veh/h		2252			2699			1165			73	
Approach Delay, s/veh		54.4			56.7			73.1			89.5	
Approach LOS		D			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	90.9	14.8	48.2	30.6	76.3	47.6	15.5
Change Period (Y+Rc), s	8.8	8.5	8.8	* 8.5	* 8.4	8.5	* 8.4	8.5
Max Green Setting (Gmax), s	7.2	79.5	12.2	* 38	* 23	64.5	* 42	7.5
Max Q Clear Time (g_c+I1), s	7.9	69.0	6.1	10.3	22.2	60.0	37.2	4.7
Green Ext Time (p_c), s	0.0	8.6	0.0	0.8	0.1	3.9	1.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

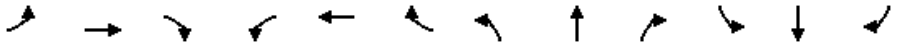
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1879	62	145	2149	400	65	57	76	389	66	225
Future Volume (vph)	305	1879	62	145	2149	400	65	57	76	389	66	225
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	324	1999	66	154	2286	426	69	61	81	414	70	239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	324	2065	0	154	2286	426	69	142	0	414	309	0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases						2						
Detector Phase	1	6		5	2	2	7	4		3	8	
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0	20.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	15.0	28.0		15.0	28.0	28.0	13.3	13.7		13.7	13.7	
Total Split (s)	29.0	89.0		29.0	89.0	89.0	17.0	21.0		31.0	35.0	
Total Split (%)	17.1%	52.4%		17.1%	52.4%	52.4%	10.0%	12.4%		18.2%	20.6%	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.8	3.8		3.8	3.8	
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	2.5	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.0	8.0		8.0	8.0	8.0	6.3	6.7		6.7	6.7	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	Min		None	C-Min	C-Min	None	None		None	None	
v/c Ratio	0.82	0.82		0.80	0.91	0.48	0.67	0.86		0.88	0.82	
Control Delay	82.6	39.3		104.6	26.0	6.1	107.4	99.5		91.5	67.2	
Queue Delay	0.0	0.0		0.0	2.9	0.0	0.0	0.0		0.0	0.0	
Total Delay	82.6	39.3		104.6	28.9	6.1	107.4	99.5		91.5	67.2	
Queue Length 50th (ft)	194	469		168	447	47	76	125		235	247	
Queue Length 95th (ft)	m224	519		m#250	763	97	#146	#252		#315	#391	
Internal Link Dist (ft)		663			325			411			708	
Turn Bay Length (ft)	375			600			170			325		
Base Capacity (vph)	424	2529		218	2506	894	111	172		490	384	
Starvation Cap Reductn	0	0		0	142	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	0.76	0.82		0.71	0.97	0.48	0.62	0.83		0.84	0.80	

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 18 (11%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
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: 8: SW 38th Ct/SW 38th Court & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	1879	62	145	2149	400	65	57	76	389	66	225
Future Volume (veh/h)	305	1879	62	145	2149	400	65	57	76	389	66	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1945	1870
Adj Flow Rate, veh/h	324	1999	64	154	2286	405	69	61	60	414	70	141
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	367	2621	84	174	2589	804	86	71	69	456	97	194
Arrive On Green	0.11	0.52	0.52	0.10	0.51	0.51	0.05	0.08	0.08	0.13	0.17	0.17
Sat Flow, veh/h	3456	5083	162	1781	5106	1585	1781	866	851	3456	576	1160
Grp Volume(v), veh/h	324	1338	725	154	2286	405	69	0	121	414	0	211
Grp Sat Flow(s),veh/h/ln	1728	1702	1841	1781	1702	1585	1781	0	1717	1728	0	1736
Q Serve(g_s), s	15.7	53.3	53.5	14.5	67.9	28.8	6.5	0.0	11.8	20.1	0.0	19.6
Cycle Q Clear(g_c), s	15.7	53.3	53.5	14.5	67.9	28.8	6.5	0.0	11.8	20.1	0.0	19.6
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.50	1.00		0.67
Lane Grp Cap(c), veh/h	367	1755	949	174	2589	804	86	0	140	456	0	291
V/C Ratio(X)	0.88	0.76	0.76	0.88	0.88	0.50	0.80	0.00	0.86	0.91	0.00	0.72
Avail Cap(c_a), veh/h	427	1755	949	220	2589	804	112	0	144	494	0	291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	74.9	32.9	32.9	75.7	37.4	27.7	80.1	0.0	77.1	72.7	0.0	67.0
Incr Delay (d2), s/veh	17.2	2.0	3.7	27.2	4.8	2.3	26.0	0.0	37.7	19.6	0.0	8.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	21.8	24.1	7.9	28.3	11.5	3.6	0.0	6.7	10.1	0.0	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.1	34.9	36.7	102.9	42.2	30.0	106.1	0.0	114.9	92.3	0.0	75.7
LnGrp LOS	F	C	D	F	D	C	F	A	F	F	A	E
Approach Vol, veh/h		2387			2845			190			625	
Approach Delay, s/veh		43.2			43.7			111.7			86.7	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.1	94.2	29.1	20.6	24.6	95.6	14.5	35.2
Change Period (Y+Rc), s	8.0	8.0	* 6.7	* 6.7	8.0	8.0	* 6.3	* 6.7
Max Green Setting (Gmax), s	21.0	81.0	* 24	* 14	21.0	81.0	* 11	* 28
Max Q Clear Time (g_c+I1), s	17.7	69.9	22.1	13.8	16.5	55.5	8.5	21.6
Green Ext Time (p_c), s	0.4	9.8	0.4	0.0	0.1	16.1	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

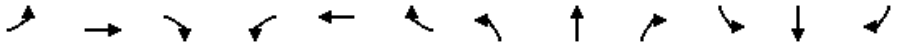
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1716	359	398	1918	0	0	0	0	410	0	568
Future Volume (vph)	0	1716	359	398	1918	0	0	0	0	410	0	568
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	0	1972	413	457	2205	0	0	0	0	471	0	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1972	413	457	2205	0	0	0	0	471	0	653
Turn Type		NA	Perm	Prot	NA					Prot		Prot
Protected Phases		6		5	2					8		8
Permitted Phases			6									
Detector Phase		6	6	5	2					8		8
Switch Phase												
Minimum Initial (s)		20.0	20.0	12.0	20.0					7.0		7.0
Minimum Split (s)		28.9	28.9	20.9	28.9					13.1		13.1
Total Split (s)		73.0	73.0	40.0	113.0					57.0		57.0
Total Split (%)		42.9%	42.9%	23.5%	66.5%					33.5%		33.5%
Yellow Time (s)		4.9	4.9	4.9	4.9					4.1		4.1
All-Red Time (s)		4.0	4.0	4.0	4.0					2.0		2.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0					0.0		0.0
Total Lost Time (s)		8.9	8.9	8.9	8.9					6.1		6.1
Lead/Lag		Lag	Lag	Lead								
Lead-Lag Optimize?		Yes	Yes	Yes								
Recall Mode		C-Min	C-Min	None	Min					None		None
v/c Ratio		0.73	0.50	0.81	0.68					0.50		0.85
Control Delay		26.6	7.9	59.3	20.1					53.3		69.8
Queue Delay		47.9	0.0	0.0	10.5					0.1		0.0
Total Delay		74.5	7.9	59.3	30.6					53.4		69.8
Queue Length 50th (ft)		467	152	227	829					225		388
Queue Length 95th (ft)		605	m204	271	854					266		446
Internal Link Dist (ft)		289			392			651			658	
Turn Bay Length (ft)				300						415		415
Base Capacity (vph)		2695	822	628	3239					1027		834
Starvation Cap Reductn		145	0	0	1037					0		0
Spillback Cap Reductn		1076	0	0	93					77		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.22	0.50	0.73	1.00					0.50		0.78

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 48 (28%), Referenced to phase 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: I-75 SB ONR/I-75 SB OFR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1716	359	398	1918	0	0	0	0	410	0	568
Future Volume (veh/h)	0	1716	359	398	1918	0	0	0	0	410	0	568
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1972	0	457	2205	0				471	0	653
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87				0.87	0.87	0.87
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	2321		518	2874	0				919	0	742
Arrive On Green	0.00	0.36	0.00	0.15	0.56	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6696	1585	3456	5274	0				3456	0	2790
Grp Volume(v), veh/h	0	1972	0	457	2205	0				471	0	653
Grp Sat Flow(s),veh/h/ln	0	1609	1585	1728	1702	0				1728	0	1395
Q Serve(g_s), s	0.0	48.0	0.0	22.0	56.5	0.0				19.7	0.0	38.1
Cycle Q Clear(g_c), s	0.0	48.0	0.0	22.0	56.5	0.0				19.7	0.0	38.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	2321		518	2874	0				919	0	742
V/C Ratio(X)	0.00	0.85		0.88	0.77	0.00				0.51	0.00	0.88
Avail Cap(c_a), veh/h	0	2426		632	3127	0				1035	0	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.60	0.60	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	50.1	0.0	70.8	28.6	0.0				53.0	0.0	59.8
Incr Delay (d2), s/veh	0.0	4.1	0.0	8.4	0.7	0.0				0.6	0.0	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.6	0.0	10.2	22.3	0.0				8.7	0.0	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	54.2	0.0	79.2	29.3	0.0				53.7	0.0	70.2
LnGrp LOS	A	D		E	C	A				D	A	E
Approach Vol, veh/h		1972	A		2662						1124	
Approach Delay, s/veh		54.2			37.9						63.3	
Approach LOS		D			D						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		104.6			34.4	70.2		51.3				
Change Period (Y+Rc), s		* 8.9			* 8.9	* 8.9		6.1				
Max Green Setting (Gmax), s		* 1E2			* 31	* 64		50.9				
Max Q Clear Time (g_c+I1), s		58.5			24.0	50.0		40.1				
Green Ext Time (p_c), s		30.8			1.4	11.3		5.1				

Intersection Summary												
HCM 6th Ctrl Delay			48.4									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

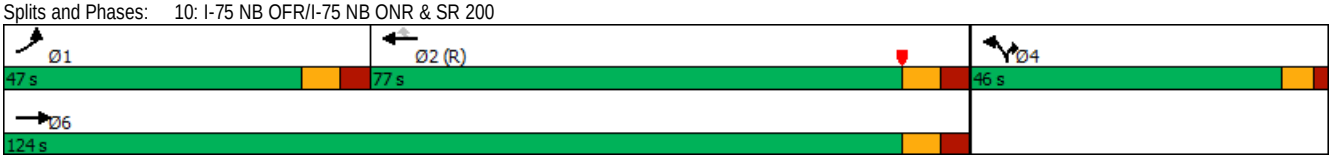
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	1852	0	0	2403	292	304	0	137	0	0	0
Future Volume (vph)	420	1852	0	0	2403	292	304	0	137	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	457	2013	0	0	2612	317	330	0	149	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	2013	0	0	2612	317	330	0	149	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Prot			
Protected Phases	1	6			2		4		4			
Permitted Phases						2						
Detector Phase	1	6			2	2	4		4			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0		7.0			
Minimum Split (s)	28.9	28.9			28.9	28.9	14.0		14.0			
Total Split (s)	47.0	124.0			77.0	77.0	46.0		46.0			
Total Split (%)	27.6%	72.9%			45.3%	45.3%	27.1%		27.1%			
Yellow Time (s)	4.9	4.9			4.9	4.9	4.1		4.1			
All-Red Time (s)	3.9	3.9			3.9	3.9	2.0		2.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Total Lost Time (s)	8.8	8.8			8.8	8.8	6.1		6.1			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Recall Mode	None	Min			C-Min	C-Min	None		None			
v/c Ratio	0.78	0.51			0.74	0.33	0.72		0.33			
Control Delay	57.5	25.8			10.2	0.9	78.9		26.5			
Queue Delay	0.0	21.4			6.6	0.0	0.0		0.0			
Total Delay	57.5	47.1			16.8	0.9	78.9		26.5			
Queue Length 50th (ft)	268	709			138	0	185		31			
Queue Length 95th (ft)	312	835			m524	m3	232		68			
Internal Link Dist (ft)		392			571			585			564	
Turn Bay Length (ft)	300								525			
Base Capacity (vph)	771	3938			3541	947	782		707			
Starvation Cap Reductn	0	1992			0	0	0		0			
Spillback Cap Reductn	0	0			895	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.59	1.03			0.99	0.33	0.42		0.21			

Intersection Summary

Cycle Length: 170
Actuated Cycle Length: 170
Offset: 166 (98%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: I-75 NB OFR/I-75 NB ONR & SR 200





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	1852	0	0	2403	292	304	0	137	0	0	0
Future Volume (veh/h)	420	1852	0	0	2403	292	304	0	137	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1826	0	1826			
Adj Flow Rate, veh/h	457	2013	0	0	2612	0	330	0	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	5	0	5			
Cap, veh/h	519	4057	0	0	3812		398	0				
Arrive On Green	0.30	1.00	0.00	0.00	0.59	0.00	0.12	0.00	0.00			
Sat Flow, veh/h	3456	5274	0	0	6696	1585	3374	0	2723			
Grp Volume(v), veh/h	457	2013	0	0	2612	0	330	0	0			
Grp Sat Flow(s),veh/h/ln	1728	1702	0	0	1609	1585	1687	0	1362			
Q Serve(g_s), s	21.4	0.0	0.0	0.0	47.4	0.0	16.3	0.0	0.0			
Cycle Q Clear(g_c), s	21.4	0.0	0.0	0.0	47.4	0.0	16.3	0.0	0.0			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	519	4057	0	0	3812		398	0				
V/C Ratio(X)	0.88	0.50	0.00	0.00	0.69		0.83	0.00				
Avail Cap(c_a), veh/h	777	4057	0	0	3812		792	0				
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.67	0.67	0.00	0.00	1.00	0.00	1.00	0.00	0.00			
Uniform Delay (d), s/veh	58.0	0.0	0.0	0.0	23.8	0.0	73.3	0.0	0.0			
Incr Delay (d2), s/veh	6.5	0.1	0.0	0.0	1.0	0.0	6.3	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.5	0.0	0.0	0.0	17.5	0.0	7.4	0.0	0.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.5	0.1	0.0	0.0	24.8	0.0	79.6	0.0	0.0			
LnGrp LOS	E	A	A	A	C		E	A				
Approach Vol, veh/h		2470			2612	A		330	A			
Approach Delay, s/veh		12.0			24.8			79.6				
Approach LOS		B			C			E				

Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	34.3	109.5		26.1		143.9						
Change Period (Y+Rc), s	8.8	8.8		6.1		8.8						
Max Green Setting (Gmax), s	38.2	68.2		39.9		115.2						
Max Q Clear Time (g_c+I1), s	23.4	49.4		18.3		2.0						
Green Ext Time (p_c), s	2.2	17.1		1.8		39.7						

Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			C									

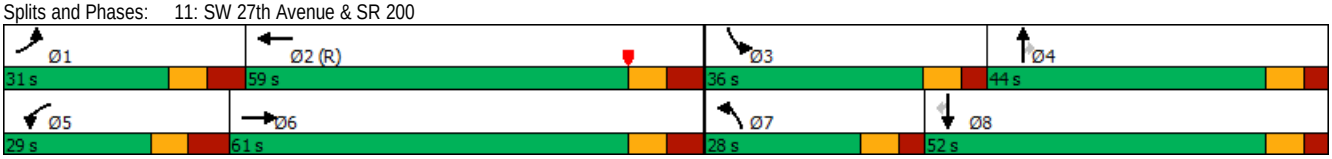
Notes

Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	247	1303	159	172	1654	39	326	679	121	94	751	206
Future Volume (vph)	247	1303	159	172	1654	39	326	679	121	94	751	206
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
Adj. Flow (vph)	255	1343	164	177	1705	40	336	700	125	97	774	212
Shared Lane Traffic (%)												
Lane Group Flow (vph)	255	1507	0	177	1745	0	336	700	125	97	774	212
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases									4			8
Detector Phase	1	6		5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	16.9	29.9		17.2	29.9		15.2	15.2	15.2	15.2	15.2	15.2
Total Split (s)	31.0	61.0		29.0	59.0		28.0	44.0	44.0	36.0	52.0	52.0
Total Split (%)	18.2%	35.9%		17.1%	34.7%		16.5%	25.9%	25.9%	21.2%	30.6%	30.6%
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	5.0	5.0		5.3	5.0		3.2	3.2	3.2	3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	9.9	9.9		10.2	9.9		8.2	8.2	8.2	8.2	8.2	8.2
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min		None	None	None	None	None	None
v/c Ratio	0.72	0.95		0.89	1.06		0.87	0.73	0.23	0.64	0.89	0.42
Control Delay	100.6	50.6		113.7	92.2		95.5	61.5	3.2	92.9	75.5	16.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.6	50.6		113.7	92.2		95.5	61.5	3.2	92.9	75.5	16.1
Queue Length 50th (ft)	152	445		198	~816		192	366	0	107	435	43
Queue Length 95th (ft)	203	#710		#351	#951		#271	463	23	170	520	123
Internal Link Dist (ft)		6814			912			7150			649	
Turn Bay Length (ft)	200			170			295		295	190		225
Base Capacity (vph)	426	1583		201	1650		399	962	548	289	911	528
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	0.95		0.88	1.06		0.84	0.73	0.23	0.34	0.85	0.40

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 24 (14%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
~ 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: 11: SW 27th Avenue & SR 200



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	247	1303	159	172	1654	39	326	679	121	94	751	206
Future Volume (veh/h)	247	1303	159	172	1654	39	326	679	121	94	751	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	255	1343	0	177	1705	0	336	700	70	97	774	147
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
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1672		196	1798		376	1002	447	117	849	379
Arrive On Green	0.09	0.33	0.00	0.11	0.35	0.00	0.11	0.28	0.28	0.07	0.24	0.24
Sat Flow, veh/h	3456	5274	0	1781	5274	0	3456	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	255	1343	0	177	1705	0	336	700	70	97	774	147
Grp Sat Flow(s),veh/h/ln	1728	1702	0	1781	1702	0	1728	1777	1585	1781	1777	1585
Q Serve(g_s), s	12.4	40.8	0.0	16.7	55.2	0.0	16.3	29.9	5.6	9.1	36.0	13.2
Cycle Q Clear(g_c), s	12.4	40.8	0.0	16.7	55.2	0.0	16.3	29.9	5.6	9.1	36.0	13.2
Prop In Lane	1.00		0.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	301	1672		196	1798		376	1002	447	117	849	379
V/C Ratio(X)	0.85	0.80		0.90	0.95		0.89	0.70	0.16	0.83	0.91	0.39
Avail Cap(c_a), veh/h	429	1672		197	1798		402	1002	447	291	916	408
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.5	52.2	0.0	74.8	53.6	0.0	74.8	54.6	45.9	78.4	62.9	54.3
Incr Delay (d2), s/veh	10.4	2.9	0.0	38.4	12.1	0.0	10.7	1.0	0.1	13.4	12.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	17.6	0.0	9.6	25.1	0.0	7.7	13.4	2.2	4.6	17.5	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.9	55.1	0.0	113.2	65.7	0.0	85.4	55.5	45.9	91.8	75.5	54.9
LnGrp LOS	F	E		F	E		F	E	D	F	E	D
Approach Vol, veh/h		1598	A		1882	A		1106			1018	
Approach Delay, s/veh		60.2			70.1			64.0			74.1	
Approach LOS		E			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.7	69.8	19.4	56.1	28.9	65.6	26.7	48.8
Change Period (Y+Rc), s	* 9.9	* 9.9	* 8.2	* 8.2	* 10	* 9.9	* 8.2	* 8.2
Max Green Setting (Gmax), s	* 21	* 49	* 28	* 36	* 19	* 51	* 20	* 44
Max Q Clear Time (g_c+I1), s	14.4	57.2	11.1	31.9	18.7	42.8	18.3	38.0
Green Ext Time (p_c), s	0.5	0.0	0.2	1.6	0.0	5.1	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	66.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

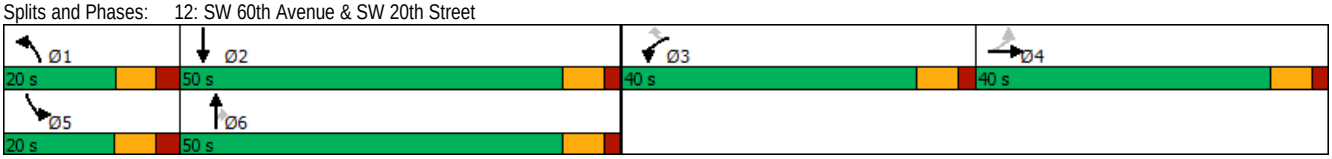
Unsignalized Delay for [EBR, WBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	473	0	314	1	668	311	219	851	0
Future Volume (vph)	0	0	0	473	0	314	1	668	311	219	851	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	0	0	0	526	0	349	1	742	346	243	946	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	526	0	349	1	742	346	243	946	0
Turn Type				Prot		Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4		3			1	6		5	2	
Permitted Phases	4			3		3			6			
Detector Phase	4	4		3		3	1	6	6	5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0		10.0	7.0	15.0	15.0	10.0	15.0	
Minimum Split (s)	16.7	16.7		16.7		16.7	14.4	21.7	21.7	17.5	21.7	
Total Split (s)	40.0	40.0		40.0		40.0	20.0	50.0	50.0	20.0	50.0	
Total Split (%)	26.7%	26.7%		26.7%		26.7%	13.3%	33.3%	33.3%	13.3%	33.3%	
Yellow Time (s)	4.7	4.7		4.7		4.7	4.7	4.7	4.7	4.7	4.7	
All-Red Time (s)	2.0	2.0		2.0		2.0	2.7	2.0	2.0	2.8	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.7		6.7		6.7	7.4	6.7	6.7	7.5	6.7	
Lead/Lag	Lag	Lag		Lead		Lead	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	None		None		None	None	Min	Min	None	Min	
v/c Ratio				0.83		0.49	0.01	0.75	0.50	1.02	0.57	
Control Delay				41.5		11.4	43.0	35.6	5.5	107.0	20.3	
Queue Delay				0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay				41.5		11.4	43.0	35.6	5.5	107.0	20.3	
Queue Length 50th (ft)				280		50	1	208	0	~154	192	
Queue Length 95th (ft)				#518		143	6	272	60	#332	331	
Internal Link Dist (ft)		303			10541			3954			5343	
Turn Bay Length (ft)							235		335	235		
Base Capacity (vph)				634		711	237	1633	915	238	1715	
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				0.83		0.49	0.00	0.45	0.38	1.02	0.55	

Intersection Summary

Cycle Length: 150
Actuated Cycle Length: 93.2
Natural Cycle: 110
Control Type: Actuated-Uncoordinated
~ 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: 12: SW 60th Avenue & SW 20th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	473	0	314	1	668	311	219	851	0
Future Volume (veh/h)	0	0	0	473	0	314	1	668	311	219	851	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	0	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	0	0	0	526	0	138	1	742	242	243	946	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	0	2	3	3	3	2	2	2
Cap, veh/h	0	2	0	660	0	0	3	965	430	270	1508	0
Arrive On Green	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.27	0.27	0.15	0.42	0.00
Sat Flow, veh/h	0	-125314	0	1781	526		1767	3526	1572	1781	3647	0
Grp Volume(v), veh/h	0	0	0	526	31.5		1	742	242	243	946	0
Grp Sat Flow(s),veh/h/ln	0	1870	0	1781	C		1767	1763	1572	1781	1777	0
Q Serve(g_s), s	0.0	0.0	0.0	23.4			0.0	16.0	10.9	11.1	17.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	23.4			0.0	16.0	10.9	11.1	17.2	0.0
Prop In Lane	0.00		0.00	1.00			1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	0	2	0	660			3	965	430	270	1508	0
V/C Ratio(X)	0.00	0.00	0.00	0.80			0.29	0.77	0.56	0.90	0.63	0.00
Avail Cap(c_a), veh/h	0	755	0	806			270	1850	825	270	1865	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00			1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	26.9			41.1	27.6	25.7	34.4	18.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	4.6			32.2	1.0	0.9	30.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	9.8			0.0	6.3	3.8	6.7	6.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	31.5			73.3	28.6	26.6	64.5	19.0	0.0
LnGrp LOS	A	A	A	C			E	C	C	E	B	A
Approach Vol, veh/h		0						985			1189	
Approach Delay, s/veh		0.0						28.1			28.3	
Approach LOS								C			C	

Timer - Assigned Phs	1	2	3	4	5	6
Phs Duration (G+Y+Rc), s	7.6	41.7	33.2	0.0	20.0	29.3
Change Period (Y+Rc), s	* 7.4	6.7	6.7	6.7	* 7.5	6.7
Max Green Setting (Gmax), s	* 13	43.3	33.3	33.3	* 13	43.3
Max Q Clear Time (g_c+I1), s	2.0	19.2	25.4	0.0	13.1	18.0
Green Ext Time (p_c), s	0.0	5.3	1.1	0.0	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

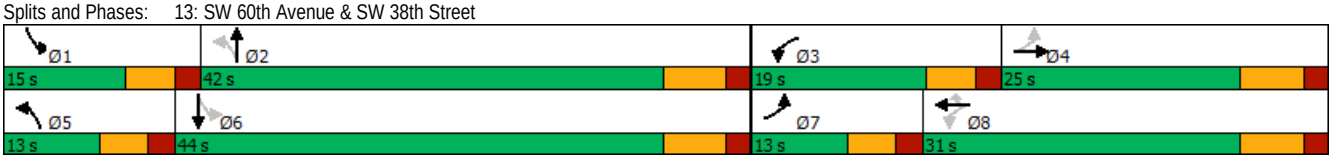
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	220	155	58	314	92	172	648	88	106	924	325
Future Volume (vph)	184	220	155	58	314	92	172	648	88	106	924	325
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
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%
Adj. Flow (vph)	198	237	167	62	338	99	185	697	95	114	994	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	198	404	0	62	338	99	185	792	0	114	1343	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2			6		
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	7.0	25.0		7.0	25.0	
Minimum Split (s)	10.7	16.8		10.7	16.8	16.8	12.7	31.8		12.7	31.8	
Total Split (s)	13.0	25.0		19.0	31.0	31.0	13.0	42.0		15.0	44.0	
Total Split (%)	12.9%	24.8%		18.8%	30.7%	30.7%	12.9%	41.6%		14.9%	43.6%	
Yellow Time (s)	3.7	4.8		3.7	4.8	4.8	3.7	4.8		3.7	4.8	
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	
Total Lost Time (s)	5.7	6.8		5.7	6.8	6.8	5.7	6.8		5.7	6.8	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None	None	None	Min		None	Min	
v/c Ratio	0.78	0.92		0.28	0.84	0.21	0.91	0.63		0.36	1.02	
Control Delay	47.6	62.6		24.0	56.4	1.7	66.9	28.6		16.3	60.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	47.6	62.6		24.0	56.4	1.7	66.9	28.6		16.3	60.0	
Queue Length 50th (ft)	88	239		25	204	0	68	220		37	~484	
Queue Length 95th (ft)	#161	#451		53	#334	6	#206	288		67	#621	
Internal Link Dist (ft)		3389			2573			2933			2577	
Turn Bay Length (ft)	280			355			235			235		
Base Capacity (vph)	254	441		314	448	505	203	1248		330	1319	
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	0.78	0.92		0.20	0.75	0.20	0.91	0.63		0.35	1.02	

Intersection Summary

Cycle Length: 101
Actuated Cycle Length: 98.6
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
~ 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: 13: SW 60th Avenue & SW 38th Street





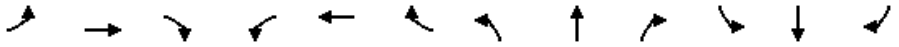
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	220	155	58	314	92	172	648	88	106	924	325
Future Volume (veh/h)	184	220	155	58	314	92	172	648	88	106	924	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	198	237	120	62	338	74	185	697	82	114	994	296
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
Percent Heavy Veh, %	2	2	2	4	4	4	5	5	5	2	2	2
Cap, veh/h	238	283	143	197	383	325	214	1219	143	346	1036	307
Arrive On Green	0.08	0.24	0.24	0.04	0.21	0.21	0.08	0.39	0.39	0.07	0.38	0.38
Sat Flow, veh/h	1781	1171	593	1753	1841	1560	1739	3127	368	1781	2703	800
Grp Volume(v), veh/h	198	0	357	62	338	74	185	386	393	114	652	638
Grp Sat Flow(s),veh/h/ln	1781	0	1764	1753	1841	1560	1739	1735	1760	1781	1777	1726
Q Serve(g_s), s	7.3	0.0	18.7	2.7	17.3	3.8	6.2	17.0	17.0	3.6	34.6	35.1
Cycle Q Clear(g_c), s	7.3	0.0	18.7	2.7	17.3	3.8	6.2	17.0	17.0	3.6	34.6	35.1
Prop In Lane	1.00		0.34	1.00		1.00	1.00		0.21	1.00		0.46
Lane Grp Cap(c), veh/h	238	0	426	197	383	325	214	676	686	346	681	662
V/C Ratio(X)	0.83	0.00	0.84	0.31	0.88	0.23	0.86	0.57	0.57	0.33	0.96	0.96
Avail Cap(c_a), veh/h	238	0	426	364	460	389	214	676	686	394	682	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	35.0	29.6	37.2	31.9	23.0	23.2	23.2	17.2	29.1	29.2
Incr Delay (d2), s/veh	21.7	0.0	13.7	0.9	15.9	0.4	28.5	1.2	1.1	0.6	24.2	26.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	0.0	9.2	1.1	9.0	1.4	4.0	6.6	6.7	1.4	18.0	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.8	0.0	48.7	30.5	53.1	32.3	51.5	24.4	24.4	17.7	53.3	55.5
LnGrp LOS	D	A	D	C	D	C	D	C	C	B	D	E
Approach Vol, veh/h		555			474			964			1404	
Approach Delay, s/veh		50.5			46.9			29.6			51.4	
Approach LOS		D			D			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	44.6	9.8	30.2	13.0	44.0	13.0	27.0
Change Period (Y+Rc), s	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8	* 5.7	6.8
Max Green Setting (Gmax), s	* 9.3	35.2	* 13	18.2	* 7.3	37.2	* 7.3	24.2
Max Q Clear Time (g_c+I1), s	5.6	19.0	4.7	20.7	8.2	37.1	9.3	19.3
Green Ext Time (p_c), s	0.1	4.0	0.1	0.0	0.0	0.1	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	44.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	0	4	4	0	6	7	825	7	20	1053	27
Future Volume (vph)	16	0	4	4	0	6	7	825	7	20	1053	27
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)	17	0	4	4	0	7	8	897	8	22	1145	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	4	0	4	7	0	8	905	0	22	1174	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	0	4	4	0	6	7	825	7	20	1053	27
Future Vol, veh/h	16	0	4	4	0	6	7	825	7	20	1053	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	4	4	0	7	8	897	8	22	1145	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1669	2125	587	1534	2135	453	1174	0	0	905	0	0
Stage 1	1204	1204	-	917	917	-	-	-	-	-	-	-
Stage 2	465	921	-	617	1218	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	49	453	79	49	554	591	-	-	747	-	-
Stage 1	195	255	-	293	349	-	-	-	-	-	-	-
Stage 2	547	347	-	444	251	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	47	453	76	47	554	591	-	-	747	-	-
Mov Cap-2 Maneuver	148	149	-	189	148	-	-	-	-	-	-	-
Stage 1	192	248	-	289	344	-	-	-	-	-	-	-
Stage 2	533	342	-	427	244	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28.6	16.8	0.1	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	591	-	-	148	453	189	554	747	-	-
HCM Lane V/C Ratio	0.013	-	-	0.118	0.01	0.023	0.012	0.029	-	-
HCM Control Delay (s)	11.2	-	-	32.5	13	24.5	11.6	10	-	-
HCM Lane LOS	B	-	-	D	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0.1	0	0.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	0	20	20	0	20	34	825	34	34	1020	34
Future Volume (vph)	20	0	20	20	0	20	34	825	34	34	1020	34
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	0	22	22	0	22	37	897	37	37	1109	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	22	0	22	22	0	37	934	0	37	1146	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	20	20	0	20	34	825	34	34	1020	34
Future Vol, veh/h	20	0	20	20	0	20	34	825	34	34	1020	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	0	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	0	22	22	0	22	37	897	37	37	1109	37

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1725	2210	573	1619	2210	467	1146	0	0	934	0	0
Stage 1	1202	1202	-	990	990	-	-	-	-	-	-	-
Stage 2	523	1008	-	629	1220	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	57	44	463	69	44	542	605	-	-	729	-	-
Stage 1	196	256	-	264	323	-	-	-	-	-	-	-
Stage 2	505	316	-	437	251	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	50	39	463	60	39	542	605	-	-	729	-	-
Mov Cap-2 Maneuver	135	132	-	160	127	-	-	-	-	-	-	-
Stage 1	184	243	-	248	303	-	-	-	-	-	-	-
Stage 2	455	297	-	395	238	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	21.5	0.4	0.3
HCM LOS	D	C		

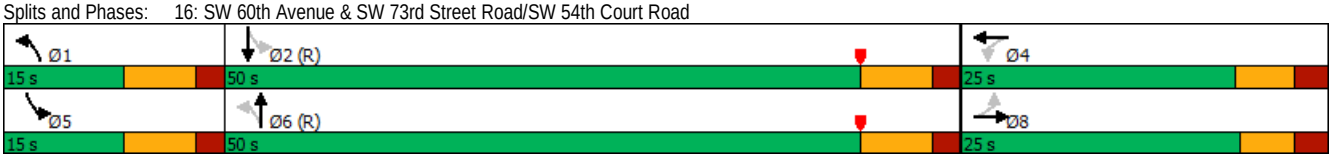
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	135	463	160	542	729	-	-
HCM Lane V/C Ratio	0.061	-	-	0.161	0.047	0.136	0.04	0.051	-	-
HCM Control Delay (s)	11.3	-	-	36.7	13.2	31	11.9	10.2	-	-
HCM Lane LOS	B	-	-	E	B	D	B	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.6	0.1	0.5	0.1	0.2	-	-

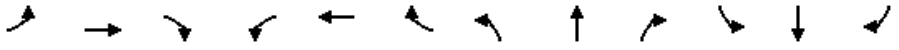
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	0	112	183	0	190	24	737	100	126	1206	3
Future Volume (vph)	22	0	112	183	0	190	24	737	100	126	1206	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	2%	2%	2%
Adj. Flow (vph)	23	0	118	193	0	200	25	776	105	133	1269	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	118	0	193	200	0	25	881	0	133	1272	0
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	20.0		5.0	20.0	
Minimum Split (s)	16.1	16.1		16.4	16.4		11.8	26.8		11.8	26.8	
Total Split (s)	25.0	25.0		25.0	25.0		15.0	50.0		15.0	50.0	
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	55.6%		16.7%	55.6%	
Yellow Time (s)	3.7	3.7		4.0	4.0		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.4	2.4		2.4	2.4		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.1	6.1		6.4	6.4		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
v/c Ratio	0.12	0.25		0.80	0.38		0.09	0.51		0.34	0.60	
Control Delay	30.4	1.6		58.9	3.0		7.1	16.3		8.7	14.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.4	1.6		58.9	3.0		7.1	16.3		8.7	14.4	
Queue Length 50th (ft)	11	0		102	0		5	174		27	193	
Queue Length 95th (ft)	32	4		#207	13		13	226		47	365	
Internal Link Dist (ft)		636			308			1613			2275	
Turn Bay Length (ft)							150			185		
Base Capacity (vph)	213	496		268	557		309	1757		401	2135	
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	0.11	0.24		0.72	0.36		0.08	0.50		0.33	0.60	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 68.9 (77%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 16: SW 60th Avenue & SW 73rd Street Road/SW 54th Court Road





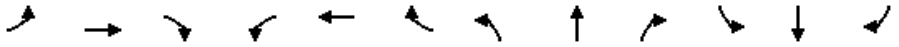
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	112	183	0	190	24	737	100	126	1206	3
Future Volume (veh/h)	22	0	112	183	0	190	24	737	100	126	1206	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	23	0	118	193	0	200	25	776	105	133	1269	3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	3	3	2	2	2
Cap, veh/h	189	0	328	262	0	328	256	1608	218	403	1983	5
Arrive On Green	0.21	0.00	0.21	0.21	0.00	0.21	0.03	0.52	0.52	0.06	0.55	0.55
Sat Flow, veh/h	1182	0	1585	1274	0	1585	1767	3120	422	1781	3637	9
Grp Volume(v), veh/h	23	0	118	193	0	200	25	438	443	133	620	652
Grp Sat Flow(s),veh/h/ln	1182	0	1585	1274	0	1585	1767	1763	1780	1781	1777	1869
Q Serve(g_s), s	1.6	0.0	5.7	12.9	0.0	10.3	0.6	14.4	14.4	3.1	21.9	21.9
Cycle Q Clear(g_c), s	11.9	0.0	5.7	18.6	0.0	10.3	0.6	14.4	14.4	3.1	21.9	21.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.00
Lane Grp Cap(c), veh/h	189	0	328	262	0	328	256	909	917	403	969	1019
V/C Ratio(X)	0.12	0.00	0.36	0.74	0.00	0.61	0.10	0.48	0.48	0.33	0.64	0.64
Avail Cap(c_a), veh/h	193	0	333	262	0	328	371	909	917	466	969	1019
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	37.8	0.0	30.6	38.9	0.0	32.4	11.8	14.1	14.1	10.4	14.3	14.3
Incr Delay (d2), s/veh	0.3	0.0	0.7	10.4	0.0	3.3	0.2	1.8	1.8	0.3	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.2	4.9	0.0	4.1	0.2	5.5	5.5	1.1	8.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	31.3	49.3	0.0	35.7	12.0	15.9	15.9	10.7	16.4	16.3
LnGrp LOS	D	A	C	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h		141			393			906			1405	
Approach Delay, s/veh		32.4			42.4			15.8			15.8	
Approach LOS		C			D			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.1	55.9		25.0	11.8	53.2		25.0				
Change Period (Y+Rc), s	6.8	6.8		6.4	6.8	6.8		* 6.4				
Max Green Setting (Gmax), s	8.2	43.2		18.6	8.2	43.2		* 19				
Max Q Clear Time (g_c+I1), s	2.6	23.9		20.6	5.1	16.4		13.9				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.1	5.5		0.3				

Intersection Summary			
HCM 6th Ctrl Delay		20.3	
HCM 6th LOS		C	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	3	8	47	1	145	11	699	44	212	1197	1
Future Volume (vph)	14	3	8	47	1	145	11	699	44	212	1197	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	15	3	8	49	1	151	11	728	46	221	1247	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	26	0	0	201	0	11	774	0	221	1248	0
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	3	8	47	1	145	11	699	44	212	1197	1
Future Vol, veh/h	14	3	8	47	1	145	11	699	44	212	1197	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	310	-	-	445	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	3	3	3	2	2	2	2	2	2
Mvmt Flow	15	3	8	49	1	151	11	728	46	221	1247	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2077	2486	624	1840	2463	387	1248	0	0	774	0	0
Stage 1	1690	1690	-	773	773	-	-	-	-	-	-	-
Stage 2	387	796	-	1067	1690	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.56	6.56	6.96	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.56	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.53	4.03	3.33	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	62	29	*600	*127	31	609	*897	-	-	837	-	-
Stage 1	240	261	-	*356	405	-	-	-	-	-	-	-
Stage 2	608	397	-	*564	259	-	-	-	-	-	-	-
Platoon blocked, %	1	1	1	1	1		1	-	-		-	-
Mov Cap-1 Maneuver	37	21	*600	*97	23	609	*897	-	-	837	-	-
Mov Cap-2 Maneuver	123	92	-	*213	122	-	-	-	-	-	-	-
Stage 1	237	192	-	*352	400	-	-	-	-	-	-	-
Stage 2	450	392	-	*402	191	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.6	21.7	0.1	1.6
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 897	-	-	156	413	837	-	-
HCM Lane V/C Ratio	0.013	-	-	0.167	0.487	0.264	-	-
HCM Control Delay (s)	9.1	-	-	32.6	21.7	10.8	-	-
HCM Lane LOS	A	-	-	D	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	2.6	1.1	-	-

Notes

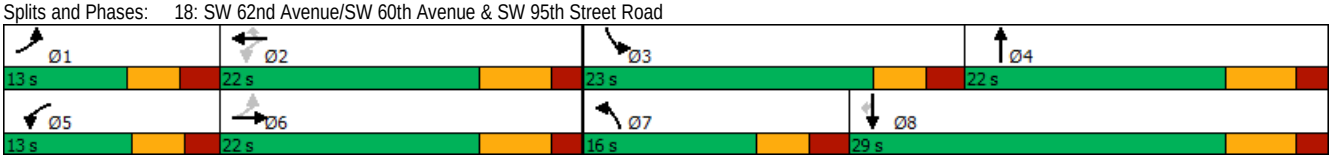
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

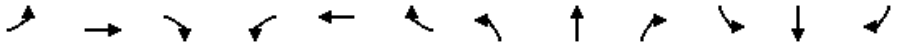
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	255	52	27	258	415	26	286	19	636	509	72
Future Volume (vph)	71	255	52	27	258	415	26	286	19	636	509	72
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	6%	6%	6%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	73	263	54	28	266	428	27	295	20	656	525	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	317	0	28	266	428	27	315	0	656	525	74
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2						8
Detector Phase	1	6		5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	15.0		7.0	15.0	15.0	7.0	15.0		7.0	15.0	15.0
Minimum Split (s)	12.6	21.3		12.3	21.3	21.3	12.6	21.3		12.5	21.3	21.3
Total Split (s)	13.0	22.0		13.0	22.0	22.0	16.0	22.0		23.0	29.0	29.0
Total Split (%)	16.3%	27.5%		16.3%	27.5%	27.5%	20.0%	27.5%		28.8%	36.3%	36.3%
Yellow Time (s)	3.2	4.3		3.2	4.3	4.3	3.2	4.3		3.2	4.3	4.3
All-Red Time (s)	2.4	2.0		2.1	2.0	2.0	2.4	2.0		2.3	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
Total Lost Time (s)	5.6	6.3		5.3	6.3	6.3	5.6	6.3		5.5	6.3	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min		None	Min	Min	None	None		None	None	None
v/c Ratio	0.20	0.35		0.08	0.37	0.65	0.16	0.82		0.86	0.65	0.09
Control Delay	18.6	23.3		17.0	29.2	8.4	35.2	49.3		42.8	26.0	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	18.6	23.3		17.0	29.2	8.4	35.2	49.3		42.8	26.0	0.2
Queue Length 50th (ft)	24	52		9	61	0	13	150		161	176	0
Queue Length 95th (ft)	51	106		25	96	76	36	#294		#255	#438	0
Internal Link Dist (ft)		3948			5200			979			7722	
Turn Bay Length (ft)	345			530		650	325			600		
Base Capacity (vph)	360	916		379	739	669	245	388		799	806	797
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	0.20	0.35		0.07	0.36	0.64	0.11	0.81		0.82	0.65	0.09

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 75.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: SW 62nd Avenue/SW 60th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	255	52	27	258	415	26	286	19	636	509	72
Future Volume (veh/h)	71	255	52	27	258	415	26	286	19	636	509	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	263	34	28	266	214	27	295	15	656	525	62
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
Percent Heavy Veh, %	6	6	6	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	718	92	343	706	315	71	350	18	748	699	592
Arrive On Green	0.07	0.23	0.23	0.04	0.20	0.20	0.04	0.20	0.20	0.22	0.37	0.37
Sat Flow, veh/h	1725	3068	392	1781	3554	1585	1781	1764	90	3456	1870	1585
Grp Volume(v), veh/h	73	146	151	28	266	214	27	0	310	656	525	62
Grp Sat Flow(s),veh/h/ln	1725	1721	1740	1781	1777	1585	1781	0	1854	1728	1870	1585
Q Serve(g_s), s	2.4	5.4	5.5	0.9	4.9	9.4	1.1	0.0	12.2	13.9	18.5	1.9
Cycle Q Clear(g_c), s	2.4	5.4	5.5	0.9	4.9	9.4	1.1	0.0	12.2	13.9	18.5	1.9
Prop In Lane	1.00		0.23	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	339	403	407	343	706	315	71	0	368	748	699	592
V/C Ratio(X)	0.22	0.36	0.37	0.08	0.38	0.68	0.38	0.00	0.84	0.88	0.75	0.10
Avail Cap(c_a), veh/h	383	403	407	452	739	329	245	0	385	801	699	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.1	24.2	24.3	22.2	26.2	28.0	35.3	0.0	29.1	28.6	20.6	15.4
Incr Delay (d2), s/veh	0.3	0.5	0.6	0.1	0.3	5.3	3.3	0.0	14.9	10.4	4.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.1	2.1	0.4	1.9	3.7	0.5	0.0	6.5	6.3	7.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.4	24.8	24.8	22.3	26.6	33.3	38.6	0.0	44.0	39.0	25.2	15.5
LnGrp LOS	C	C	C	C	C	C	D	A	D	D	C	B
Approach Vol, veh/h		370			508			337			1243	
Approach Delay, s/veh		24.1			29.2			43.6			32.0	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	21.3	21.8	21.3	8.4	24.0	8.6	34.5
Change Period (Y+Rc), s	* 5.6	6.3	5.5	6.3	* 5.3	6.3	* 5.6	6.3
Max Green Setting (Gmax), s	* 7.4	15.7	17.5	15.7	* 7.7	15.7	* 10	22.7
Max Q Clear Time (g_c+I1), s	4.4	11.4	15.9	14.2	2.9	7.5	3.1	20.5
Green Ext Time (p_c), s	0.0	0.9	0.5	0.3	0.0	0.9	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

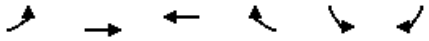
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	171	1381	1283	60	135	204
Future Volume (vph)	171	1381	1283	60	135	204
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	186	1501	1395	65	147	222
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	1501	1460	0	369	0
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Detector Phase	1	6	2		8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	9.5	22.5	22.5		22.5	
Total Split (s)	18.0	64.0	46.0		26.0	
Total Split (%)	20.0%	71.1%	51.1%		28.9%	
Yellow Time (s)	3.5	3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	None	None		None	
v/c Ratio	0.61	0.65	0.87		0.83	
Control Delay	21.1	10.2	26.8		40.9	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	21.1	10.2	26.8		40.9	
Queue Length 50th (ft)	40	234	352		148	
Queue Length 95th (ft)	107	298	#540		#300	
Internal Link Dist (ft)		917	742		1623	
Turn Bay Length (ft)	230					
Base Capacity (vph)	387	2679	1859		516	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.48	0.56	0.79		0.72	

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 80.4
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 19: SW 42nd Street & SW 7th Ave





Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	171	1381	1283	60	135	204
Future Volume (veh/h)	171	1381	1283	60	135	204
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	186	1501	1395	65	147	222
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	287	2223	1680	78	165	249
Arrive On Green	0.08	0.63	0.49	0.49	0.25	0.25
Sat Flow, veh/h	1781	3647	3551	161	659	995
Grp Volume(v), veh/h	186	1501	716	744	370	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1841	1658	0
Q Serve(g_s), s	3.4	19.8	25.0	25.2	15.6	0.0
Cycle Q Clear(g_c), s	3.4	19.8	25.0	25.2	15.6	0.0
Prop In Lane	1.00			0.09	0.40	0.60
Lane Grp Cap(c), veh/h	287	2223	863	895	414	0
V/C Ratio(X)	0.65	0.68	0.83	0.83	0.89	0.00
Avail Cap(c_a), veh/h	483	2928	1021	1058	494	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.9	8.8	16.0	16.0	26.2	0.0
Incr Delay (d2), s/veh	2.4	0.4	5.0	5.0	16.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.3	9.3	9.7	7.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	9.2	21.0	21.0	42.6	0.0
LnGrp LOS	B	A	C	C	D	A
Approach Vol, veh/h		1687	1460		370	
Approach Delay, s/veh		10.1	21.0		42.6	
Approach LOS		B	C		D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	10.1	39.6				49.7	22.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	13.5	41.5				59.5	21.5
Max Q Clear Time (g_c+I1), s	5.4	27.2				21.8	17.6
Green Ext Time (p_c), s	0.3	7.9				14.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	18.0
HCM 6th LOS	B

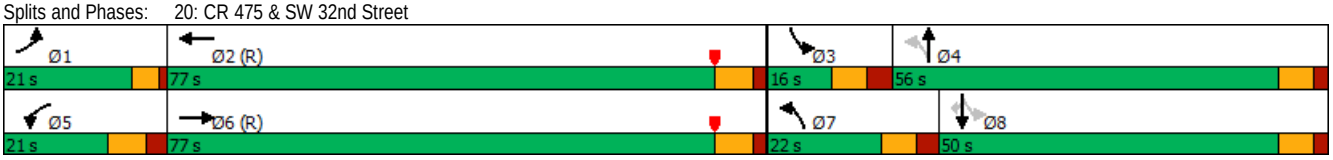
Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	1486	191	112	1166	26	165	164	141	50	418	228
Future Volume (vph)	116	1486	191	112	1166	26	165	164	141	50	418	228
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	127	1633	210	123	1281	29	181	180	155	55	459	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	127	1843	0	123	1310	0	181	335	0	55	459	251
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4			8		8
Detector Phase	1	6		5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	12.0		8.0	12.0	12.0
Minimum Split (s)	9.5	31.0		15.6	31.0		15.5	50.0		15.8	50.0	50.0
Total Split (s)	21.0	77.0		21.0	77.0		22.0	56.0		16.0	50.0	50.0
Total Split (%)	12.4%	45.3%		12.4%	45.3%		12.9%	32.9%		9.4%	29.4%	29.4%
Yellow Time (s)	3.5	4.8		4.8	4.8		4.5	4.5		4.4	4.5	4.5
All-Red Time (s)	1.0	2.0		2.8	2.0		3.0	2.0		3.4	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.5	6.8		7.6	6.8		7.5	6.5		7.8	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	None
v/c Ratio	0.80	0.89		0.89	0.89		0.91	0.60		0.20	0.97	0.48
Control Delay	108.2	52.7		127.3	54.4		88.4	51.9		36.6	97.4	20.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	108.2	52.7		127.3	54.4		88.4	51.9		36.6	97.4	20.1
Queue Length 50th (ft)	140	690		138	713		155	303		39	510	71
Queue Length 95th (ft)	#242	757		#268	819		#319	422		73	#740	164
Internal Link Dist (ft)		983			593			1838			1133	
Turn Bay Length (ft)	210			240			325			230		
Base Capacity (vph)	171	2073		139	1476		200	559		273	476	532
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	0.74	0.89		0.88	0.89		0.91	0.60		0.20	0.96	0.47

Intersection Summary
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 76 (45%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 135
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 20: CR 475 & SW 32nd Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1486	191	112	1166	26	165	164	141	50	418	228
Future Volume (veh/h)	116	1486	191	112	1166	26	165	164	141	50	418	228
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	1633	157	123	1281	26	181	180	70	55	459	166
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1962	188	140	1527	31	204	378	147	323	477	404
Arrive On Green	0.08	0.41	0.41	0.08	0.43	0.43	0.09	0.29	0.29	0.04	0.25	0.25
Sat Flow, veh/h	1781	4738	455	1781	3562	72	1781	1282	499	1781	1870	1585
Grp Volume(v), veh/h	127	1173	617	123	639	668	181	0	250	55	459	166
Grp Sat Flow(s),veh/h/ln	1781	1702	1789	1781	1777	1857	1781	0	1781	1781	1870	1585
Q Serve(g_s), s	12.0	52.3	52.5	11.6	54.5	54.6	12.5	0.0	19.6	3.8	41.2	14.8
Cycle Q Clear(g_c), s	12.0	52.3	52.5	11.6	54.5	54.6	12.5	0.0	19.6	3.8	41.2	14.8
Prop In Lane	1.00		0.25	1.00		0.04	1.00		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	147	1409	741	140	762	796	204	0	525	323	477	404
V/C Ratio(X)	0.87	0.83	0.83	0.88	0.84	0.84	0.89	0.00	0.48	0.17	0.96	0.41
Avail Cap(c_a), veh/h	173	1409	741	140	762	796	204	0	525	331	479	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.1	44.5	44.6	77.5	43.3	43.3	46.1	0.0	49.2	43.7	62.6	52.7
Incr Delay (d2), s/veh	30.6	5.9	10.7	41.7	10.7	10.3	33.9	0.0	0.7	0.2	31.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	22.7	24.9	6.9	25.6	26.7	7.4	0.0	8.8	1.7	23.6	6.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.7	50.4	55.2	119.2	54.0	53.7	80.0	0.0	49.9	43.9	94.3	53.4
LnGrp LOS	F	D	E	F	D	D	E	A	D	D	F	D
Approach Vol, veh/h		1917			1430			431			680	
Approach Delay, s/veh		55.7			59.5			62.5			80.2	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	79.7	15.2	56.6	21.0	77.2	22.0	49.8
Change Period (Y+Rc), s	4.5	6.8	7.8	6.5	* 7.6	6.8	7.5	6.5
Max Green Setting (Gmax), s	16.5	70.2	8.2	49.5	* 13	70.2	14.5	43.5
Max Q Clear Time (g_c+I1), s	14.0	56.6	5.8	21.6	13.6	54.5	14.5	43.2
Green Ext Time (p_c), s	0.1	6.7	0.0	1.4	0.0	10.1	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	61.3
HCM 6th LOS	E

Notes

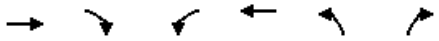
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	296	266	900	177	364
Future Volume (vph)	825	296	266	900	177	364
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	927	333	299	1011	199	409
Shared Lane Traffic (%)						
Lane Group Flow (vph)	927	333	299	1011	199	409
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	8	
Permitted Phases		6	2			8
Detector Phase	6	6	5	2	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	10.0	20.0	5.0	5.0
Minimum Split (s)	26.8	26.8	16.8	26.8	24.8	24.8
Total Split (s)	55.0	55.0	28.0	83.0	37.0	37.0
Total Split (%)	45.8%	45.8%	23.3%	69.2%	30.8%	30.8%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	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
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
v/c Ratio	0.48	0.33	0.64	0.39	0.71	0.73
Control Delay	19.2	3.1	12.7	7.2	61.6	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.2	3.1	12.7	7.2	61.6	15.2
Queue Length 50th (ft)	208	0	66	136	148	29
Queue Length 95th (ft)	357	52	123	211	211	122
Internal Link Dist (ft)	667			985	554	
Turn Bay Length (ft)			265			270
Base Capacity (vph)	1951	1022	547	2580	445	673
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.33	0.55	0.39	0.45	0.61

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 21: SW 49th Avenue & SW 42nd Street Road





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	825	296	266	900	177	364
Future Volume (veh/h)	825	296	266	900	177	364
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	927	316	299	1011	199	240
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2023	902	403	2537	308	274
Arrive On Green	0.57	0.57	0.09	0.71	0.17	0.17
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	927	316	299	1011	199	240
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	18.2	12.9	7.9	13.7	12.5	17.7
Cycle Q Clear(g_c), s	18.2	12.9	7.9	13.7	12.5	17.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2023	902	403	2537	308	274
V/C Ratio(X)	0.46	0.35	0.74	0.40	0.65	0.88
Avail Cap(c_a), veh/h	2023	902	561	2537	448	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	13.9	12.8	6.9	46.2	48.4
Incr Delay (d2), s/veh	0.8	1.1	3.3	0.5	2.3	13.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	4.5	3.0	4.4	5.6	7.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.8	15.0	16.1	7.3	48.5	62.3
LnGrp LOS	B	B	B	A	D	E
Approach Vol, veh/h	1243			1310	439	
Approach Delay, s/veh	15.6			9.3	56.0	
Approach LOS	B			A	E	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		92.5			17.3	75.1	27.5
Change Period (Y+Rc), s		6.8			6.8	6.8	6.8
Max Green Setting (Gmax), s		76.2			21.2	48.2	30.2
Max Q Clear Time (g_c+I1), s		15.7			9.9	20.2	19.7
Green Ext Time (p_c), s		8.3			0.6	8.0	1.0

Intersection Summary		
HCM 6th Ctrl Delay		18.8
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	169	142	165	170	132	150	157	725	160	150	888	167
Future Volume (vph)	169	142	165	170	132	150	157	725	160	150	888	167
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)	184	154	179	185	143	163	171	788	174	163	965	182
Shared Lane Traffic (%)												
Lane Group Flow (vph)	184	154	179	185	143	163	171	788	174	163	965	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	7.0	10.0	10.0	7.0	10.0	10.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	13.8	22.5	22.5	13.8	22.5	22.5	13.8	26.8	26.8	13.8	26.8	26.8
Total Split (s)	24.0	24.0	24.0	21.0	21.0	21.0	18.0	53.0	53.0	22.0	57.0	57.0
Total Split (%)	20.0%	20.0%	20.0%	17.5%	17.5%	17.5%	15.0%	44.2%	44.2%	18.3%	47.5%	47.5%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
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)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
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
Recall Mode	None	None	None	None	None	None	None	Min	Min	None	Min	Min
v/c Ratio	0.48	0.60	0.48	0.50	0.60	0.47	0.62	0.63	0.26	0.49	0.77	0.28
Control Delay	31.2	53.2	11.3	32.1	55.3	12.3	25.6	29.6	5.2	17.8	33.2	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.2	53.2	11.3	32.1	55.3	12.3	25.6	29.6	5.2	17.8	33.2	6.3
Queue Length 50th (ft)	87	95	0	87	87	0	54	216	3	51	287	10
Queue Length 95th (ft)	169	182	64	170	#178	64	113	311	48	93	383	55
Internal Link Dist (ft)		2166			2294			718			1530	
Turn Bay Length (ft)	240		185	240		185	240		180	240		180
Base Capacity (vph)	460	333	430	418	276	373	300	1701	848	429	1848	902
Starvation Cap Reductn	0	0	0	0	0	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	0.40	0.46	0.42	0.44	0.52	0.44	0.57	0.46	0.21	0.38	0.52	0.20

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 98.6
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: SW 49th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	142	165	170	132	150	157	725	160	150	888	167
Future Volume (veh/h)	169	142	165	170	132	150	157	725	160	150	888	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	184	154	143	185	143	130	171	788	139	163	965	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	225	191	334	225	190	294	1269	566	338	1263	563
Arrive On Green	0.11	0.12	0.12	0.11	0.12	0.12	0.08	0.36	0.36	0.08	0.36	0.36
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	184	154	143	185	143	130	171	788	139	163	965	146
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	7.3	6.6	7.3	7.4	6.1	6.5	5.0	15.3	5.1	4.7	20.0	5.4
Cycle Q Clear(g_c), s	7.3	6.6	7.3	7.4	6.1	6.5	5.0	15.3	5.1	4.7	20.0	5.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	342	225	191	334	225	190	294	1269	566	338	1263	563
V/C Ratio(X)	0.54	0.68	0.75	0.55	0.64	0.68	0.58	0.62	0.25	0.48	0.76	0.26
Avail Cap(c_a), veh/h	507	386	327	435	319	270	385	1972	880	517	2143	956
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	35.1	35.4	27.6	34.9	35.1	18.1	22.1	18.9	16.4	23.7	19.0
Incr Delay (d2), s/veh	1.3	3.6	5.8	1.4	3.0	4.3	1.8	0.5	0.2	1.1	1.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.0	2.9	3.1	2.8	2.6	1.9	5.8	1.8	1.8	7.7	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	38.7	41.2	29.0	37.9	39.4	19.9	22.6	19.1	17.4	24.7	19.3
LnGrp LOS	C	D	D	C	D	D	B	C	B	B	C	B
Approach Vol, veh/h		481			458			1098			1274	
Approach Delay, s/veh		35.7			34.7			21.7			23.2	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	36.5	16.3	16.8	13.8	36.4	16.3	16.8
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Max Green Setting (Gmax), s	15.2	46.2	14.2	17.2	11.2	50.2	17.2	14.2
Max Q Clear Time (g_c+I1), s	6.7	17.3	9.4	9.3	7.0	22.0	9.3	8.5
Green Ext Time (p_c), s	0.2	6.0	0.2	0.7	0.2	7.6	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

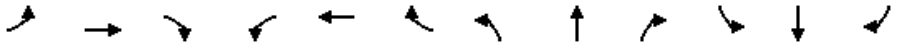
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	206	10	236	25	5	20	160	641	30	30	834	169
Future Volume (vph)	206	10	236	25	5	20	160	641	30	30	834	169
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	224	11	257	27	5	22	174	697	33	33	907	184
Shared Lane Traffic (%)												
Lane Group Flow (vph)	224	268	0	27	27	0	174	730	0	33	907	184
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4			6			2		2
Detector Phase	3	8		7	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	22.5		13.9	22.5		13.8	26.8		13.8	26.8	26.8
Total Split (s)	15.0	35.0		15.0	35.0		20.0	55.0		20.0	55.0	55.0
Total Split (%)	12.0%	28.0%		12.0%	28.0%		16.0%	44.0%		16.0%	44.0%	44.0%
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	3.0		2.1	3.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	7.8		6.9	7.8		6.8	6.8		6.8	6.8	6.8
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	None		None	None		None	Min		None	Min	Min
v/c Ratio	0.82	0.59		0.10	0.11		0.48	0.41		0.08	0.65	0.26
Control Delay	56.7	12.5		29.3	20.6		12.5	15.2		9.0	23.1	5.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	56.7	12.5		29.3	20.6		12.5	15.2		9.0	23.1	5.5
Queue Length 50th (ft)	101	4		12	2		25	108		4	156	6
Queue Length 95th (ft)	#240	86		36	30		86	230		22	332	53
Internal Link Dist (ft)		3607			1117			834			2498	
Turn Bay Length (ft)	185			185			240			240		185
Base Capacity (vph)	274	741		289	605		448	2280		584	2269	1072
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	0.82	0.36		0.09	0.04		0.39	0.32		0.06	0.40	0.17

Intersection Summary

Cycle Length: 125
Actuated Cycle Length: 79.9
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 23: SW 49th Avenue & SW 80th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	206	10	236	25	5	20	160	641	30	30	834	169
Future Volume (veh/h)	206	10	236	25	5	20	160	641	30	30	834	169
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	224	11	207	27	5	18	174	697	26	33	907	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	15	276	219	43	157	308	1355	51	340	1230	549
Arrive On Green	0.10	0.18	0.18	0.04	0.12	0.12	0.09	0.39	0.39	0.05	0.35	0.35
Sat Flow, veh/h	1781	81	1517	1781	356	1283	1781	3493	130	1781	3554	1585
Grp Volume(v), veh/h	224	0	218	27	0	23	174	354	369	33	907	152
Grp Sat Flow(s),veh/h/ln	1781	0	1597	1781	0	1639	1781	1777	1847	1781	1777	1585
Q Serve(g_s), s	8.1	0.0	10.6	1.1	0.0	1.0	5.0	12.5	12.5	0.9	18.3	5.7
Cycle Q Clear(g_c), s	8.1	0.0	10.6	1.1	0.0	1.0	5.0	12.5	12.5	0.9	18.3	5.7
Prop In Lane	1.00		0.95	1.00		0.78	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	416	0	290	219	0	200	308	689	716	340	1230	549
V/C Ratio(X)	0.54	0.00	0.75	0.12	0.00	0.11	0.57	0.51	0.51	0.10	0.74	0.28
Avail Cap(c_a), veh/h	416	0	531	326	0	545	441	1047	1088	547	2094	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	0.0	31.7	29.4	0.0	32.0	17.6	19.1	19.1	16.0	23.5	19.3
Incr Delay (d2), s/veh	1.4	0.0	3.9	0.2	0.0	0.3	1.6	0.6	0.6	0.1	0.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.2	0.5	0.0	0.4	1.9	4.7	4.9	0.4	7.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	0.0	35.6	29.7	0.0	32.2	19.3	19.7	19.7	16.1	24.4	19.6
LnGrp LOS	C	A	D	C	A	C	B	B	B	B	C	B
Approach Vol, veh/h		442			50			897			1092	
Approach Delay, s/veh		32.7			30.8			19.6			23.4	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	35.1	15.0	17.8	10.5	38.5	10.1	22.7
Change Period (Y+Rc), s	6.8	6.8	6.9	7.8	6.8	6.8	6.9	7.8
Max Green Setting (Gmax), s	13.2	48.2	8.1	27.2	13.2	48.2	8.1	27.2
Max Q Clear Time (g_c+I1), s	7.0	20.3	10.1	3.0	2.9	14.5	3.1	12.6
Green Ext Time (p_c), s	0.2	8.0	0.0	0.1	0.0	4.4	0.0	1.1

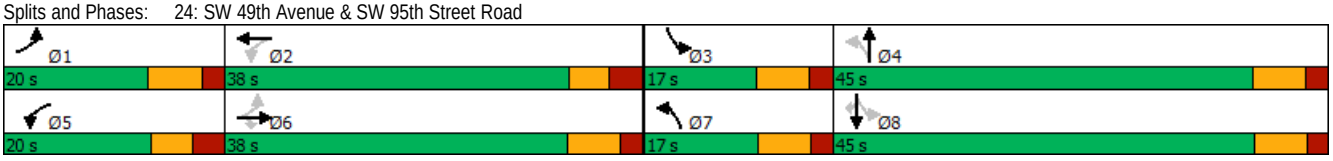
Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

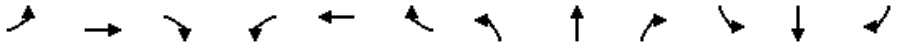
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	565	130	115	745	225	190	197	205	115	166	129
Future Volume (vph)	259	565	130	115	745	225	190	197	205	115	166	129
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	282	614	141	125	810	245	207	214	223	125	180	140
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	614	141	125	1055	0	207	437	0	125	180	140
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6	2			4			8		8
Detector Phase	1	6	6	5	2		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	20.0		7.0	20.0	20.0
Minimum Split (s)	13.9	27.1	27.1	13.9	27.1		15.0	28.2		13.9	27.1	27.1
Total Split (s)	20.0	38.0	38.0	20.0	38.0		17.0	45.0		17.0	45.0	45.0
Total Split (%)	16.7%	31.7%	31.7%	16.7%	31.7%		14.2%	37.5%		14.2%	37.5%	37.5%
Yellow Time (s)	4.8	4.8	4.8	3.7	3.7		4.8	4.8		4.8	4.8	4.8
All-Red Time (s)	2.1	2.2	2.2	2.9	3.2		2.0	2.2		2.1	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
Total Lost Time (s)	6.9	7.0	7.0	6.6	6.9		6.8	7.0		6.9	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min		None	None		None	None	None
v/c Ratio	0.94	0.96	0.22	0.53	0.99		0.50	0.52		0.41	0.26	0.32
Control Delay	65.1	61.9	3.8	23.8	60.5		29.1	19.9		27.0	35.7	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	65.1	61.9	3.8	23.8	60.5		29.1	19.9		27.0	35.7	5.9
Queue Length 50th (ft)	131	387	0	42	350		96	63		55	52	0
Queue Length 95th (ft)	#301	#652	32	79	#498		155	113		98	84	37
Internal Link Dist (ft)		5200			3554			3071			396	
Turn Bay Length (ft)	300			240			420			185		185
Base Capacity (vph)	301	639	649	307	1065		412	1359		319	1327	695
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	0.94	0.96	0.22	0.41	0.99		0.50	0.32		0.39	0.14	0.20

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 101.8
Natural Cycle: 95
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 24: SW 49th Avenue & SW 95th Street Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	565	130	115	745	225	190	197	205	115	166	129
Future Volume (veh/h)	259	565	130	115	745	225	190	197	205	115	166	129
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	614	113	125	810	196	207	214	180	125	180	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	312	686	581	231	859	208	417	418	335	317	699	312
Arrive On Green	0.13	0.37	0.37	0.07	0.30	0.30	0.10	0.22	0.22	0.07	0.20	0.20
Sat Flow, veh/h	1781	1870	1585	1781	2837	686	1781	1876	1501	1781	3554	1585
Grp Volume(v), veh/h	282	614	113	125	507	499	207	202	192	125	180	113
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1777	1747	1781	1777	1600	1781	1777	1585
Q Serve(g_s), s	11.0	31.5	4.9	4.8	28.3	28.3	9.4	10.1	10.8	5.6	4.4	6.3
Cycle Q Clear(g_c), s	11.0	31.5	4.9	4.8	28.3	28.3	9.4	10.1	10.8	5.6	4.4	6.3
Prop In Lane	1.00		1.00	1.00		0.39	1.00		0.94	1.00		1.00
Lane Grp Cap(c), veh/h	312	686	581	231	538	529	417	396	357	317	699	312
V/C Ratio(X)	0.90	0.90	0.19	0.54	0.94	0.94	0.50	0.51	0.54	0.39	0.26	0.36
Avail Cap(c_a), veh/h	314	686	581	347	544	534	417	664	598	364	1335	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	30.4	22.0	25.4	34.6	34.6	28.5	34.6	34.9	29.5	34.5	35.3
Incr Delay (d2), s/veh	27.9	14.4	0.2	2.0	25.0	25.3	0.9	1.0	1.3	0.8	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	15.8	1.8	2.0	15.2	15.0	3.9	4.3	4.1	2.4	1.8	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.8	44.8	22.1	27.4	59.5	59.8	29.5	35.7	36.1	30.3	34.7	36.0
LnGrp LOS	D	D	C	C	E	E	C	D	D	C	C	D
Approach Vol, veh/h		1009			1131			601			418	
Approach Delay, s/veh		44.5			56.1			33.7			33.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	37.8	14.3	29.7	13.4	44.3	17.0	27.0
Change Period (Y+Rc), s	6.9	* 7	6.9	* 7	* 6.6	* 7	6.8	* 7
Max Green Setting (Gmax), s	13.1	* 31	10.1	* 38	* 13	* 31	10.2	* 38
Max Q Clear Time (g_c+I1), s	13.0	30.3	7.6	12.8	6.8	33.5	11.4	8.3
Green Ext Time (p_c), s	0.0	0.5	0.1	2.2	0.1	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	550	62	215	820	375	65	495	325	232	380	87
Future Volume (vph)	93	550	62	215	820	375	65	495	325	232	380	87
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)	101	598	67	234	891	408	71	538	353	252	413	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	598	67	234	891	408	71	538	353	252	413	95
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	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	20.0	20.0	5.0	20.0	20.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	12.3	27.3	27.3	12.3	27.3	27.3	12.3	17.3	17.3	12.3	17.3	17.3
Total Split (s)	17.0	33.0	33.0	33.0	49.0	49.0	30.0	54.0	54.0	30.0	54.0	54.0
Total Split (%)	11.3%	22.0%	22.0%	22.0%	32.7%	32.7%	20.0%	36.0%	36.0%	20.0%	36.0%	36.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
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
Recall Mode	None	Min	Min	None	Min	Min	None	None	None	None	None	None
v/c Ratio	0.74	0.80	0.14	0.78	0.83	0.54	0.48	0.72	0.58	0.82	0.36	0.15
Control Delay	89.3	57.6	0.6	69.2	49.1	6.8	68.4	52.7	8.9	72.6	35.2	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.3	57.6	0.6	69.2	49.1	6.8	68.4	52.7	8.9	72.6	35.2	0.5
Queue Length 50th (ft)	85	248	0	190	356	8	58	225	5	206	145	0
Queue Length 95th (ft)	#195	#386	0	295	478	93	112	288	89	#375	202	0
Internal Link Dist (ft)		862			752			747			938	
Turn Bay Length (ft)	405		350	405		350	240		185	240		185
Base Capacity (vph)	137	755	488	363	1180	791	321	1321	807	321	1321	710
Starvation Cap Reductn	0	0	0	0	0	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	0.74	0.79	0.14	0.64	0.76	0.52	0.22	0.41	0.44	0.79	0.31	0.13

Intersection Summary

Cycle Length: 150

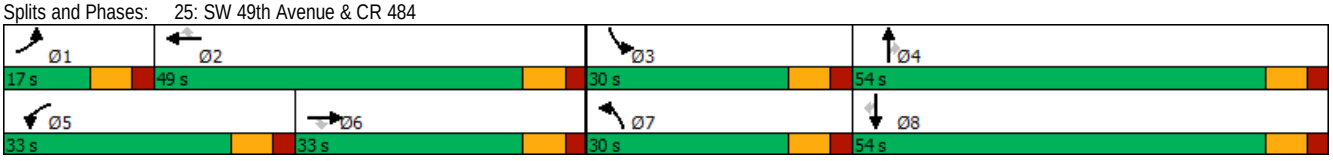
Actuated Cycle Length: 126.1

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

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

Splits and Phases: 25: SW 49th Avenue & CR 484



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	550	62	215	820	375	65	495	325	232	380	87
Future Volume (veh/h)	93	550	62	215	820	375	65	495	325	232	380	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	598	60	234	891	329	71	538	274	252	413	66
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	779	348	266	1060	473	92	777	347	283	1157	516
Arrive On Green	0.07	0.22	0.22	0.15	0.30	0.30	0.05	0.22	0.22	0.16	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	101	598	60	234	891	329	71	538	274	252	413	66
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	6.4	18.2	3.5	14.8	27.0	21.1	4.5	16.0	18.8	15.9	10.2	3.4
Cycle Q Clear(g_c), s	6.4	18.2	3.5	14.8	27.0	21.1	4.5	16.0	18.8	15.9	10.2	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	126	779	348	266	1060	473	92	777	347	283	1157	516
V/C Ratio(X)	0.80	0.77	0.17	0.88	0.84	0.70	0.77	0.69	0.79	0.89	0.36	0.13
Avail Cap(c_a), veh/h	150	794	354	398	1289	575	352	1443	644	352	1443	644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	42.1	36.4	47.9	37.8	35.7	53.8	41.4	42.4	47.4	29.6	27.3
Incr Delay (d2), s/veh	22.7	4.5	0.2	13.9	4.4	2.8	12.6	1.1	4.1	20.6	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	8.0	1.4	7.3	11.6	8.2	2.3	6.9	7.5	8.5	4.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	75.3	46.6	36.7	61.7	42.2	38.6	66.4	42.5	46.5	68.0	29.8	27.4
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		759			1454			883			731	
Approach Delay, s/veh		49.6			44.5			45.6			42.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	41.6	25.5	32.5	24.5	32.5	13.3	44.7
Change Period (Y+Rc), s	7.3	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Max Green Setting (Gmax), s	9.7	41.7	22.7	46.7	25.7	25.7	22.7	46.7
Max Q Clear Time (g_c+I1), s	8.4	29.0	17.9	20.8	16.8	20.2	6.5	12.2
Green Ext Time (p_c), s	0.0	5.3	0.3	4.4	0.4	1.8	0.1	2.8

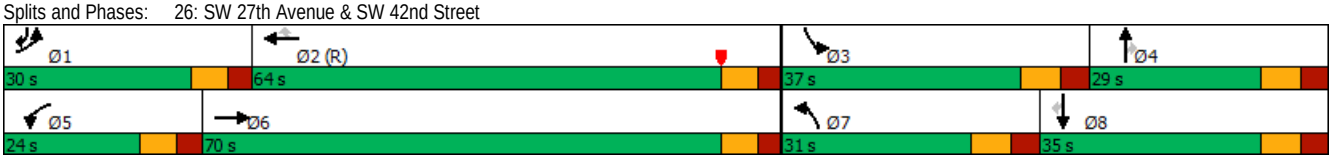
Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

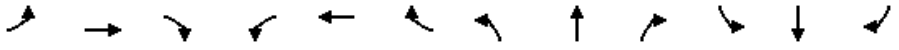
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	434	1217	219	331	1138	336	124	425	220	580	652	557
Future Volume (vph)	434	1217	219	331	1138	336	124	425	220	580	652	557
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	457	1281	231	348	1198	354	131	447	232	611	686	586
Shared Lane Traffic (%)												
Lane Group Flow (vph)	457	1512	0	348	1198	354	131	447	232	611	686	586
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4		3	8	1
Permitted Phases						2			4			8
Detector Phase	1	6		5	2	2	7	4	4	3	8	1
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0	15.0	6.0	10.0	10.0	6.0	10.0	6.0
Minimum Split (s)	13.4	44.4		13.6	44.5	44.5	14.3	18.3	18.3	14.3	18.3	13.4
Total Split (s)	30.0	70.0		24.0	64.0	64.0	31.0	29.0	29.0	37.0	35.0	30.0
Total Split (%)	18.8%	43.8%		15.0%	40.0%	40.0%	19.4%	18.1%	18.1%	23.1%	21.9%	18.8%
Yellow Time (s)	4.4	4.4		4.5	4.5	4.5	4.8	4.8	4.8	4.8	4.8	4.4
All-Red Time (s)	3.0	3.0		3.1	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.0
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
Total Lost Time (s)	7.4	7.4		7.6	7.5	7.5	8.3	8.3	8.3	8.3	8.3	7.4
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min		None	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.94	1.11		0.99	0.96	0.51	0.70	0.98	0.62	0.99	0.96	0.85
Control Delay	96.4	104.7		116.1	67.7	17.8	87.8	105.2	20.7	99.2	86.5	49.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	104.7		116.1	67.7	17.8	87.8	105.2	20.7	99.2	86.5	49.7
Queue Length 50th (ft)	247	~944		190	645	110	135	249	33	333	378	478
Queue Length 95th (ft)	#357	#1085		#300	#794	211	203	#367	127	#464	#576	#754
Internal Link Dist (ft)		1700			2015			1169			7150	
Turn Bay Length (ft)	340			300			250		225	275		
Base Capacity (vph)	484	1362		351	1249	698	251	457	376	615	716	688
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	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
Reduced v/c Ratio	0.94	1.11		0.99	0.96	0.51	0.52	0.98	0.62	0.99	0.96	0.85

Intersection Summary

Cycle Length: 160
Actuated Cycle Length: 160
Offset: 60 (38%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 145
Control Type: Actuated-Coordinated
~ 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: 26: SW 27th Avenue & SW 42nd Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	1217	219	331	1138	336	124	425	220	580	652	557
Future Volume (veh/h)	434	1217	219	331	1138	336	124	425	220	580	652	557
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	457	1281	173	348	1198	301	131	447	166	611	686	374
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	488	1297	174	354	1330	593	153	460	205	620	792	577
Arrive On Green	0.14	0.41	0.41	0.10	0.37	0.37	0.09	0.13	0.13	0.18	0.22	0.22
Sat Flow, veh/h	3456	3148	423	3456	3554	1585	1781	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	457	720	734	348	1198	301	131	447	166	611	686	374
Grp Sat Flow(s),veh/h/ln	1728	1777	1794	1728	1777	1585	1781	1777	1585	1728	1777	1585
Q Serve(g_s), s	20.9	64.1	65.2	16.1	50.9	23.5	11.6	20.0	16.3	28.2	29.7	31.4
Cycle Q Clear(g_c), s	20.9	64.1	65.2	16.1	50.9	23.5	11.6	20.0	16.3	28.2	29.7	31.4
Prop In Lane	1.00		0.24	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	732	739	354	1330	593	153	460	205	620	792	577
V/C Ratio(X)	0.94	0.98	0.99	0.98	0.90	0.51	0.86	0.97	0.81	0.99	0.87	0.65
Avail Cap(c_a), veh/h	488	732	739	354	1330	593	253	460	205	620	792	577
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Uniform Delay (d), s/veh	68.0	46.5	46.8	71.7	47.2	38.7	72.1	69.4	67.7	65.4	59.9	42.4
Incr Delay (d2), s/veh	25.7	29.1	31.4	43.0	10.0	3.1	14.0	34.8	21.9	17.4	3.7	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.9	33.2	34.5	9.1	23.7	9.5	5.8	11.2	7.8	13.7	13.6	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.7	75.6	78.2	114.6	57.2	41.7	86.1	104.2	89.6	82.9	63.6	43.3
LnGrp LOS	F	E	E	F	E	D	F	F	F	F	E	D
Approach Vol, veh/h		1911			1847			744			1671	
Approach Delay, s/veh		80.9			65.5			97.8			66.1	
Approach LOS		F			E			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	67.5	37.0	29.0	24.0	73.5	22.1	43.9
Change Period (Y+Rc), s	7.4	7.5	8.3	8.3	7.6	* 7.5	8.3	8.3
Max Green Setting (Gmax), s	22.6	56.5	28.7	20.7	16.4	* 63	22.7	26.7
Max Q Clear Time (g_c+I1), s	22.9	52.9	30.2	22.0	18.1	67.2	13.6	33.4
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	262	113	6	202	131	126	351	8	162	559	315
Future Volume (vph)	219	262	113	6	202	131	126	351	8	162	559	315
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
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	246	294	127	7	227	147	142	394	9	182	628	354
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	667	0	0	381	0	142	403	0	182	982	0
Turn Type	Prot	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	
Permitted Phases				4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	6.0	8.0		8.0	8.0		6.0	17.0		6.0	17.0	
Minimum Split (s)	12.8	22.0		22.0	22.0		13.0	23.8		13.0	23.8	
Total Split (s)	16.0	44.0		28.0	28.0		15.0	88.0		15.0	88.0	
Total Split (%)	10.9%	29.9%		19.0%	19.0%		10.2%	59.9%		10.2%	59.9%	
Yellow Time (s)	4.8	4.8		4.8	4.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.2	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.8	6.8		7.0	6.8	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	Min	None		None	None		None	Min		None	Min	
v/c Ratio		8.66			1.26		0.95	0.39		0.33	0.99	
Control Delay		3481.3			185.9		97.6	20.1		11.9	59.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3481.3			185.9		97.6	20.1		11.9	59.1	
Queue Length 50th (ft)		~1258			~443		87	213		63	890	
Queue Length 95th (ft)		#1488			#644		#226	287		95	#1196	
Internal Link Dist (ft)		1849			1734			1468			7887	
Turn Bay Length (ft)							230			230		
Base Capacity (vph)		77			303		149	1027		555	987	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		8.66			1.26		0.95	0.39		0.33	0.99	

Intersection Summary

Cycle Length: 147
Actuated Cycle Length: 147
Natural Cycle: 80
Control Type: Actuated-Uncoordinated
~ 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: 27: CR 475A/SW 27th Avenue & SW 66th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	219	262	113	6	202	131	126	351	8	162	559	315
Future Volume (veh/h)	219	262	113	6	202	131	126	351	8	162	559	315
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	246	294	117	7	227	98	142	394	9	182	628	335
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
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	311	124	29	307	130	163	1014	23	574	639	341
Arrive On Green	0.00	0.25	0.25	0.25	0.25	0.25	0.06	0.56	0.56	0.05	0.56	0.56
Sat Flow, veh/h	0	1263	502	14	1247	528	1781	1821	42	1781	1148	612
Grp Volume(v), veh/h	0	0	411	332	0	0	142	0	403	182	0	963
Grp Sat Flow(s),veh/h/ln	0	0	1765	1790	0	0	1781	0	1863	1781	0	1760
Q Serve(g_s), s	0.0	0.0	33.3	0.0	0.0	0.0	6.4	0.0	17.8	6.4	0.0	77.9
Cycle Q Clear(g_c), s	0.0	0.0	33.3	25.1	0.0	0.0	6.4	0.0	17.8	6.4	0.0	77.9
Prop In Lane	0.00		0.28	0.02		0.30	1.00		0.02	1.00		0.35
Lane Grp Cap(c), veh/h	0	0	435	467	0	0	163	0	1037	574	0	980
V/C Ratio(X)	0.00	0.00	0.94	0.71	0.00	0.00	0.87	0.00	0.39	0.32	0.00	0.98
Avail Cap(c_a), veh/h	0	0	451	467	0	0	163	0	1040	574	0	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	53.8	50.8	0.0	0.0	41.6	0.0	18.2	13.5	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	28.7	5.5	0.0	0.0	36.0	0.0	0.9	0.1	0.0	24.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.9	11.7	0.0	0.0	6.7	0.0	7.6	2.5	0.0	37.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	82.6	56.3	0.0	0.0	77.6	0.0	19.1	13.7	0.0	56.2
LnGrp LOS	A	A	F	E	A	A	E	A	B	B	A	E
Approach Vol, veh/h		411			332			545			1145	
Approach Delay, s/veh		82.6			56.3			34.3			49.4	
Approach LOS		F			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	87.8	0.0	42.7	15.0	87.8		42.7
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	* 7	6.8		6.8
Max Green Setting (Gmax), s	8.2	81.2	9.2	21.2	* 8	81.2		37.2
Max Q Clear Time (g_c+I1), s	8.4	79.9	0.0	27.1	8.4	19.8		35.3
Green Ext Time (p_c), s	0.0	1.2	0.0	0.0	0.0	7.2		0.6

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	741	91	17	538	4	10
Future Volume (vph)	741	91	17	538	4	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	797	98	18	578	4	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	797	98	18	578	15	0
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	741	91	17	538	4	10
Future Vol, veh/h	741	91	17	538	4	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	797	98	18	578	4	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	895	0	1411	797
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	614	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	651	-	*75	*448
Stage 1	-	-	-	-	*423	-
Stage 2	-	-	-	-	*540	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	651	-	*73	*448
Mov Cap-2 Maneuver	-	-	-	-	*73	-
Stage 1	-	-	-	-	*423	-
Stage 2	-	-	-	-	*525	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	26.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	182	-	-	651	-
HCM Lane V/C Ratio	0.083	-	-	0.028	-
HCM Control Delay (s)	26.6	-	-	10.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

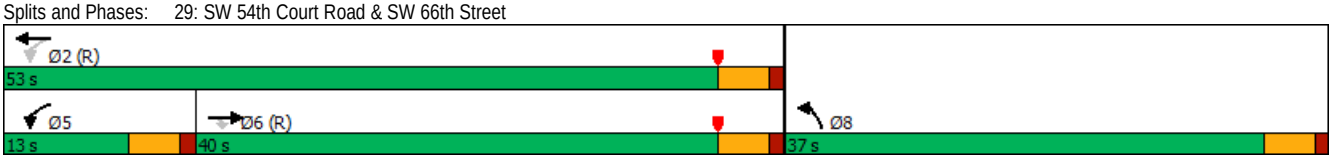
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

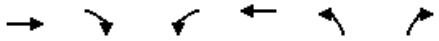
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	586	201	143	390	238	153
Future Volume (vph)	586	201	143	390	238	153
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	630	216	154	419	256	165
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	216	154	419	421	0
Turn Type	NA	Perm	pm+pt	NA	Prot	
Protected Phases	6		5	2	8	
Permitted Phases		6	2			
Detector Phase	6	6	5	2	8	
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.5	22.5	9.5	22.5	22.5	
Total Split (s)	40.0	40.0	13.0	53.0	37.0	
Total Split (%)	44.4%	44.4%	14.4%	58.9%	41.1%	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	
v/c Ratio	0.71	0.25	0.43	0.36	0.82	
Control Delay	26.6	3.4	12.4	10.7	40.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	26.6	3.4	12.4	10.7	40.5	
Queue Length 50th (ft)	279	0	34	109	202	
Queue Length 95th (ft)	#519	42	73	202	282	
Internal Link Dist (ft)	765			1376	467	
Turn Bay Length (ft)						
Base Capacity (vph)	886	866	365	1150	643	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.25	0.42	0.36	0.65	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 29: SW 54th Court Road & SW 66th Street





Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	586	201	143	390	238	153
Future Volume (veh/h)	586	201	143	390	238	153
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	630	173	154	419	256	133
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	1006	853	389	1209	285	148
Arrive On Green	0.54	0.54	0.06	0.65	0.25	0.25
Sat Flow, veh/h	1870	1585	1781	1870	1122	583
Grp Volume(v), veh/h	630	173	154	419	390	0
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1709	0
Q Serve(g_s), s	21.1	5.1	3.2	9.2	19.9	0.0
Cycle Q Clear(g_c), s	21.1	5.1	3.2	9.2	19.9	0.0
Prop In Lane		1.00	1.00		0.66	0.34
Lane Grp Cap(c), veh/h	1006	853	389	1209	434	0
V/C Ratio(X)	0.63	0.20	0.40	0.35	0.90	0.00
Avail Cap(c_a), veh/h	1006	853	454	1209	617	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.5	10.8	11.0	7.3	32.5	0.0
Incr Delay (d2), s/veh	2.9	0.5	0.7	0.8	12.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.0	1.8	1.1	3.1	9.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.4	11.3	11.7	8.0	44.8	0.0
LnGrp LOS	B	B	B	A	D	A
Approach Vol, veh/h	803			573	390	
Approach Delay, s/veh	16.1			9.0	44.8	
Approach LOS	B			A	D	

Timer - Assigned Phs		2			5	6	8
Phs Duration (G+Y+Rc), s		62.7			9.7	52.9	27.3
Change Period (Y+Rc), s		4.5			4.5	4.5	4.5
Max Green Setting (Gmax), s		48.5			8.5	35.5	32.5
Max Q Clear Time (g_c+I1), s		11.2			5.2	23.1	21.9
Green Ext Time (p_c), s		2.5			0.1	4.0	1.0

Intersection Summary		
HCM 6th Ctrl Delay		20.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	744	91	27	551	4	26
Future Volume (vph)	744	91	27	551	4	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	800	98	29	592	4	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	800	98	29	592	32	0
Sign Control	Free			Free	Stop	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	744	91	27	551	4	26
Future Vol, veh/h	744	91	27	551	4	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	800	98	29	592	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	898	0	1450	800
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	650	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	647	-	*66	*448
Stage 1	-	-	-	-	*423	-
Stage 2	-	-	-	-	*520	-
Platoon blocked, %	-	-	1	-	1	1
Mov Cap-1 Maneuver	-	-	647	-	*63	*448
Mov Cap-2 Maneuver	-	-	-	-	*63	-
Stage 1	-	-	-	-	*423	-
Stage 2	-	-	-	-	*497	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	21.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	-	-	647	-
HCM Lane V/C Ratio	0.131	-	-	0.045	-
HCM Control Delay (s)	21.8	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	10	0	861	1090	34
Future Volume (vph)	0	10	0	861	1090	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	11	0	936	1185	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	11	0	936	1222	0
Sign Control	Stop			Free	Free	

Intersection Summary
Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	0	861	1090	34
Future Vol, veh/h	0	10	0	861	1090	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	936	1185	37

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	611	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	437	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	437	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	437	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	14	226	186	10	6	8
Future Volume (vph)	14	226	186	10	6	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	3%	3%	2%	2%
Adj. Flow (vph)	15	246	202	11	7	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	261	213	0	16	0
Sign Control		Free	Free		Stop	

Intersection Summary

Control Type: Unsignalized

Intersection	
Int Delay, s/veh	0.5

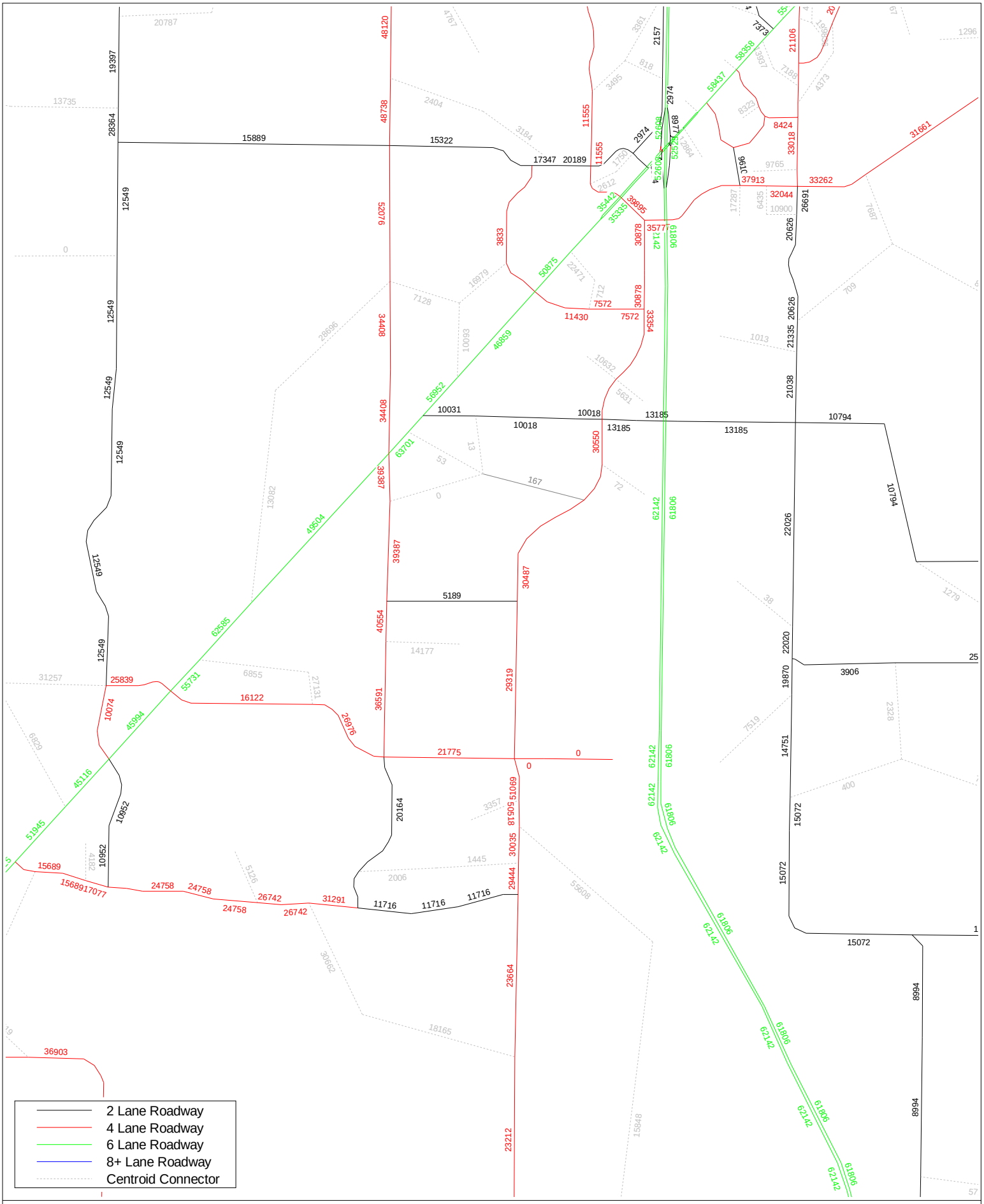
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	226	186	10	6	8
Future Vol, veh/h	14	226	186	10	6	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	3	3	2	2
Mvmt Flow	15	246	202	11	7	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	213	0	-	0	484	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1357	-	-	-	542	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	771	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	535	832
Mov Cap-2 Maneuver	-	-	-	-	535	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	771	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1357	-	-	-	672
HCM Lane V/C Ratio	0.011	-	-	-	0.023
HCM Control Delay (s)	7.7	0	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

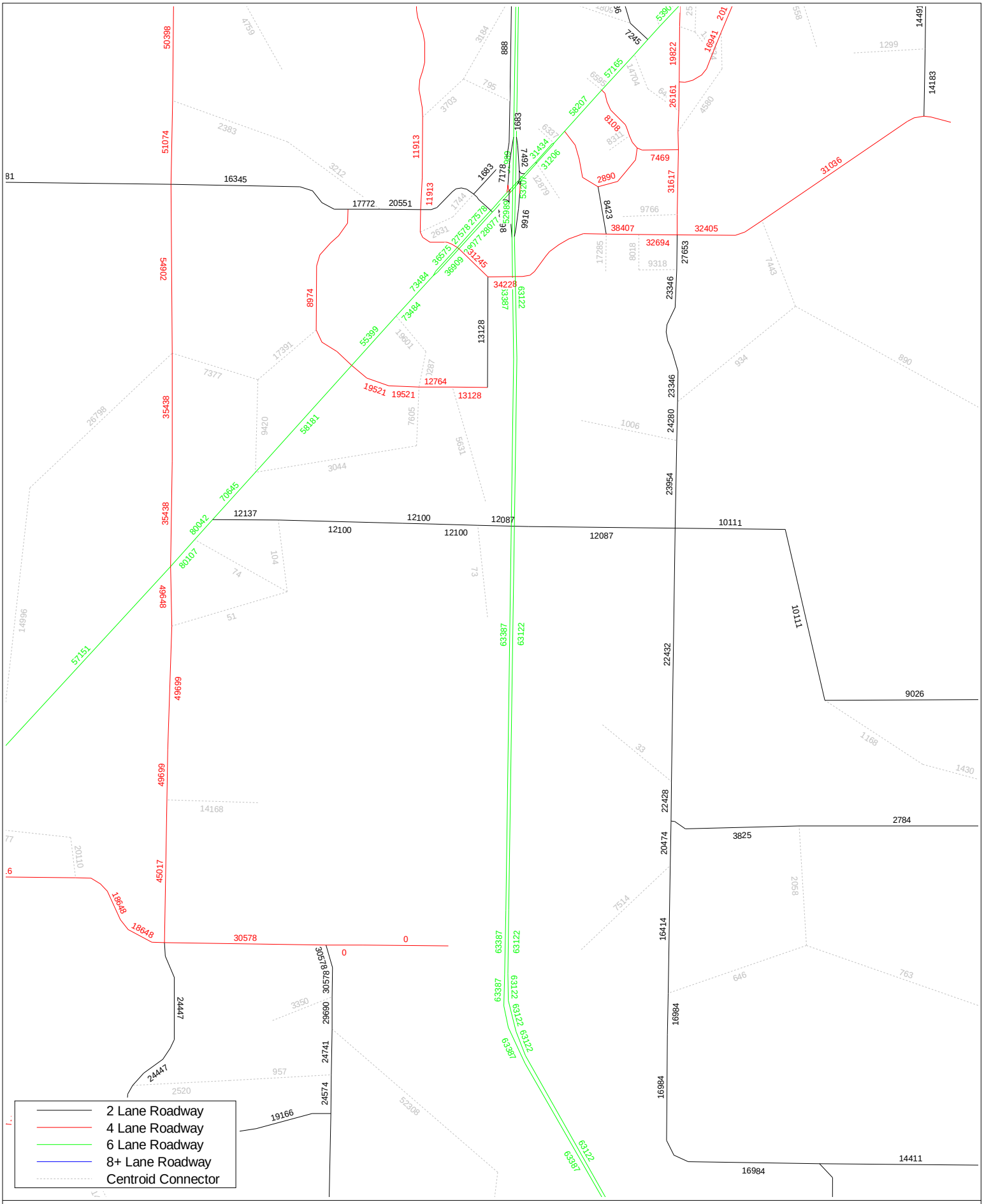
APPENDIX I: SW 49TH AVENUE DIVERSION MODEL PLOTS



OCALA/MARION COUNTY TPO 2035 COST-FEASIBLE MODEL
TOTAL VOLUME PLOT
WITH SW 49TH AVENUE, FROM SW 42ND ST TO CR 484

cube

(Licensed to Kimley-Horn and Associates, Inc.)



OCALA/MARION COUNTY TPO 2035 COST-FEASIBLE MODEL
TOTAL VOLUME PLOT
WITHOUT SW 49TH AVENUE, FROM SW 42ND ST TO CR 484

cube

(Licensed to Kimley-Horn and Associates, Inc.)

APPENDIX J: SIGNAL WARRANT ANALYSIS WORKSHEETS

2025 PM PEAK HOUR FUTURE BACKGROUND CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 60th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 80th Street | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,110
Minor Street	161

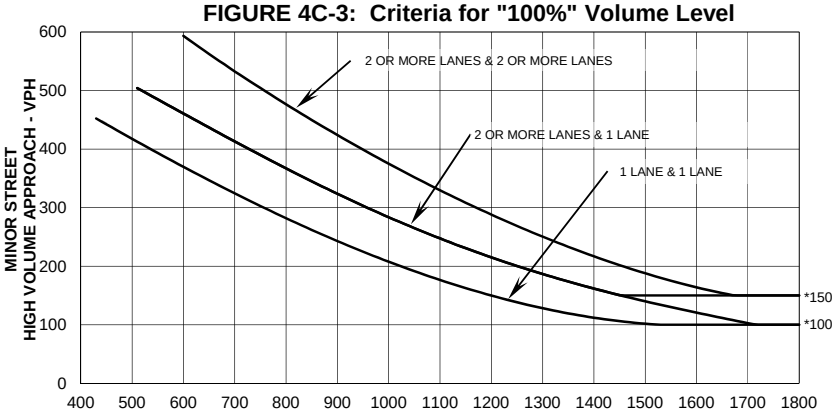
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**0.8**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**161**	
Fulfilled?: ■ Yes	☐ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**2,271**
Fulfilled?: ■ Yes	☐ No	

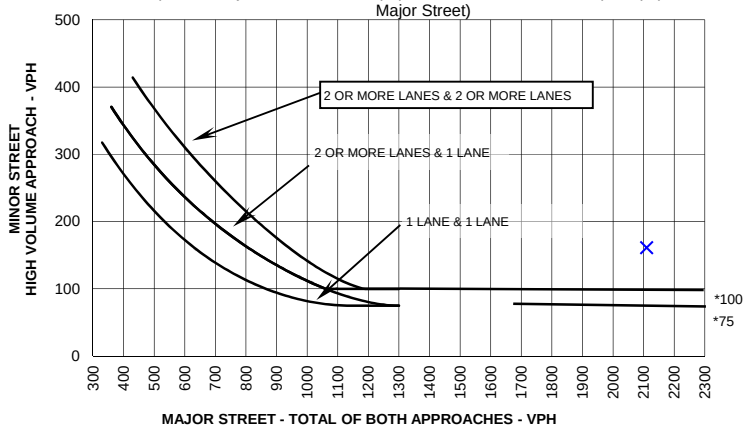
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 60th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 80th Street | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,164
Minor Street	193

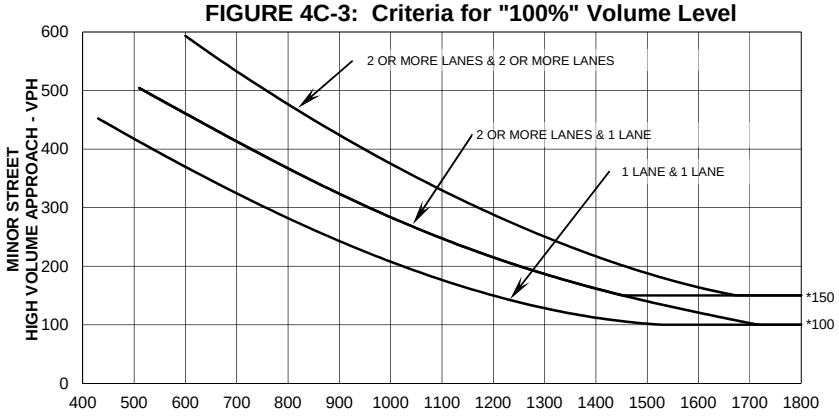
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**1.2**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**193**	
Fulfilled?: ■ Yes	☐ No	

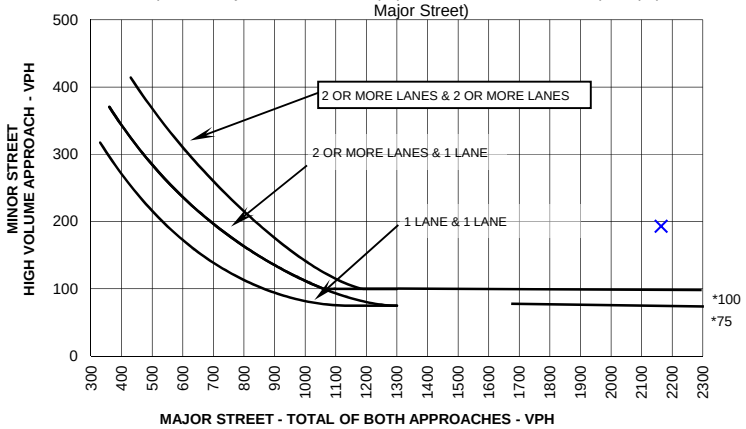
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**2,357**
Fulfilled?: ■ Yes	☐ No	

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: November 10, 2020

Major Street: SW 66th Street | Lanes: 1 | Critical Approach Speed: 45
Minor Street: W Full Access | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,387
Minor Street	14

Criteria

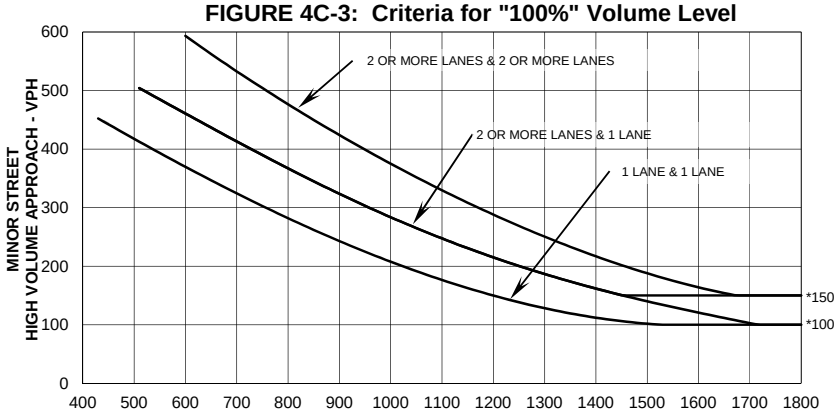
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**0.1**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**14**	
Fulfilled?: ☐ Yes	■ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**1,401**	
Fulfilled?: ■ Yes	☐ No	

Plot volume combination on the applicable figure below.

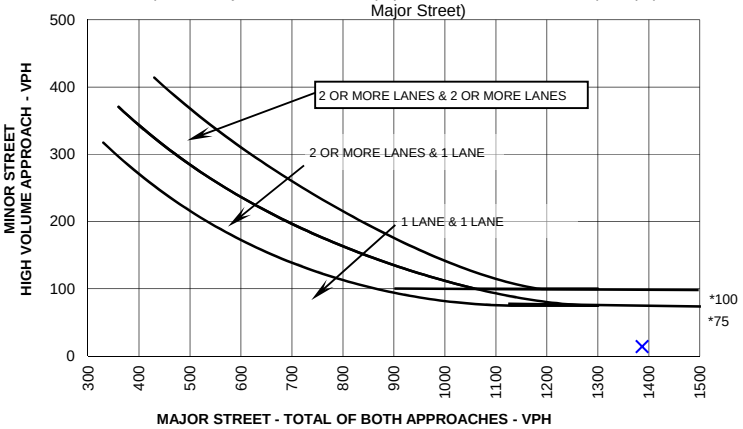
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: November 10, 2020

Major Street: SW 66th Street | Lanes: 1 | Critical Approach Speed: 45
Minor Street: E Full Access | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,413
Minor Street	30

Criteria

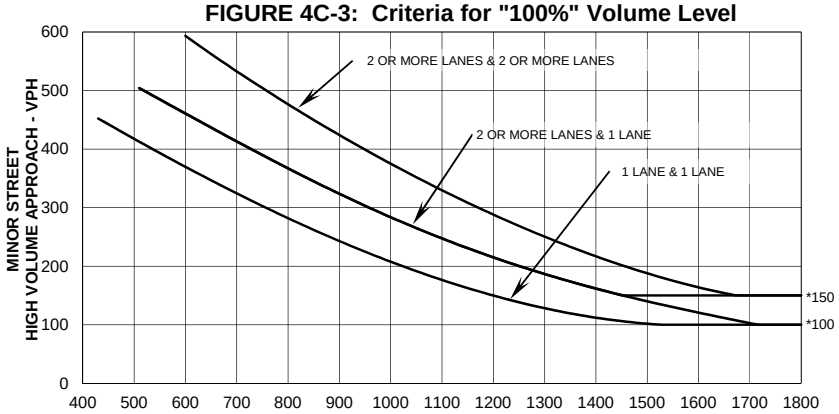
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**0.2**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**30**	
Fulfilled?: ☐ Yes	■ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**1,443**	
Fulfilled?: ■ Yes	☐ No	

Plot volume combination on the applicable figure below.

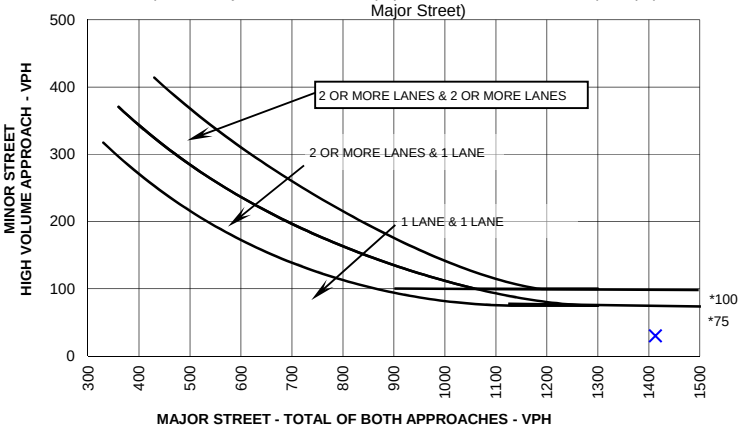
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 49th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: N Full Median Opening | Lanes: 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,939
Minor Street	20

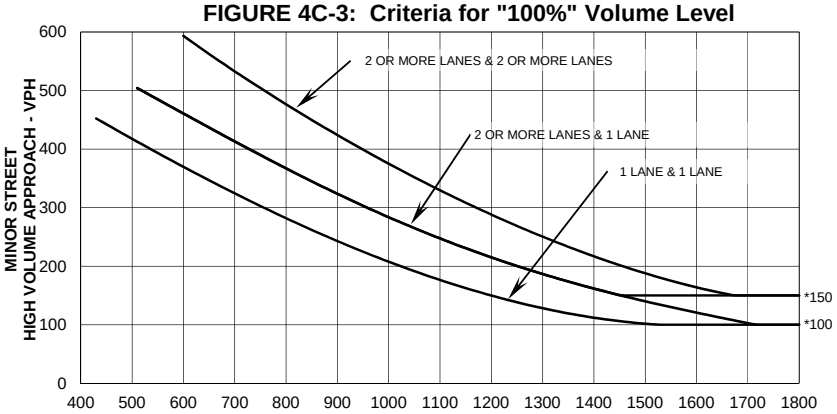
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	**2**
Delay Criteria*	4.0	**5.0**
Delay*		**0.2**
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	**2**
Volume Criteria*	75	**100**
Volume*		**20**
Fulfilled?: ☐ Yes	■ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**1,959**
Fulfilled?: ■ Yes	☐ No	

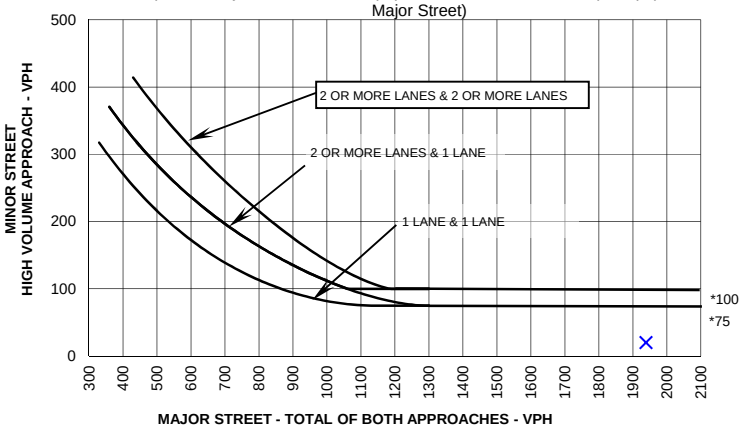
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 49th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: S Full Median Opening | Lanes: 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,982
Minor Street	40

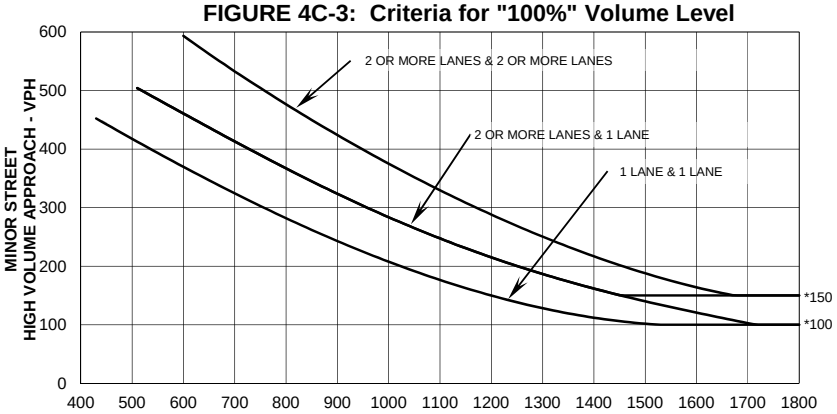
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	**2**
Delay Criteria*	4.0	**5.0**
Delay*		**0.3**
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	**2**
Volume Criteria*	75	**100**
Volume*		**40**
Fulfilled?: ☐ Yes	■ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**2,022**
Fulfilled?: ■ Yes	☐ No	

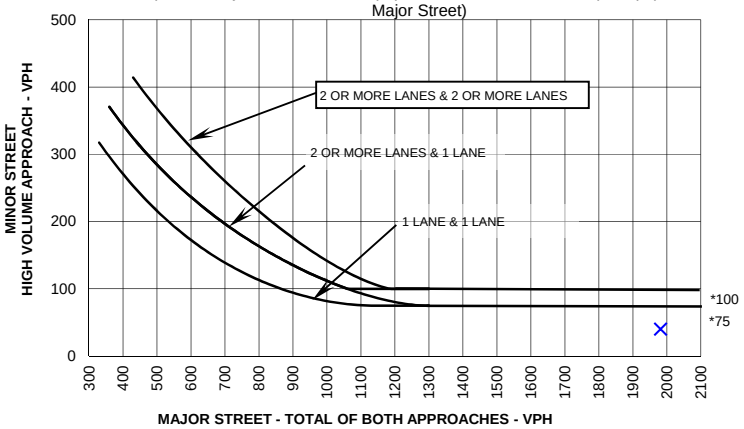
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR FUTURE BACKGROUND CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 42nd Street | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 7th Avenue | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,859
Minor Street	332

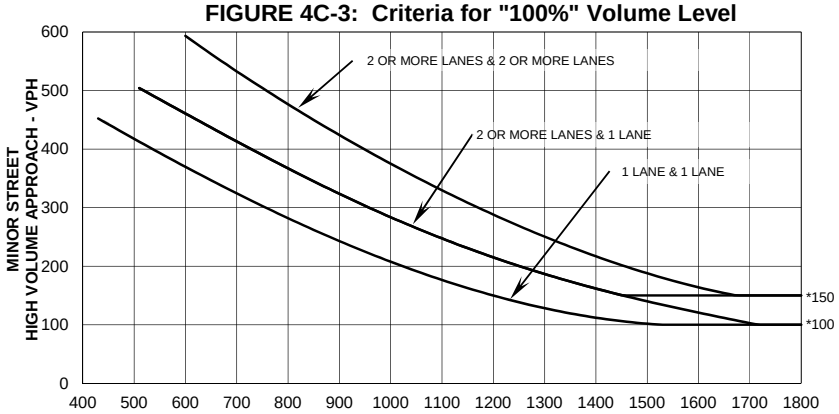
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**64.6**	
Fulfilled?: ■ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**332**	
Fulfilled?: ■ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**3,191**	
Fulfilled?: ■ Yes ☐ No		

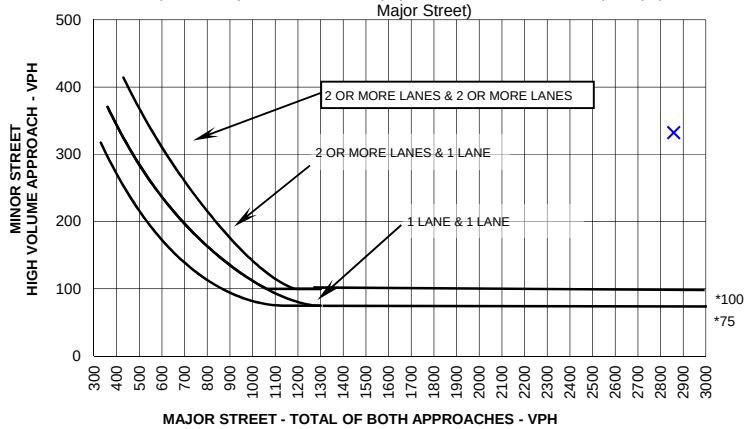
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2025 PM PEAK HOUR INTERIM BUILDOUT CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 42nd Street | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 7th Avenue | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,895
Minor Street	339

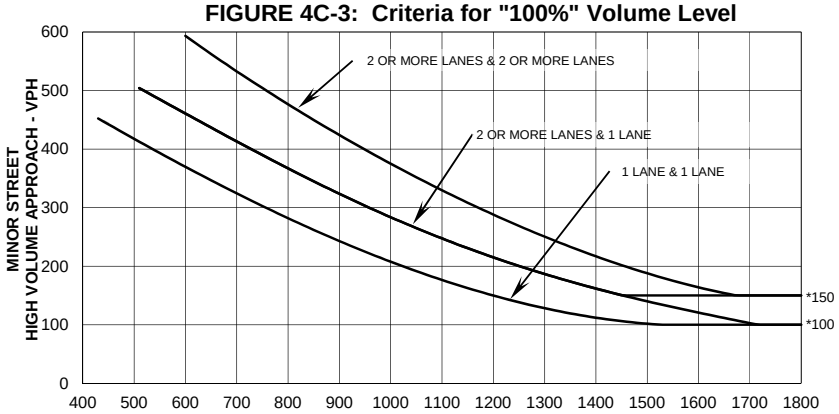
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**1.4**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**339**	
Fulfilled?: ■ Yes	☐ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**3,234**	
Fulfilled?: ■ Yes	☐ No	

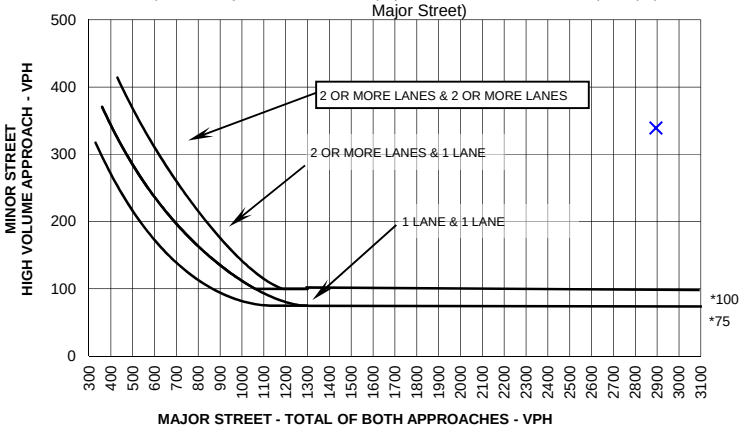
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2025\[2025 Interim_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 60th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 80th Street | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,331
Minor Street	172

Criteria

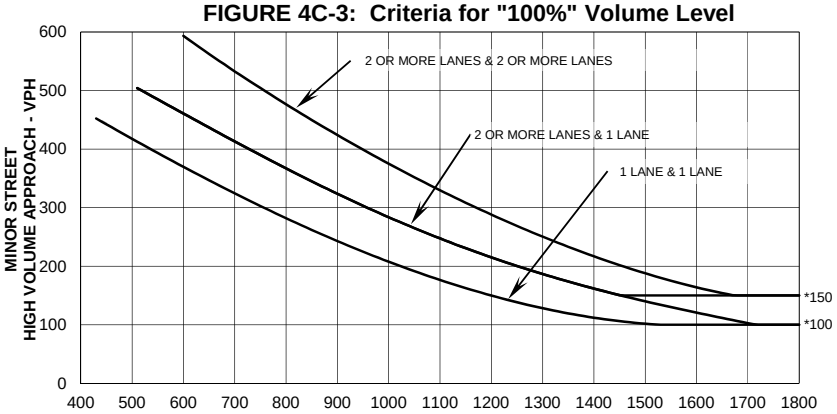
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**3.2**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**172**	
Fulfilled?: ■ Yes	☐ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**2,503**
Fulfilled?: ■ Yes	☐ No	

Plot volume combination on the applicable figure below.

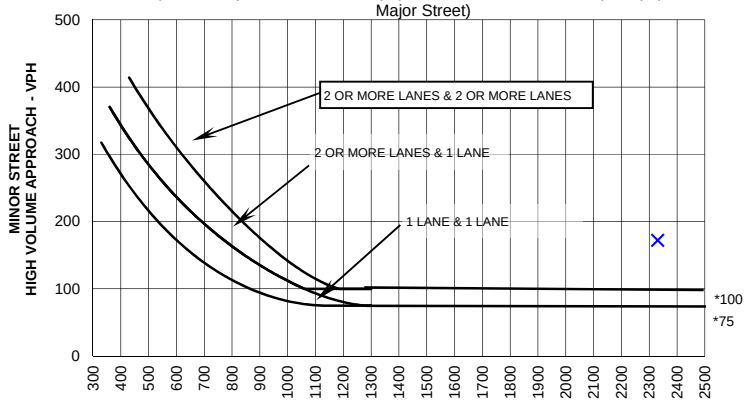
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 60th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 80th Street | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	2,499
Minor Street	322

Criteria

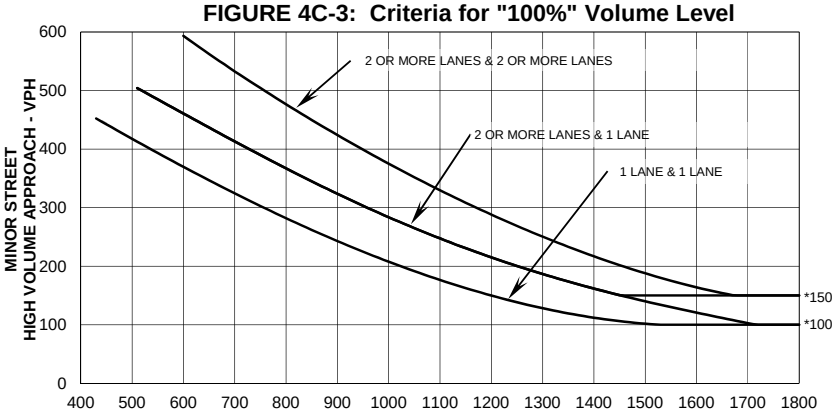
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**2.0**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**322**	
Fulfilled?: ■ Yes	☐ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**2,821**	
Fulfilled?: ■ Yes	☐ No	

Plot volume combination on the applicable figure below.

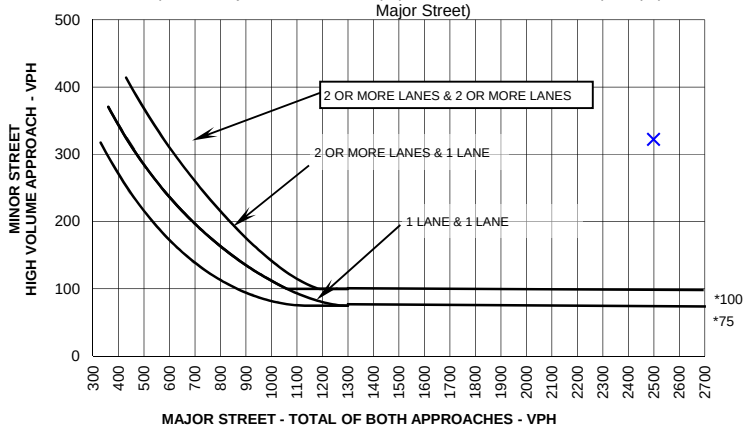
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: November 10, 2020

Major Street: SW 66th Street | Lanes: 1 | Critical Approach Speed: 45
Minor Street: W Full Access | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,628
Minor Street	52

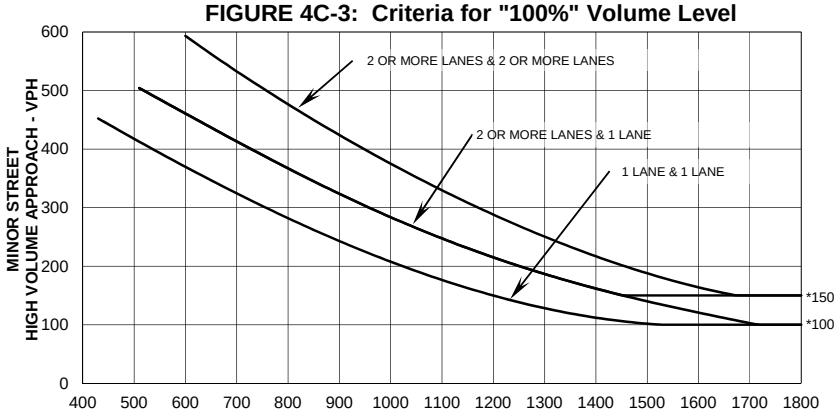
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**0.5**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**52**	
Fulfilled?: ☐ Yes	■ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**1,680**	
Fulfilled?: ■ Yes	☐ No	

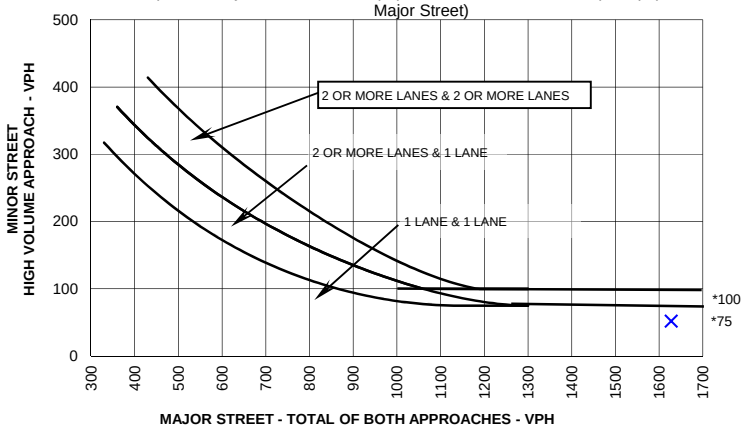
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: November 10, 2020

Major Street: SW 66th Street | Lanes: 1 | Critical Approach Speed: 45
Minor Street: E Full Access - NB Left Turn | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ☐ Yes ■ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	1,713
Minor Street	65

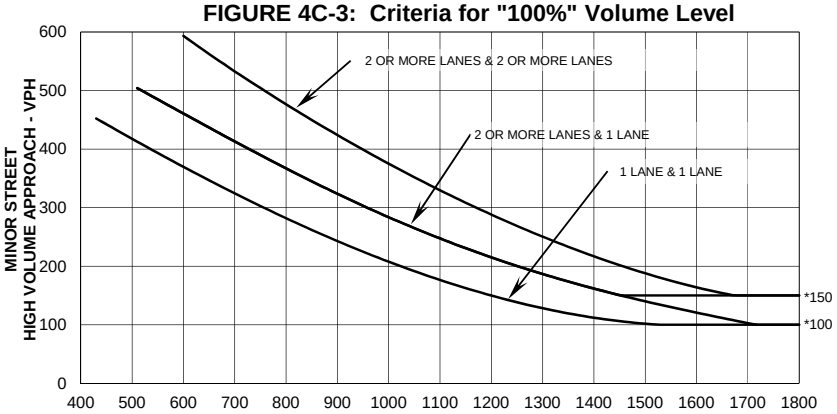
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**1.2**	
Fulfilled?: ☐ Yes	■ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**65**	
Fulfilled?: ☐ Yes	■ No	

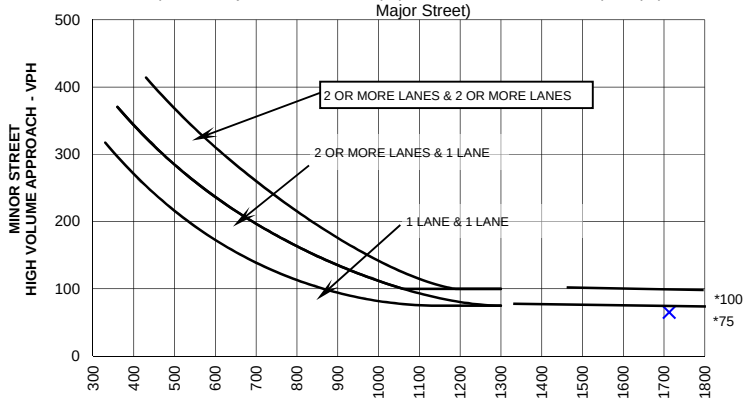
3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**1,888**	
Fulfilled?: ■ Yes	☐ No	

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 49th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: N Full Median Opening | Lanes: 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	3,480
Minor Street	104

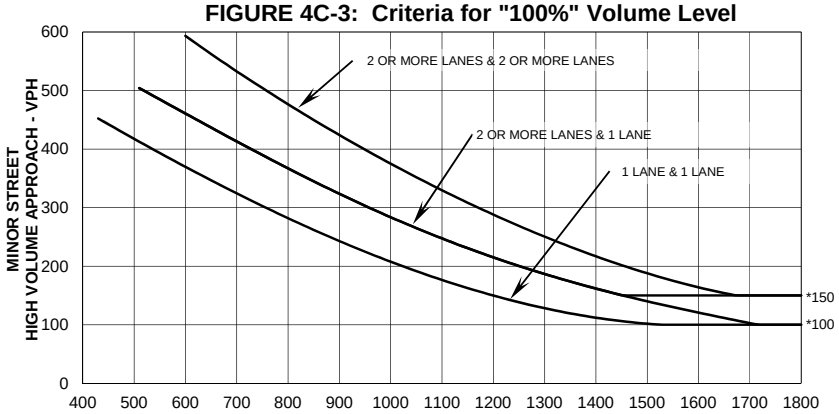
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	**2**
Delay Criteria*	4.0	**5.0**
Delay*		**25.8**
Fulfilled?: ■ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	**2**
Volume Criteria*	75	**100**
Volume*		**104**
Fulfilled?: ■ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**3,584**
Fulfilled?: ■ Yes ☐ No		

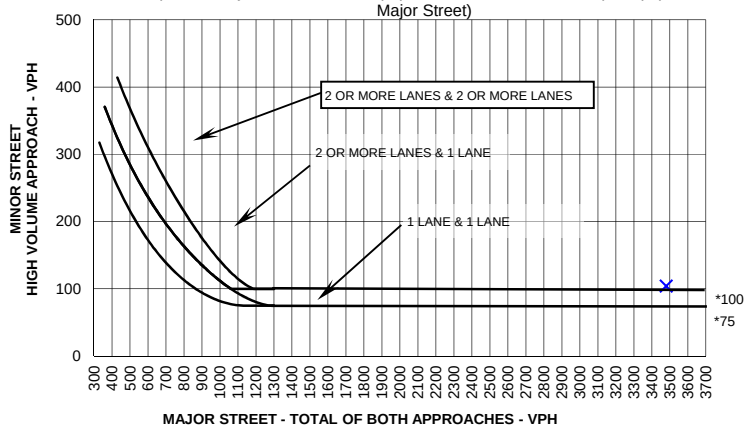
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 49th Avenue | Lanes: 2 | Critical Approach Speed: 45
Minor Street: S Full Median Opening | Lanes: 2

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	3,443
Minor Street	150

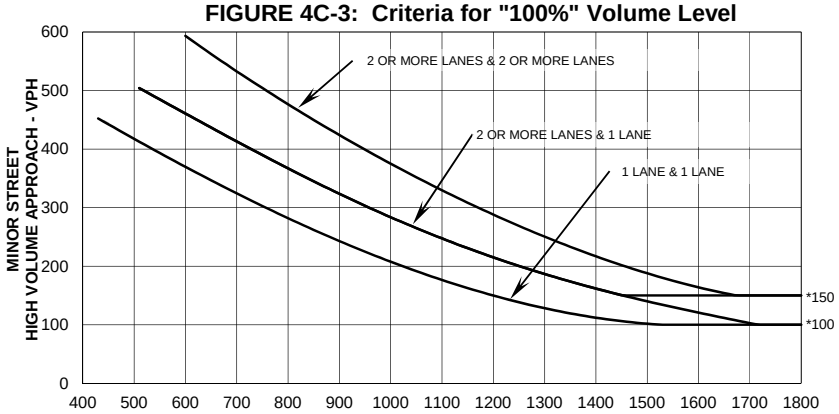
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	**2**
Delay Criteria*	4.0	**5.0**
Delay*		**29.8**
Fulfilled?: ■ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	1	**2**
Volume Criteria*	75	**100**
Volume*		**150**
Fulfilled?: ■ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	3	**4**
Volume Criteria*	650	**800**
Volume*		**3,593**
Fulfilled?: ■ Yes ☐ No		

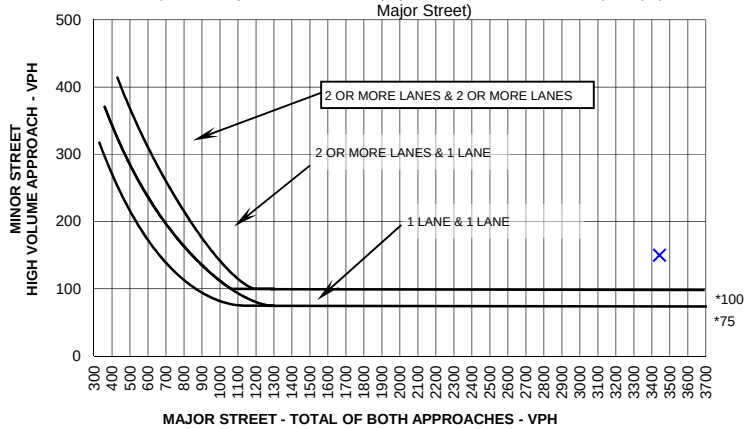
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BACKGROUND TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 42nd Street | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 7th Avenue | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Plot volume combination on the applicable figure below.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	3,185
Minor Street	363

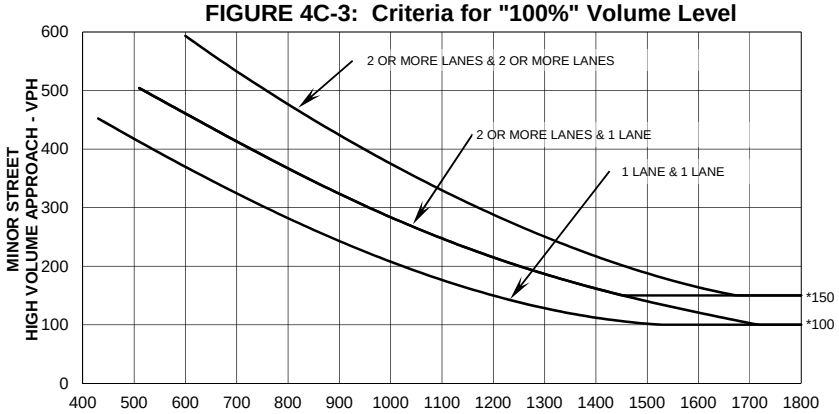
Criteria

1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**990.6**	
Fulfilled?: ■ Yes ☐ No		

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**363**	
Fulfilled?: ■ Yes ☐ No		

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**3,548**	
Fulfilled?: ■ Yes ☐ No		

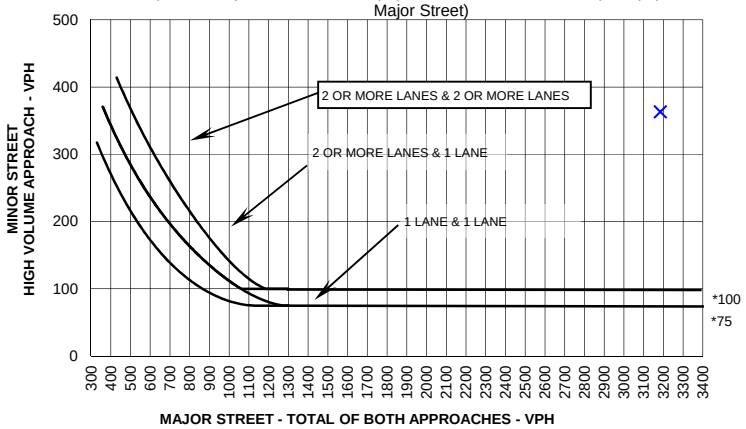
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\SWA Analysis\2040\[2040_WarrantSpreadsheet.xlsm]Warrant 3_66th&EFullAcces(Bldt)

2040 PM PEAK HOUR BUILDOUT TRAFFIC CONDITIONS
TRAFFIC SIGNAL WARRANT SUMMARY

City: Ocala | Engineer: KHA Analyst
County: Marion County | Date: May 22, 2020

Major Street: SW 42nd Street | Lanes: 2 | Critical Approach Speed: 45
Minor Street: SW 7th Avenue | Lanes: 1

Volume Level Criteria

1. Is the critical speed of major street traffic > 70 km/h (40 mph) ? ■ Yes ☐ No
2. Is the intersection in a built-up area of isolated community of <10,000 population? ☐ Yes ■ No

If Question 1 or 2 above is answered "Yes", then use "70%" volume level ■ 70% ☐ 100%

WARRANT 3 - PEAK HOUR

Applicable: ■ Yes ☐ No
Satisfied: ■ Yes ☐ No

If all three criteria are fullfilled or the plotted point lies above the appropriate line, then the warrant is satisfed.

Unusual condition justifying use of warrant:

N/A

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour Volumes	
4:30 PM - 5:30 PM	
Major Street	3,308
Minor Street	384

Criteria

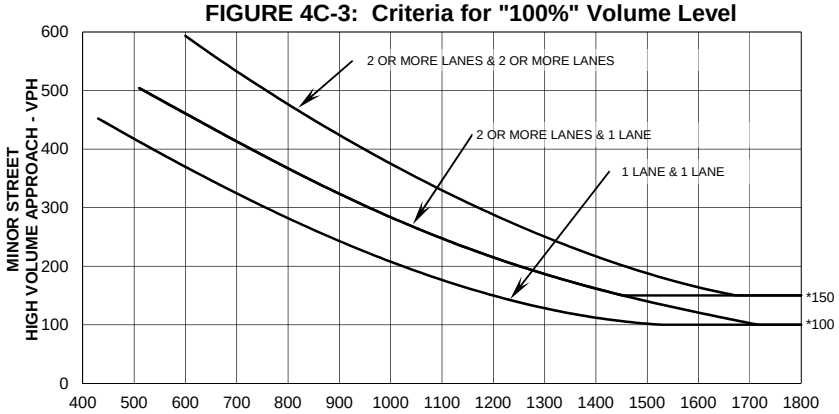
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	**1**	2
Delay Criteria*	**4.0**	5.0
Delay*	**1047.9**	
Fulfilled?: ■ Yes	☐ No	

2. Volume on Minor Approach *(vehicles per hour)		
Approach Lanes	**1**	2
Volume Criteria*	**75**	100
Volume*	**384**	
Fulfilled?: ■ Yes	☐ No	

3. Total Entering Volume *(vehicles per hour)		
No. of Approaches	**3**	4
Volume Criteria*	**650**	800
Volume*	**3,692**	
Fulfilled?: ■ Yes	☐ No	

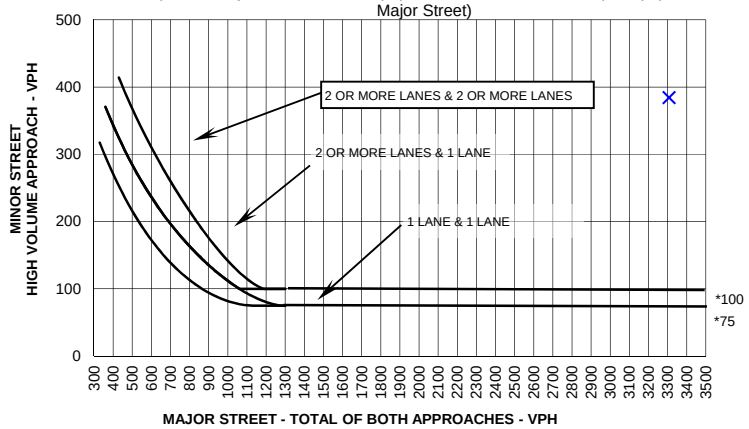
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr (40 mph) on Major Street)



** Note: 100 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 75 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

Source: Revised from NCHRP Report 457

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APPENDIX K: TURN LANE ANALYSIS

NCHRP 457 Left-Turn Warrant Analysis
Westbound left-turn on SW 66th Street at Western Driveway
2040 Buildout Conditions

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

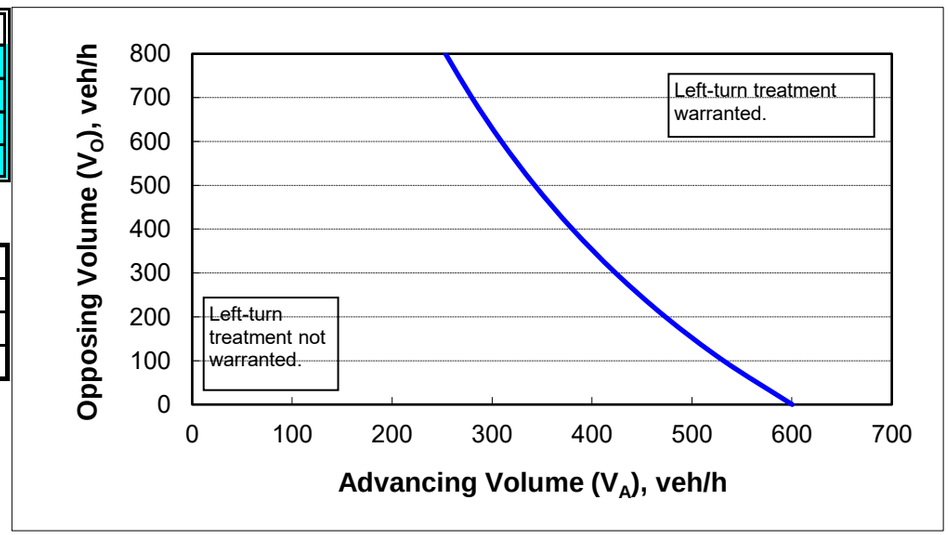
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	8%
Advancing volume (V_A), veh/h:	675
Opposing volume (V_O), veh/h:	953

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	218
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457 Left-Turn Warrant Analysis
Westbound left-turn on SW 66th Street at Eastern Driveway
2040 Buildout Conditions

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

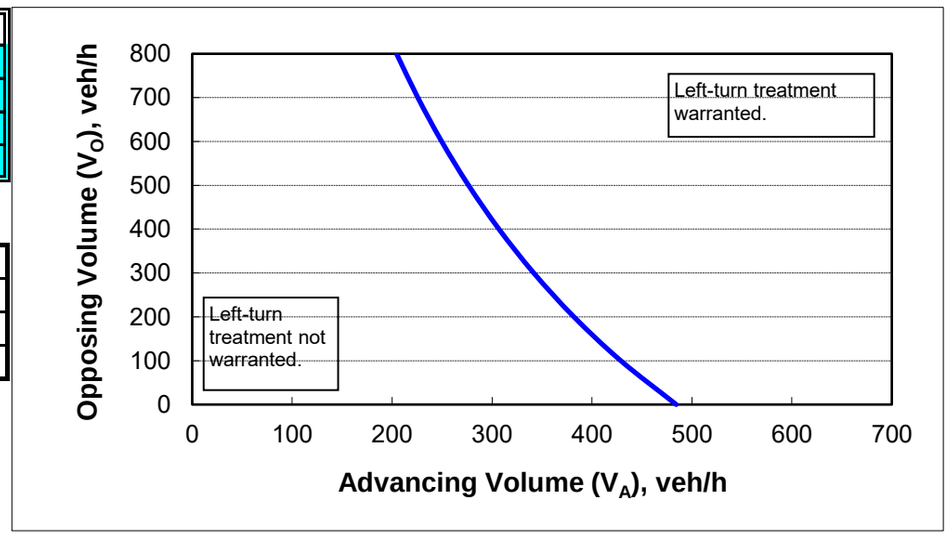
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	45
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	744
Opposing volume (V_O), veh/h:	969

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	173
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

NCHRP 457 Left-Turn Warrant Analysis
Eastbound left-turn on SW 80th Street at Proposed Driveway
2040 Buildout Conditions

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

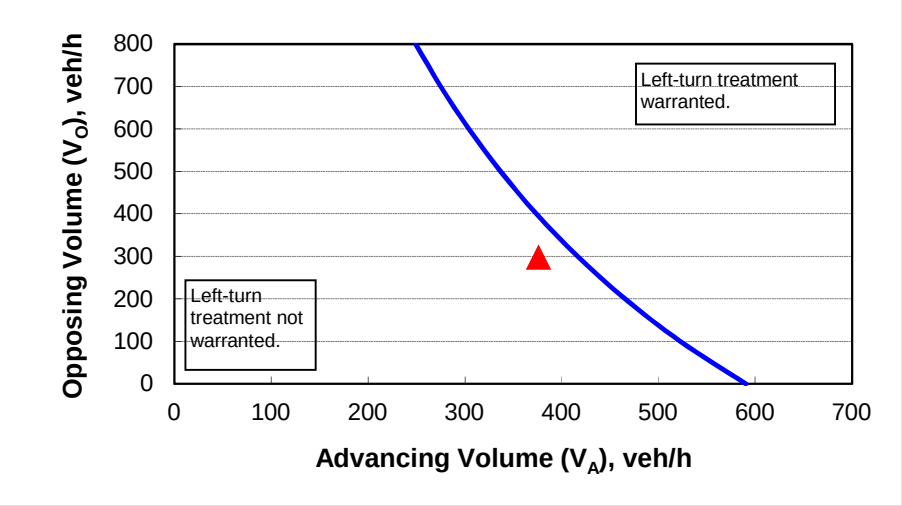
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	11%
Advancing volume (V_A), veh/h:	376
Opposing volume (V_O), veh/h:	298

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	417
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

APPENDIX L: ARTPLAN

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	KHA Analyst	Arterial Name	SW 66th Street	Study Period	Standard K
Date Prepared	11/13/2020 11:49:55 AM	From	SR 200	Modal Analysis	Auto Only
Agency		To	CR 475A	Program	ARTPLAN 2012
Area Type	Other Urbanized	Peak Direction	Eastbound	Version Date	12/12/2012
Arterial Class	1				
File Name	K:\OCA_Civil\142733006 - Winding Oaks PD\Traffic\Calcs\ARTplan\SW 66th Street ArtPlan_NOV2020.xap				
User Notes					

Arterial Data

K	0.09	PHF	0.96	Control Type	FullyActuated
D	0.545	% Heavy Vehicles	2	Base Sat. Flow Rate	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
SW 54th Court Road	160	0.7	3	1	0	22	No	None	N/A	N/A	N/A	Yes
SW 49th Avenue	150	0.42	3	1	30	30	Yes	ProtPerm	1	325	0.25	Yes
CR 475A	160	0.38	3	1	39	20	Yes	ProtPerm	1	350	0.25	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to SW 54th Court Road)	1380	20030	982	1	45	50	None	No	N/A
2 (to SW 49th Avenue)	5100	20030	982	1	45	50	None	No	N/A
3 (to CR 475A)	7200	17185	843	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to SW 54th Court Road)	798	1464	0.779	17.75	B	0.00	24.48	C
2 (to SW 49th Avenue)	409	1127	0.864	48.11	D	#	28.24	C
3 (to CR 475A)	536	1666	0.846	49.38	D	#	31.93	B

Arterial Length	2.6250	Weighted g/C	0.47	FFS Delay	133.18	Threshold Delay	0.00	Auto Speed	29.56	Auto LOS	C

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	**	800	1060	***	***
2	**	1700	2160	***	***
3	**	2650	3240	***	***
4	**	3580	4340	***	***
*	**	800	1060	***	***
Lanes	Hourly Volume In Both Directions				
2	**	1470	1950	***	***
4	**	3120	3950	***	***
6	**	4870	5950	***	***
8	**	6570	7960	***	***
*	**	1470	1950	***	***
Lanes	Annual Average Daily Traffic				
2	**	16400	21600	***	***
4	**	34700	43900	***	***
6	**	54100	66100	***	***
8	**	73000	88400	***	***
*	**	16400	21600	***	***

* Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.
** Cannot be achieved based on input data provided.
*** Not applicable for that level of service letter grade. See generalized tables notes for more details.
# Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

Arterial Level of Service: EB SW 66th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SW 54th Court Road	II	45	31.7	17.9	49.6	0.33	24.0	C
SW 49th Avenue	II	45	80.3	47.0	127.3	1.00	28.4	B
CR 475A/SW 27th Aven	II	45	113.2	48.4	161.6	1.42	31.5	B
Total	II		225.2	113.3	338.5	2.75	29.2	B

Arterial Level of Service: WB SW 66th Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
CR 475A/SW 27th Aven	II	45	69.7	74.0	143.7	0.87	21.8	D
SW 49th Avenue	II	45	113.2	71.5	184.7	1.42	27.6	C
SW 54th Court Road	II	45	80.3	6.9	87.2	1.00	41.4	A
SR 200	II	45	31.7	17.4	49.1	0.33	24.2	C
Total	II		294.9	169.8	464.7	3.62	28.0	B

APPENDIX M: PROPORTIONATE SHARE CALCULATIONS

WINDING OAKS
SR 200 at SW 42nd Street
PROPORTIONATE SHARE CALCULATION
2040 TOTAL BUILDOUT

Lane	Lane Group Capacity		
	without IMP[1]	with IMP[2]	Difference
EB Left	75	81	6
EB Through	2,057	2,157	100
EB Right	639	531	-108
WB Left	398	632	234
WB Through	2,285	2,271	-14
WB Right	883	878	-5
NB Left	1,214	1,214	0
NB Through	0	0	0
NB Right	399	399	0
SB Left	63	63	0
SB Through	74	74	0
SB Right	63	63	0
Total	8,150	8,363	213
		Winding Oaks Traffic at Intersection [3]	613
		Increase in Capacity	213
		Proportionate Share Percentage[4]:	100.00%

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Notes:

1. The 'without improvement' scenario includes all improvements needed to meet acceptable LOS under 'Future Background' traffic conditions before the addition of project traffic from Winding Oaks.

2. The 'with improvement' scenario includes all improvements in the 'without improvement' scenario as well as improvements identified to meet acceptable LOS with project traffic from Winding Oaks.

3. Total PM Peak Hour Winding Oaks traffic at the intersection.

4. Calculated as the total project traffic for Winding Oaks at the intersection divided by the total increase in capacity due to the improvements (cannot exceed 100%)

WINDING OAKS
SR 200 at SW 38th Court
PROPORTIONATE SHARE CALCULATION
2040 TOTAL BUILDOUT

Lane	Lane Group Capacity		
	without IMP[1]	with IMP[2]	Difference
EB Left	427	427	0
EB Through	1,688	1,688	0
EB Right	913	913	0
WB Left	200	200	0
WB Through	2,473	3,117	644
WB Right	768	768	0
NB Left	98	98	0
NB Through	142	142	0
NB Right	121	121	0
SB Left	494	494	0
SB Through	0	0	0
SB Right	287	287	0
Total	7,611	8,255	644
		Winding Oaks Traffic at Intersection [3]	613
		Increase in Capacity	644
		Proportionate Share Percentage[4]:	95.19%

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Notes:

1. The 'without improvement' scenario includes all improvements needed to meet acceptable LOS under 'Future Background' traffic conditions before the addition of project traffic from Winding Oaks.

2. The 'with improvement' scenario includes all improvements in the 'without improvement' scenario as well as improvements identified to meet acceptable LOS with project traffic from Winding Oaks.

3. Total PM Peak Hour Winding Oaks traffic at the intersection.

4. Calculated as the total project traffic for Winding Oaks at the intersection divided by the total increase in capacity due to the improvements (cannot exceed 100%)

WINDING OAKS
SW 49th Avenue at SW 42nd Street
PROPORTIONATE SHARE CALCULATION
2040 TOTAL BUILDOUT

Lane	Lane Group Capacity		
	without IMP[1]	with IMP[2]	Difference
EB Through	1,393	1,339	-54
EB Right	621	597	-24
WB Left	513	490	-23
WB Through	2,464	2,375	-89
NB Left	344	389	45
NB Right	306	719	413
Total	5,641	5,909	268
		Winding Oaks Traffic at Intersection [3]	596
		Increase in Capacity	268
		Proportionate Share Percentage[4]:	100.00%

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Notes:

1. The 'without improvement' scenario includes all improvements needed to meet acceptable LOS under 'Future Background' traffic conditions before the addition of project traffic from Winding Oaks.

2. The 'with improvement' scenario includes all improvements in the 'without improvement' scenario as well as improvements identified to meet acceptable LOS with project traffic from Winding Oaks.

3. Total PM Peak Hour Winding Oaks traffic at the intersection.

4. Calculated as the total project traffic for Winding Oaks at the intersection divided by the total increase in capacity due to the improvements (cannot exceed 100%)

WINDING OAKS
SW 49th Avenue at SW 66th Street
PROPORTIONATE SHARE CALCULATION
2040 TOTAL BUILDOUT

Lane	Lane Group Capacity		
	without IMP[1]	with IMP[2]	Difference
EB Left	316	312	-4
EB Through	268	269	1
EB Right	375	376	1
WB Left	290	297	7
WB Through	221	253	32
WB Right	188	215	27
NB Left	228	324	96
NB Through	1,508	1,390	-118
NB Right	673	620	-53
SB Left	269	212	-57
SB Through	1,487	1,479	-8
SB Right	663	660	-3
Total	6,486	6,407	-79
		Winding Oaks Traffic at Intersection [3]	973
		Increase in Capacity	-79
		Proportionate Share Percentage[4]:	100.00%

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Notes:

1. The 'without improvement' scenario includes all improvements needed to meet acceptable LOS under 'Future Background' traffic conditions before the addition of project traffic from Winding Oaks.

2. The 'with improvement' scenario includes all improvements in the 'without improvement' scenario as well as improvements identified to meet acceptable LOS with project traffic from Winding Oaks.

3. Total PM Peak Hour Winding Oaks traffic at the intersection.

4. Calculated as the total project traffic for Winding Oaks at the intersection divided by the total increase in capacity due to the improvements (cannot exceed 100%)

WINDING OAKS
SW 49th Avenue at SW 80th Street
PROPORTIONATE SHARE CALCULATION
2040 TOTAL BUILDOUT

Lane	Lane Group Capacity		
	without IMP[1]	with IMP[2]	Difference
EB Left	413	388	-25
EB Through	0	0	0
EB Right	328	347	19
WB Left	160	120	-40
WB Through	0	0	0
WB Right	293	110	-183
NB Left	289	286	-3
NB Through	834	817	-17
NB Right	866	849	-17
SB Left	265	245	-20
SB Through	1,393	1,316	-77
SB Right	621	587	-34
Total	5,462	5,065	-397
		Winding Oaks Traffic at Intersection [3]	973
		Increase in Capacity	-397
		Proportionate Share Percentage[4]:	**100.00%**

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Notes:

1. The 'without improvement' scenario includes all improvements needed to meet acceptable LOS under 'Future Background' traffic conditions before the addition of project traffic from Winding Oaks.

2. The 'with improvement' scenario includes all improvements in the 'without improvement' scenario as well as improvements identified to meet acceptable LOS with project traffic from Winding Oaks.

3. Total PM Peak Hour Winding Oaks traffic at the intersection.

4. Calculated as the total project traffic for Winding Oaks at the intersection divided by the total increase in capacity due to the improvements (cannot exceed 100%)

APPENDIX N: TRIP EQUIVALENCY MATRIX

Land Use Trip Equivalency Matrix

A. LAND USE EQUIVALENCY RATES

CHANGE FROM \ CHANGE TO	Single-Family Housing (DU)	Multi-Family Housing (DU)	Assisted Living Facility (Beds)	Educational/Junior/Community College (1,000 SF)	General Office (1,000 SF)	Medical-Dental Office (1,000 SF)	Commercial Retail (West) (1,000 SF)	Commercial Retail (East) (1,000 SF)
Single-Family Housing (DU)	--	2.2500	3.4688	0.3581	0.9111	0.2790	0.4288	0.2850
Multi-Family Housing (DU)	0.4444	--	1.5417	0.1591	0.4049	0.1240	0.1906	0.1267
Assisted Living Facility (Beds)	0.2883	0.6486	--	0.1032	0.2627	0.0804	0.1236	0.0822
Educational/Junior/Community College (1,000 SF)	2.7928	6.2838	9.6875	--	2.5445	0.7792	1.1977	0.7959
General Office (1,000 SF)	1.0976	2.4696	3.8073	0.3930	--	0.3062	0.4707	0.3128
Medical-Dental Office (1,000 SF)	3.5841	8.0642	12.4323	1.2833	3.2654	--	1.5370	1.0214
Commercial Retail - West (1,000 SF)	2.3318	5.2466	8.0885	0.8349	2.1245	0.6506	--	0.6645
Commercial Retail - East (1,000 SF)	3.5090	7.8953	12.1719	1.2565	3.1970	0.9791	1.5048	--

B. EQUIVALENCY EXAMPLES

EXAMPLE 1: TRADE FROM COMMERCIAL RETAIL (WEST) TO MULTI-FAMILY HOUSING

Trade 10,000 SF of Commercial Retail for ? DU of Multi-Family Housing
= (10 KSF) Commercial Retail x 5.2446 DU of Multi-Family Housing
= 52.446 x (DU) Multi-Family Housing
= 52 DU of Multi-Family Housing

EXAMPLE 2: TRADE FROM COMMERCIAL RETAIL (WEST) TO OFFICE

Trade 30 KSF of Commercial Retail for ? (1,000) SF of Office
= (30 KSF) Commercial Retail x 2.1245 (1,000 SF) of Office
= 63.735 x (1,000) SF Office
= 63,735 SF Office

EXAMPLE 3: ADD ALF FROM COMMERCIAL RETAIL (EAST)

Add 150 beds of ALF for ? Commercial Retail
= 150 Beds of ALF / 12.1719 (1,000 SF) Commercial Retail
= 12.323 x (1,000) SF Commercial Retail
= Reduce Commercial Retail by 12,323 SF

EXAMPLE 4: ADD MEDICAL-DENTAL OFFICE FROM SINGLE-FAMILY RESIDENTIAL

Add 30,000 SF of Medical-Dental Office for ? DU of single-family residential
= (30 KSF) of Medical-Dentail Office/ 0.2790 DU of Single-Family Residential
= 107.527 x DU of single-family residential
= Reduce Single-Family Residential by 108 DU

C. SOURCE INFORMATION AND DOCUMENTATION FOR EQUIVALENCY RATES

Land Use	Units	Gross Trip Rate [1]	% New Trips [2]	Trips / Unit
Single-Family Housing (ITE 210)	1 (DU)	0.900	74.00%	0.666
Multi-Family Housing (ITE 221)	1 (DU)	0.400	74.00%	0.296
Assisted Living Facility (ITE 254)	1 (Bed)	0.260	74.00%	0.192
Educational/Junior/Community College (ITE 540)	1 (1,000 SF)	1.860	100.00%	1.860
General Office (ITE 710)	1 (1,000 SF)	1.060	69.00%	0.731
Medical-Dental Office (ITE 720)	1 (1,000 SF)	3.460	69.00%	2.387
Commercial Retail - West (ITE 820)	1 (1,000 SF)	3.016	51.48%	1.553
Commercial Retail - East (ITE 820)	1 (1,000 SF)	4.540	51.48%	2.337

D. FOOTNOTES

[1]: Trip Rate based upon ITE *Trip Generation, Tenth Edition*, p.m. peak-hour trip generation rates as follows:

Single-Family	Obtained using the Trip Generation equation for ITE LUC 210 and the approved trip generation for the project.
Multi-Family	Obtained using the Trip Generation equation for ITE LUC 221 and the approved trip generation for the project.
Assisted Living Facility	Obtained using the Trip Generation rate for ITE LUC 254.
Educational	Obtained using the Trip Generation rate for ITE LUC 540.
Office	Obtained using the Trip Generation equation for ITE LUC 710 and the approved trip generation for the project.
Medical-Dental Office	Obtained using the Trip Generation rate for ITE LUC 720.
Commercial Retail (West)	Based on the approved PD.
Commercial Retail (East)	Obtained using the Trip Generation equation for ITE LUC 820 and the approved trip generation for the project.

[2]: % New is based upon the Internal Capture and Pass-by Capture = (1 - IC%) * (1 - PB%). An internal capture of 26 % was applied for residential uses, 31% for office uses, and 22% for retail uses based on the trip generation for the overall site. Pass-by was applied to the shopping center land use consistent with the trip generation approved for the proposed development program.