

Appendix B7

Synchro Reports

Lanes, Volumes, Timings
1: EB Off Ramp/EB On Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	319	492	0	0	311	289	66	100	217	0	0	0
Future Volume (vph)	319	492	0	0	311	289	66	100	217	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		250	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.928				0.850			
Flt Protected	0.950	0.995						0.980				
Satd. Flow (prot)	1610	3373	0	0	3284	0	0	1825	1583	0	0	0
Flt Permitted	0.950	0.995						0.980				
Satd. Flow (perm)	1610	3373	0	0	3284	0	0	1825	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					234				236			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		249			205			354				335
Travel Time (s)		5.7			4.7			8.0				7.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	347	535	0	0	338	314	72	109	236	0	0	0
Shared Lane Traffic (%)	18%											
Lane Group Flow (vph)	285	597	0	0	652	0	0	181	236	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	6			3			4				
Permitted Phases	6						4		4			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	8
Permitted Phases			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

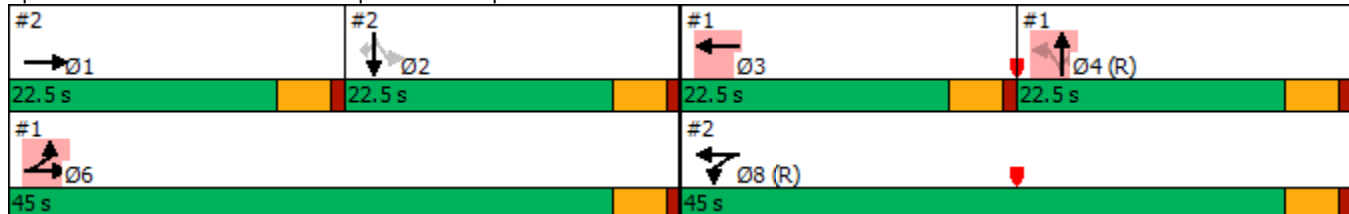


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6			3		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	9.5	9.5			22.5		22.5	22.5	22.5			
Total Split (s)	45.0	45.0			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			25.0%		25.0%	25.0%	25.0%			
Maximum Green (s)	40.5	40.5			18.0		18.0	18.0	18.0			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag					Lead		Lag	Lag	Lag			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			Max		C-Max	C-Max	C-Max			
Walk Time (s)					7.0		7.0	7.0	7.0			
Flash Dont Walk (s)					11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)					0		0	0	0			
Act Effct Green (s)	40.5	40.5			18.0			18.0	18.0			
Actuated g/C Ratio	0.45	0.45			0.20			0.20	0.20			
v/c Ratio	0.39	0.39			0.77			0.50	0.47			
Control Delay	5.6	5.0			28.7			37.4	7.7			
Queue Delay	1.8	1.0			20.0			0.0	0.0			
Total Delay	7.4	6.0			48.7			37.4	7.7			
LOS	A	A			D			D	A			
Approach Delay		6.4			48.7			20.6				
Approach LOS		A			D			C				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.98
 Intersection Signal Delay: 23.6
 Intersection LOS: C
 Intersection Capacity Utilization 77.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 1: EB Off Ramp/EB On Ramp & Best St



Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	45.0
Total Split (%)	25%	25%	50%
Maximum Green (s)	18.0	18.0	40.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖	↖
Traffic Volume (vph)	0	515	45	111	246	0	0	0	0	319	0	408
Future Volume (vph)	0	515	45	111	246	0	0	0	0	319	0	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	75		0	0		0	0		75
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3497	0	1770	3539	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3497	0	1770	3539	0	0	0	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										255
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			249			324			375	
Travel Time (s)		10.8			5.7			7.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	560	49	121	267	0	0	0	0	347	0	443
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	609	0	121	267	0	0	0	0	0	347	443
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		custom	NA					Perm	NA	Perm
Protected Phases		1		8	8						2	
Permitted Phases				8						2		2

Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	4	6
Permitted Phases			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

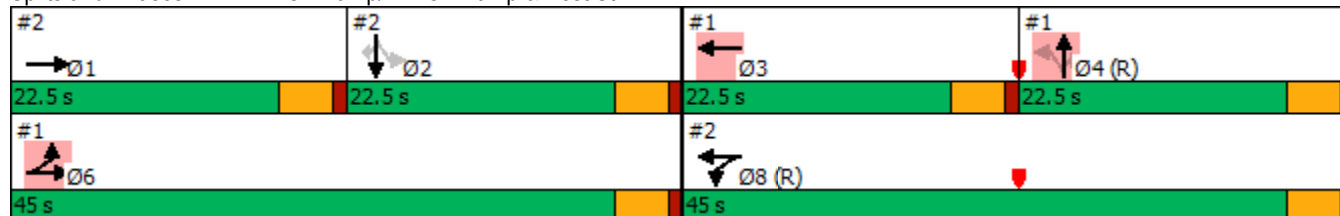


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		1		8	8					2	2	2
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5		45.0	45.0					22.5	22.5	22.5
Total Split (%)		25.0%		50.0%	50.0%					25.0%	25.0%	25.0%
Maximum Green (s)		18.0		40.5	40.5					18.0	18.0	18.0
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	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		C-Max	C-Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		18.0		40.5	40.5					18.0	18.0	18.0
Actuated g/C Ratio		0.20		0.45	0.45					0.20	0.20	0.20
v/c Ratio		0.86		0.15	0.17					0.98	0.85	0.85
Control Delay		48.3		4.9	4.9					81.1	31.8	31.8
Queue Delay		0.0		0.7	0.0					0.0	0.0	0.0
Total Delay		48.3		5.6	4.9					81.1	31.8	31.8
LOS		D		A	A					F	F	C
Approach Delay		48.3			5.1					53.5		
Approach LOS		D			A					D		

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.98
Intersection Signal Delay:	41.2
Intersection LOS:	D
Intersection Capacity Utilization	77.7%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 2: WB On Ramp/WB Off Ramp & Best St



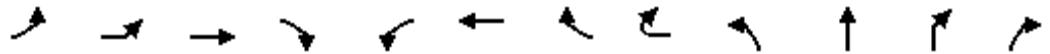
Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	9.5
Total Split (s)	22.5	22.5	45.0
Total Split (%)	25%	25%	50%
Maximum Green (s)	18.0	18.0	40.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	C-Max	None
Walk Time (s)	7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	
Pedestrian Calls (#/hr)	0	0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	48	5	551	97	40	498	2	23	57	20	6	1
Future Volume (vph)	48	5	551	97	40	498	2	23	57	20	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75		0	0		0		0		0	
Storage Lanes		1		1	0		0		0		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.994				0.988		
Flt Protected		0.950				0.996				0.967		
Satd. Flow (prot)	0	1770	1863	1583	0	1844	0	0	0	1780	0	0
Flt Permitted		0.257				0.932				0.791		
Satd. Flow (perm)	0	479	1863	1583	0	1726	0	0	0	1456	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				105		4				1		
Link Speed (mph)			30			30				30		
Link Distance (ft)			205			1418				1329		
Travel Time (s)			4.7			32.2				30.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	5	599	105	43	541	2	25	62	22	7	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	599	105	0	611	0	0	0	92	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right	Right
Median Width(ft)			12			12				0		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Number of Detectors	1	1	2	1	1	2			1	2		
Detector Template	Left	Left	Thru	Right	Left	Thru			Left	Thru		
Leading Detector (ft)	20	20	100	20	20	100			20	100		
Trailing Detector (ft)	0	0	0	0	0	0			0	0		
Detector 1 Position(ft)	0	0	0	0	0	0			0	0		
Detector 1 Size(ft)	20	20	6	20	20	6			20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 2 Position(ft)			94			94				94		
Detector 2 Size(ft)			6			6				6		
Detector 2 Type			Cl+Ex			Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0				0.0		
Turn Type	pm+pt	pm+pt	NA	Perm	Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4		4	8				2			

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

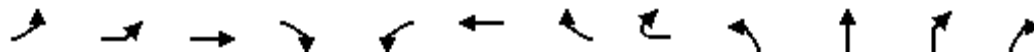
08/16/2023



Lane Group	SBL	SBT	SBR
Lane Configurations		↕	↗
Traffic Volume (vph)	53	32	66
Future Volume (vph)	53	32	66
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		100
Storage Lanes	0		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected		0.970	
Satd. Flow (prot)	0	1807	1583
Flt Permitted		0.807	
Satd. Flow (perm)	0	1503	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			109
Link Speed (mph)		30	
Link Distance (ft)		659	
Travel Time (s)		15.0	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	58	35	72
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	93	72
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		0	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	Perm
Protected Phases		6	
Permitted Phases	6		6

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023

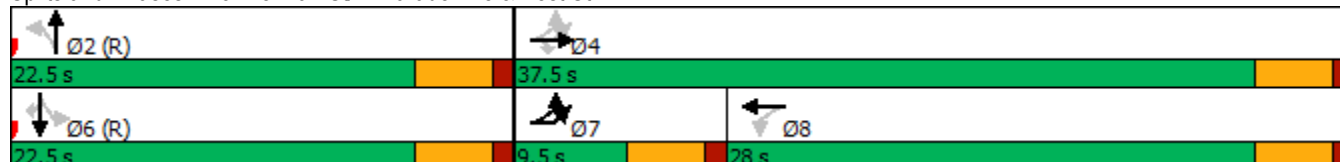


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Detector Phase	7	7	4	4	8	8			2	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0		
Minimum Split (s)	9.5	9.5	22.5	22.5	22.5	22.5			22.5	22.5		
Total Split (s)	9.5	9.5	37.5	37.5	28.0	28.0			22.5	22.5		
Total Split (%)	15.8%	15.8%	62.5%	62.5%	46.7%	46.7%			37.5%	37.5%		
Maximum Green (s)	5.0	5.0	33.0	33.0	23.5	23.5			18.0	18.0		
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		
Total Lost Time (s)		4.5	4.5	4.5			4.5			4.5		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Recall Mode	None	None	None	None	None	None			C-Max	C-Max		
Walk Time (s)			7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0	0	0	0			0	0		
Act Effct Green (s)		28.9	28.9	28.9		23.2				22.1		
Actuated g/C Ratio		0.48	0.48	0.48		0.39				0.37		
v/c Ratio		0.17	0.67	0.13		0.91				0.17		
Control Delay		7.8	15.4	2.1		39.2				16.2		
Queue Delay		0.0	38.1	0.0		0.0				0.0		
Total Delay		7.8	53.5	2.1		39.2				16.2		
LOS		A	D	A		D				B		
Approach Delay			42.9			39.2				16.2		
Approach LOS			D			D				B		

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 36.7
 Intersection LOS: D
 Intersection Capacity Utilization 79.7%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Herman St/W Parade Ave & Best St



Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	SBL	SBT	SBR
Detector Phase	6	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5
Total Split (%)	37.5%	37.5%	37.5%
Maximum Green (s)	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)		22.1	22.1
Actuated g/C Ratio		0.37	0.37
v/c Ratio		0.17	0.11
Control Delay		16.2	2.3
Queue Delay		0.0	0.0
Total Delay		16.2	2.3
LOS		B	A
Approach Delay		10.1	
Approach LOS		B	
Intersection Summary			

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	20	48	129	4	45	0	1	69	1	186	163	63
Future Volume (vph)	20	48	129	4	45	0	1	69	1	186	163	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.912						0.998			0.979	
Fl _t Protected		0.995			0.996			0.999			0.978	
Satd. Flow (prot)	0	1690	0	0	1855	0	0	1857	0	0	1784	0
Fl _t Permitted		0.957			0.974			0.996			0.826	
Satd. Flow (perm)	0	1626	0	0	1814	0	0	1852	0	0	1506	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		140						1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			208			680			110	
Travel Time (s)		4.5			4.7			15.5			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	52	140	4	49	0	1	75	1	202	177	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	53	0	0	77	0	0	447	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023

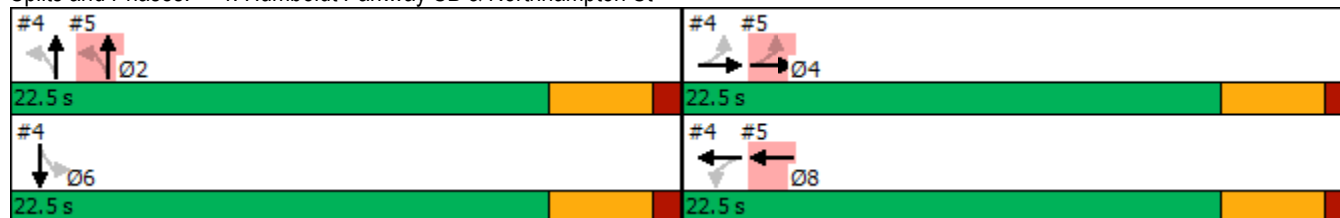


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.8			7.8			21.8			21.8	
Actuated g/C Ratio		0.22			0.22			0.61			0.61	
v/c Ratio		0.46			0.13			0.07			0.48	
Control Delay		8.3			5.5			5.2			8.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.3			5.5			5.2			8.2	
LOS		A			A			A			A	
Approach Delay		8.3			5.5			5.2			8.2	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 7.8
 Intersection LOS: A
 Intersection Capacity Utilization 53.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Humboldt Parkway SB & Northhampton St



Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	2	72	0	0	79	21	5	20	8	0	0	0
Future Volume (vph)	2	72	0	0	79	21	5	20	8	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.972			0.966				
Fl _t Protected		0.999						0.993				
Satd. Flow (prot)	0	1861	0	0	1811	0	0	1787	0	0	0	0
Fl _t Permitted		0.990						0.993				
Satd. Flow (perm)	0	1844	0	0	1811	0	0	1787	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					23			9				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		208			1089			152				290
Travel Time (s)		4.7			24.8			3.5				6.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	78	0	0	86	23	5	22	9	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	109	0	0	36	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lanes, Volumes, Timings
 5: Humboldt Parkway NB & Northhampton St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023

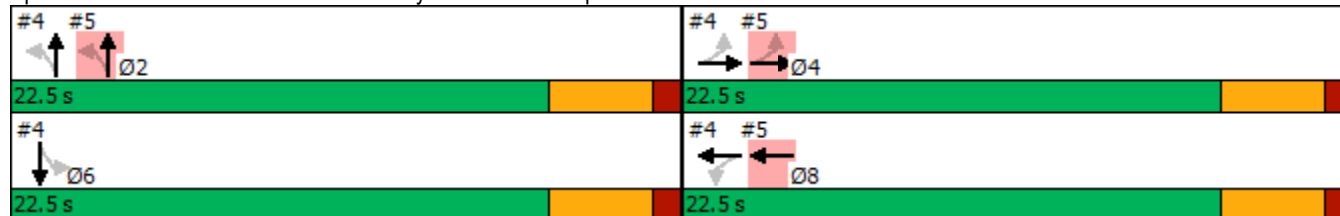


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		Max	Max				
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		7.8			7.8			21.8				
Actuated g/C Ratio		0.22			0.22			0.61				
v/c Ratio		0.20			0.27			0.03				
Control Delay		11.6			10.7			4.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.6			10.7			4.5				
LOS		B			B			A				
Approach Delay		11.6			10.7			4.5				
Approach LOS		B			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 10.0
 Intersection LOS: B
 Intersection Capacity Utilization 17.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Humboldt Parkway NB & Northhampton St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↕	
Traffic Volume (vph)	0	83	33	54	78	0	0	0	0	48	332	57
Future Volume (vph)	0	83	33	54	78	0	0	0	0	48	332	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961										0.982
Flt Protected				0.950								0.995
Satd. Flow (prot)	0	1790	0	1770	1863	0	0	0	0	0	1820	0
Flt Permitted				0.676								0.995
Satd. Flow (perm)	0	1790	0	1259	1863	0	0	0	0	0	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36										20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1173			153			636				456
Travel Time (s)		26.7			3.5			14.5				10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	90	36	59	85	0	0	0	0	52	361	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	126	0	59	85	0	0	0	0	0	475	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8							6
Permitted Phases				8						6		

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

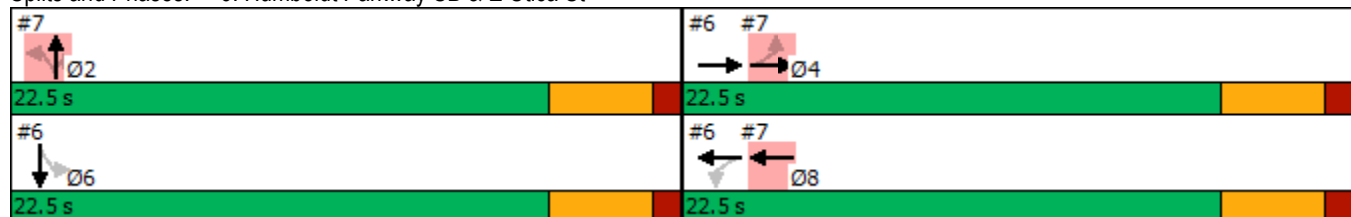


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
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	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		7.7		7.7	7.7						21.7	
Actuated g/C Ratio		0.22		0.22	0.22						0.61	
v/c Ratio		0.30		0.22	0.21						0.43	
Control Delay		10.5		9.0	8.4						7.0	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		10.5		9.1	8.4						7.0	
LOS		B		A	A						A	
Approach Delay		10.5			8.7						7.0	
Approach LOS		B			A						A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.7
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.43
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	57.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: Humboldt Parkway SB & E Utica St



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	92	0	0	104	16	58	167	41	0	0	0
Future Volume (vph)	54	92	0	0	104	16	58	167	41	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.982				0.850			
Fl _t Protected	0.950							0.987				
Satd. Flow (prot)	1770	1863	0	0	1829	0	0	1839	1583	0	0	0
Fl _t Permitted	0.674							0.987				
Satd. Flow (perm)	1255	1863	0	0	1829	0	0	1839	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17				45			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		153			1083			610				294
Travel Time (s)		3.5			24.6			13.9				6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	100	0	0	113	17	63	182	45	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	59	100	0	0	130	0	0	245	45	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			

Lanes, Volumes, Timings
 7: Humboldt Parkway NB & E Utica St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023

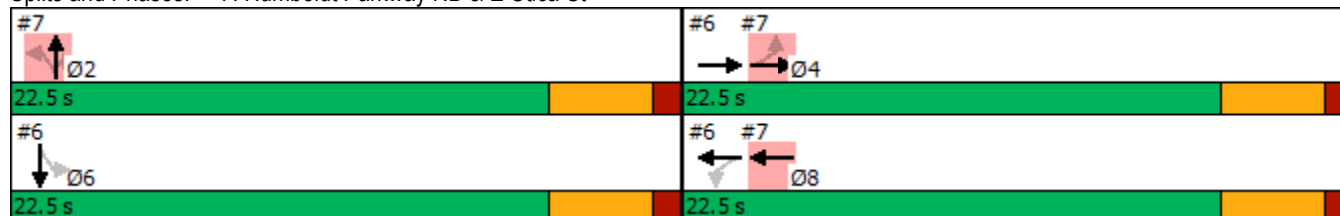


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
Yellow Time (s)	3.5	3.5			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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	7.7	7.7			7.7			21.7	21.7			
Actuated g/C Ratio	0.22	0.22			0.22			0.61	0.61			
v/c Ratio	0.22	0.25			0.32			0.22	0.05			
Control Delay	9.6	9.3			12.1			5.7	2.4			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	9.6	9.4			12.1			5.7	2.4			
LOS	A	A			B			A	A			
Approach Delay		9.5			12.1			5.2				
Approach LOS		A			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 7.9
 Intersection LOS: A
 Intersection Capacity Utilization 57.6%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 7: Humboldt Parkway NB & E Utica St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
8: Humboldt Parkway SB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	272	51	82	149	0	0	0	0	229	339	410
Future Volume (vph)	0	272	51	82	149	0	0	0	0	229	339	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t		0.979										0.850
Flt Protected				0.950							0.980	
Satd. Flow (prot)	0	1824	0	1770	1863	0	0	0	0	0	1825	1583
Flt Permitted				0.450							0.980	
Satd. Flow (perm)	0	1824	0	838	1863	0	0	0	0	0	1825	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22										446
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1179			147			319			270	
Travel Time (s)		26.8			3.3			7.3			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	296	55	89	162	0	0	0	0	249	368	446
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	89	162	0	0	0	0	0	617	446
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2			1	2				1	2	1
Detector Template		Thru			Left	Thru				Left	Thru	Right
Leading Detector (ft)		100			20	100				20	100	20
Trailing Detector (ft)		0			0	0				0	0	0
Detector 1 Position(ft)		0			0	0				0	0	0
Detector 1 Size(ft)		6			20	6				20	6	20
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex				Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0				0.0	0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0				0.0	0.0	0.0
Detector 2 Position(ft)		94			94					94		
Detector 2 Size(ft)		6			6					6		
Detector 2 Type		Cl+Ex			Cl+Ex					Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0					0.0		
Turn Type		NA			Perm	NA				Perm	NA	Perm
Protected Phases		4			8					6		
Permitted Phases					8					6		6
Detector Phase		4			8	8				6	6	6
Switch Phase												
Minimum Initial (s)		5.0			5.0	5.0				5.0	5.0	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frts	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

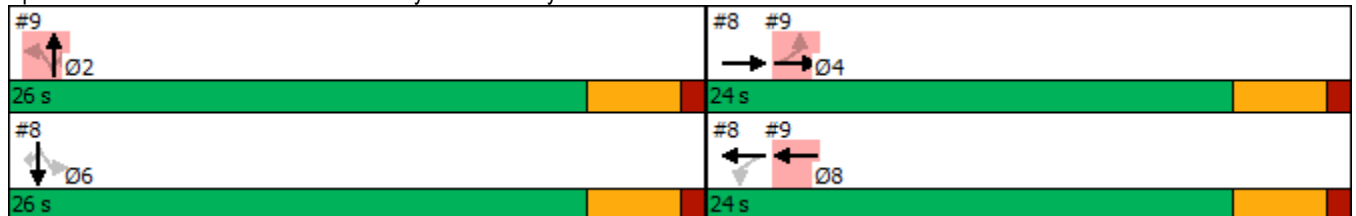


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		24.0		24.0	24.0					26.0	26.0	26.0
Total Split (%)		48.0%		48.0%	48.0%					52.0%	52.0%	52.0%
Maximum Green (s)		19.5		19.5	19.5					21.5	21.5	21.5
Yellow Time (s)		3.5		3.5	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
Total Lost Time (s)		4.5		4.5	4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		None		None	None					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		16.1		16.1	16.1						21.7	21.7
Actuated g/C Ratio		0.34		0.34	0.34						0.46	0.46
v/c Ratio		0.55		0.31	0.25						0.73	0.46
Control Delay		14.8		8.0	6.2						18.9	3.0
Queue Delay		0.1		0.6	0.6						1.7	0.0
Total Delay		15.0		8.5	6.8						20.6	3.0
LOS		B		A	A						C	A
Approach Delay		15.0			7.4						13.2	
Approach LOS		B			A						B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46.9
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	12.7
Intersection LOS:	B
Intersection Capacity Utilization:	84.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 8: Humboldt Parkway SB & E Ferry St



Lane Group	Ø2
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	226	278	0	0	211	63	44	188	38	0	0	0
Future Volume (vph)	226	278	0	0	211	63	44	188	38	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.969				0.850			
Flt Protected	0.950							0.991				
Satd. Flow (prot)	1770	1863	0	0	1805	0	0	1846	1583	0	0	0
Flt Permitted	0.522							0.991				
Satd. Flow (perm)	972	1863	0	0	1805	0	0	1846	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				41			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		147			1082			312				608
Travel Time (s)		3.3			24.6			7.1				13.8
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)	246	302	0	0	229	68	48	204	41	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	246	302	0	0	297	0	0	252	41	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023

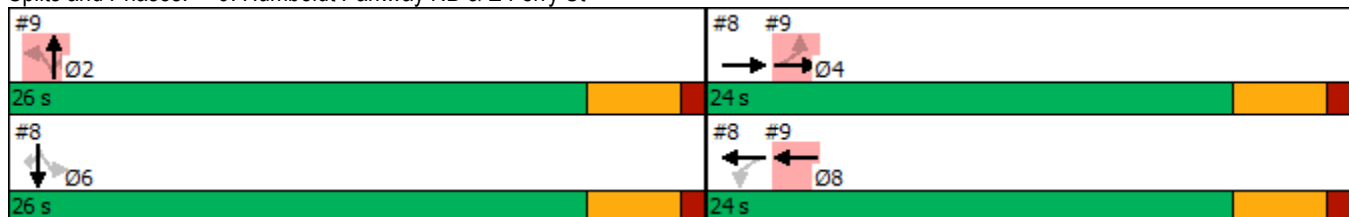


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	24.0	24.0			24.0		26.0	26.0	26.0			
Total Split (%)	48.0%	48.0%			48.0%		52.0%	52.0%	52.0%			
Maximum Green (s)	19.5	19.5			19.5		21.5	21.5	21.5			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	16.1	16.1			16.1			21.7	21.7			
Actuated g/C Ratio	0.34	0.34			0.34			0.46	0.46			
v/c Ratio	0.74	0.47			0.46			0.30	0.05			
Control Delay	23.5	10.9			12.7			10.2	3.7			
Queue Delay	2.1	1.8			0.0			0.0	0.0			
Total Delay	25.6	12.7			12.7			10.2	3.7			
LOS	C	B			B			B	A			
Approach Delay		18.5			12.7			9.3				
Approach LOS		B			B			A				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46.9
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	14.6
Intersection LOS:	B
Intersection Capacity Utilization:	84.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 9: Humboldt Parkway NB & E Ferry St



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Lane Configurations											
Traffic Volume (vph)	12	0	0	338	206	136	518	0	0	0	
Future Volume (vph)	12	0	0	338	206	136	518	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	
Fr t				0.943							
Flt Protected	0.950						0.990				
Satd. Flow (prot)	1770	0	0	3337	0	0	3504	0	0	0	
Flt Permitted	0.950						0.713				
Satd. Flow (perm)	1770	0	0	3337	0	0	2523	0	0	0	
Right Turn on Red		Yes			Yes			Yes			
Satd. Flow (RTOR)				224							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	537			328			271		387		
Travel Time (s)	12.2			7.5			6.2		8.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	13	0	0	367	224	148	563	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	13	0	0	591	0	0	711	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	
Median Width(ft)	12			0			0		0		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Number of Detectors	1			2		1	2				
Detector Template	Left			Thru		Left	Thru				
Leading Detector (ft)	20			100		20	100				
Trailing Detector (ft)	0			0		0	0				
Detector 1 Position(ft)	0			0		0	0				
Detector 1 Size(ft)	20			6		20	6				
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel											
Detector 1 Extend (s)	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot			NA		Perm	NA				
Protected Phases	4			2			6				8
Permitted Phases						6					
Detector Phase	4			2		6	6				
Switch Phase											
Minimum Initial (s)	5.0			5.0		5.0	5.0				5.0

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023

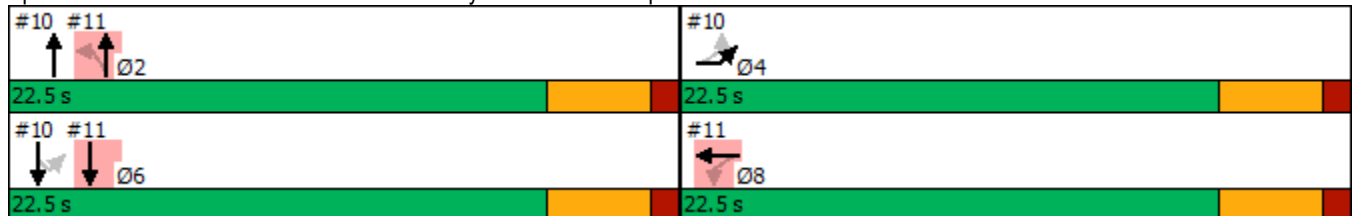


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Minimum Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (%)	50.0%			50.0%		50.0%	50.0%				50%
Maximum Green (s)	18.0			18.0		18.0	18.0				18.0
Yellow Time (s)	3.5			3.5		3.5	3.5				3.5
All-Red Time (s)	1.0			1.0		1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0			0.0				
Total Lost Time (s)	4.5			4.5			4.5				
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0			3.0		3.0	3.0				3.0
Recall Mode	None			Max		Max	Max				None
Walk Time (s)	7.0			7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0			11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0			0		0	0				0
Act Effect Green (s)	16.9			18.0			18.0				
Actuated g/C Ratio	0.38			0.41			0.41				
v/c Ratio	0.02			0.39			0.69				
Control Delay	8.3			6.6			10.7				
Queue Delay	0.0			0.0			0.0				
Total Delay	8.3			6.6			10.7				
LOS	A			A			B				
Approach Delay	8.3			6.6			10.7				
Approach LOS	A			A			B				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 44
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 8.9 Intersection LOS: A
 Intersection Capacity Utilization 49.6% ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 10: Jefferson Ave & Cherry St & EB On Ramp



Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	243	21	377	40	300	0	0	393	20
Future Volume (vph)	0	0	0	243	21	377	40	300	0	0	393	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.921						0.993	
Flt Protected					0.981			0.994				
Satd. Flow (prot)	0	0	0	0	1683	0	0	3518	0	0	3514	0
Flt Permitted					0.981			0.875				
Satd. Flow (perm)	0	0	0	0	1683	0	0	3097	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					190							14
Link Speed (mph)		30			30			30				30
Link Distance (ft)		567			384			271				880
Travel Time (s)		12.9			8.7			6.2				20.0
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
Adj. Flow (vph)	0	0	0	264	23	410	43	326	0	0	427	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	697	0	0	369	0	0	449	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023

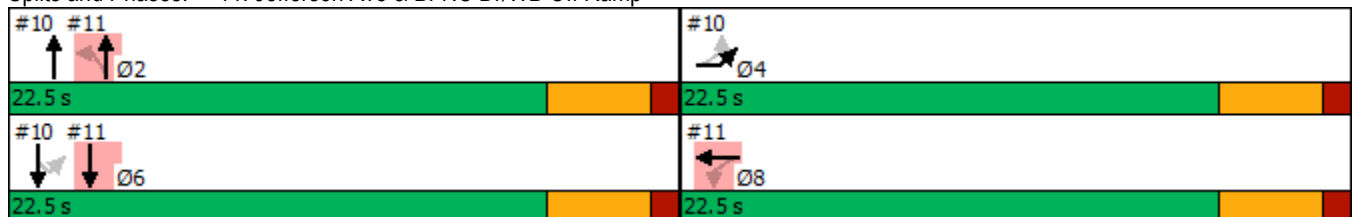


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		2	2			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)				22.5	22.5		22.5	22.5			22.5	
Total Split (s)				22.5	22.5		22.5	22.5			22.5	
Total Split (%)				50.0%	50.0%		50.0%	50.0%			50.0%	
Maximum Green (s)				18.0	18.0		18.0	18.0			18.0	
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	
Total Lost Time (s)					4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				None	None		Max	Max			Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					16.9			18.0			18.0	
Actuated g/C Ratio					0.38			0.41			0.41	
v/c Ratio					0.91			0.29			0.31	
Control Delay					29.5			5.8			9.5	
Queue Delay					0.0			0.0			0.0	
Total Delay					29.5			5.8			9.5	
LOS					C			A			A	
Approach Delay					29.5			5.8			9.5	
Approach LOS					C			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	44
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.91
Intersection Signal Delay:	17.8
Intersection LOS:	B
Intersection Capacity Utilization:	69.9%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: Jefferson Ave & BFNC Dr/WB Off Ramp



Lane Group	Ø4
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
12: Jefferson Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	42	99	12	81	185	41	8	434	25	27	416	66
Future Volume (vph)	42	99	12	81	185	41	8	434	25	27	416	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.988			0.980			0.992			0.980	
Fl _t Protected		0.986			0.987			0.999			0.997	
Satd. Flow (prot)	0	3448	0	0	3423	0	0	3507	0	0	3458	0
Fl _t Permitted		0.798			0.830			0.945			0.919	
Satd. Flow (perm)	0	2790	0	0	2879	0	0	3318	0	0	3187	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			45			15			44	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		737			2886			735			328	
Travel Time (s)		16.8			65.6			16.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	108	13	88	201	45	9	472	27	29	452	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	334	0	0	508	0	0	553	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 12: Jefferson Ave & Genesee St

08/16/2023

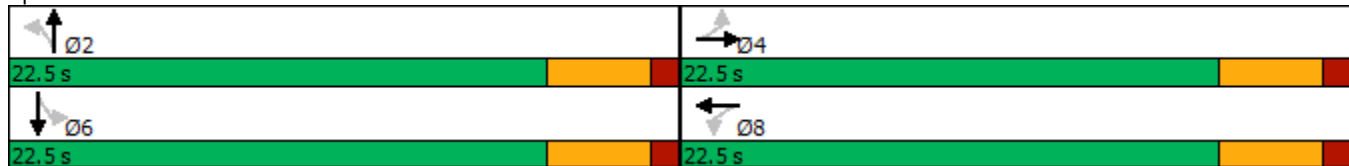


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.0			9.0			18.7			18.7	
Actuated g/C Ratio		0.24			0.24			0.51			0.51	
v/c Ratio		0.24			0.45			0.30			0.34	
Control Delay		10.6			11.8			6.2			6.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			11.8			6.2			6.1	
LOS		B			B			A			A	
Approach Delay		10.6			11.8			6.2			6.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.8
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	7.8
Intersection LOS:	A
Intersection Capacity Utilization:	55.5%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 12: Jefferson Ave & Genesee St



Lanes, Volumes, Timings
13: Herman St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	12	192	3	14	395	10	18	58	5	42	118	15
Future Volume (vph)	12	192	3	14	395	10	18	58	5	42	118	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.992			0.989	
Fl _t Protected		0.997			0.998			0.989			0.988	
Satd. Flow (prot)	0	3522	0	0	3518	0	0	1828	0	0	1820	0
Fl _t Permitted		0.929			0.945			0.916			0.891	
Satd. Flow (perm)	0	3281	0	0	3331	0	0	1693	0	0	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			6			5			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2886			671			575			1329	
Travel Time (s)		65.6			15.3			13.1			30.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	209	3	15	429	11	20	63	5	46	128	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	225	0	0	455	0	0	88	0	0	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 13: Herman St & Genesee St

08/16/2023

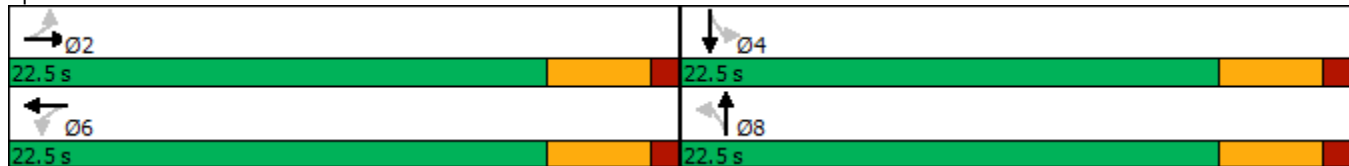


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		22.1			22.1			9.0			9.1	
Actuated g/C Ratio		0.59			0.59			0.24			0.24	
v/c Ratio		0.12			0.23			0.21			0.46	
Control Delay		5.5			5.8			11.2			14.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.5			5.8			11.2			14.6	
LOS		A			A			B			B	
Approach Delay		5.5			5.8			11.2			14.6	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.2
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	8.0
Intersection LOS:	A
Intersection Capacity Utilization:	41.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 13: Herman St & Genesee St



Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	2	234	0	0	421	11	10	3	9	4	0	4
Future Volume (vph)	2	234	0	0	421	11	10	3	9	4	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.996			0.944			0.932	
Fl _t Protected								0.978			0.976	
Satd. Flow (prot)	0	3539	0	0	3525	0	0	1720	0	0	1694	0
Fl _t Permitted		0.953										
Satd. Flow (perm)	0	3373	0	0	3525	0	0	1758	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			10			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		671			961			780			839	
Travel Time (s)		15.3			21.8			17.7			19.1	
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)	2	254	0	0	458	12	11	3	10	4	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	256	0	0	470	0	0	24	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2			6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023

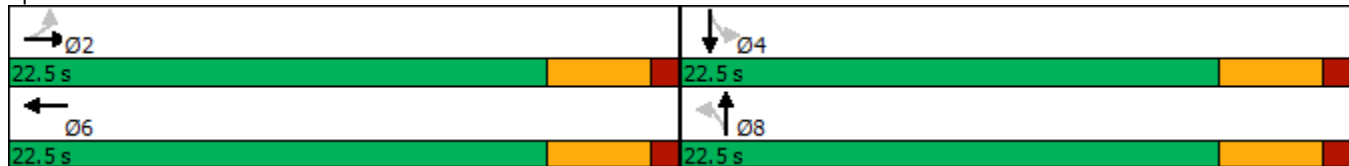


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	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	
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 Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max			Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		35.2			35.2			6.0			5.8	
Actuated g/C Ratio		0.92			0.92			0.16			0.15	
v/c Ratio		0.08			0.14			0.08			0.03	
Control Delay		1.3			1.3			12.0			1.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.3			1.3			12.0			1.3	
LOS		A			A			B			A	
Approach Delay		1.3			1.3			12.0			1.3	
Approach LOS		A			A			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	38.2
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.14
Intersection Signal Delay:	1.7
Intersection LOS:	A
Intersection Capacity Utilization:	23.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 14: Reed St/Rich St & Genesee St



Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	32	185	33	85	312	4	31	241	49	10	319	40
Future Volume (vph)	32	185	33	85	312	4	31	241	49	10	319	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.980			0.999			0.979			0.986	
Fl _t Protected		0.994			0.990			0.995			0.999	
Satd. Flow (prot)	0	3448	0	0	3500	0	0	1815	0	0	1835	0
Fl _t Permitted		0.864			0.820			0.941			0.988	
Satd. Flow (perm)	0	2997	0	0	2899	0	0	1716	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			2			24			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		961			671			704			490	
Travel Time (s)		21.8			15.3			16.0			11.1	
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)	35	201	36	92	339	4	34	262	53	11	347	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	272	0	0	435	0	0	349	0	0	401	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023

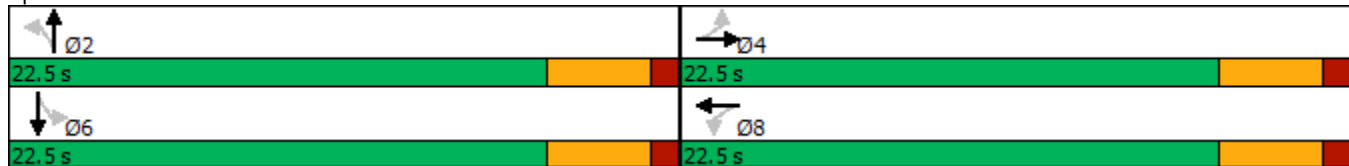


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.1			11.1			18.1			18.1	
Actuated g/C Ratio		0.29			0.29			0.47			0.47	
v/c Ratio		0.30			0.52			0.42			0.46	
Control Delay		9.7			13.4			9.0			9.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			13.4			9.0			9.6	
LOS		A			B			A			A	
Approach Delay		9.7			13.4			9.0			9.6	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.6
 Intersection LOS: B
 Intersection Capacity Utilization 60.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 15: Fillmore Ave & Genesee St



Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	39	328	153	2	371	14	120	211	8	17	224	41
Future Volume (vph)	39	328	153	2	371	14	120	211	8	17	224	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.960			0.995			0.997				0.850
Fl _t Protected		0.996						0.983			0.997	
Satd. Flow (prot)	0	1781	0	0	1853	0	0	1826	0	0	1857	1583
Fl _t Permitted		0.954			0.998			0.795			0.966	
Satd. Flow (perm)	0	1706	0	0	1850	0	0	1476	0	0	1799	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55			5			3				45
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1418			567			490			61	
Travel Time (s)		32.2			12.9			11.1			1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	357	166	2	403	15	130	229	9	18	243	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	0	420	0	0	368	0	0	261	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023

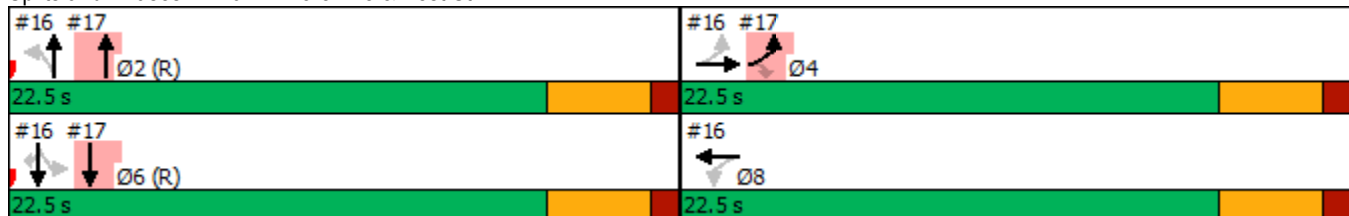


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	50.0%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	18.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		16.7			16.7			19.3			19.3	19.3
Actuated g/C Ratio		0.37			0.37			0.43			0.43	0.43
v/c Ratio		0.85			0.61			0.58			0.34	0.06
Control Delay		26.3			15.4			14.9			2.9	0.2
Queue Delay		5.9			0.7			0.0			0.0	0.0
Total Delay		32.2			16.1			14.9			2.9	0.2
LOS		C			B			B			A	A
Approach Delay		32.2			16.1			14.9			2.5	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	45
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	45
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	18.8
Intersection LOS:	B
Intersection Capacity Utilization:	95.2%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 16: Fillmore Ave & Best St



Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	5	3	0	262	283	0	
Future Volume (vph)	5	3	0	262	283	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0			100	
Storage Lanes	1	1	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	0	1863	3539	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	0	1863	3539	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		3					
Link Speed (mph)	30			30	30		
Link Distance (ft)	468			61	755		
Travel Time (s)	10.6			1.4	17.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	3	0	285	308	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	3	0	285	308	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Detector 1 Position(ft)	0	0		0	0		
Detector 1 Size(ft)	20	20		6	6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		8
Permitted Phases		4					

Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023

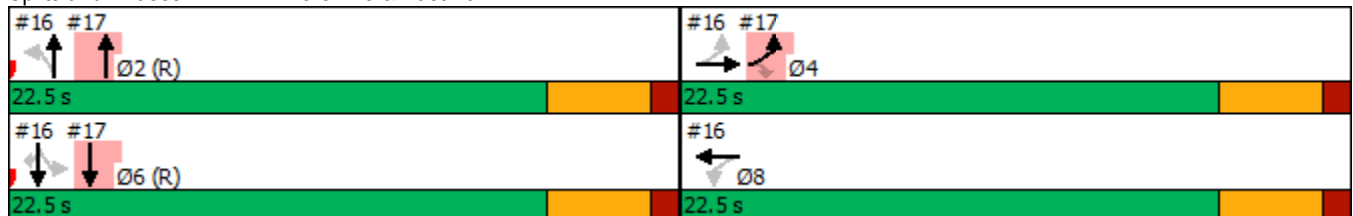


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Detector Phase	4	4		2	6		
Switch Phase							
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5
Total Split (s)	22.5	22.5		22.5	22.5		22.5
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50%
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0
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		
Total Lost Time (s)	4.5	4.5		4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None		C-Max	C-Max		None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0
Act Effct Green (s)	16.7	16.7		19.3	19.3		
Actuated g/C Ratio	0.37	0.37		0.43	0.43		
v/c Ratio	0.01	0.01		0.36	0.20		
Control Delay	8.2	6.3		4.8	9.0		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	8.2	6.3		4.8	9.0		
LOS	A	A		A	A		
Approach Delay	7.5			4.8	9.0		
Approach LOS	A			A	A		

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 45
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 45
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 7.0
 Intersection LOS: A
 Intersection Capacity Utilization 25.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 17: Fillmore Ave & East Park



Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	21	0	209	260	0
Future Volume (vph)	11	21	0	209	260	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.850					
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	1583	0	1863	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		23				
Link Speed (mph)	30			30	30	
Link Distance (ft)	526			755	579	
Travel Time (s)	12.0			17.2	13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	12	23	0	227	283	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	23	0	227	283	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023

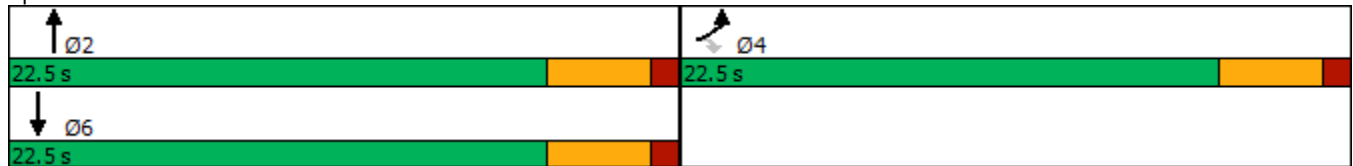


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	5.9	5.9		35.2	35.2	
Actuated g/C Ratio	0.15	0.15		0.92	0.92	
v/c Ratio	0.04	0.09		0.13	0.16	
Control Delay	14.5	8.5		1.6	1.6	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	14.5	8.5		1.6	1.6	
LOS	B	A		A	A	
Approach Delay	10.5			1.6	1.6	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38.2
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.16
 Intersection Signal Delay: 2.2
 Intersection LOS: A
 Intersection Capacity Utilization 25.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 18: Fillmore Ave & MLK Park



Lanes, Volumes, Timings
19: Fillmore Ave & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	54	9	12	33	9	9	176	20	25	259	47
Future Volume (vph)	15	54	9	12	33	9	9	176	20	25	259	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.984			0.977			0.987			0.981	
Fl _t Protected		0.991			0.989			0.998			0.996	
Satd. Flow (prot)	0	1816	0	0	1800	0	0	1835	0	0	1820	0
Fl _t Permitted		0.920			0.900			0.984			0.974	
Satd. Flow (perm)	0	1686	0	0	1638	0	0	1809	0	0	1780	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			10			15			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1089			291			579			735	
Travel Time (s)		24.8			6.6			13.2			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	59	10	13	36	10	10	191	22	27	282	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	0	59	0	0	223	0	0	360	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	0		1	0		1	0	
Detector Template	Left			Left			Left	Thru		Left		
Leading Detector (ft)	20	10		20	0		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	10		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	

Lanes, Volumes, Timings
19: Fillmore Ave & Northhampton St

08/16/2023

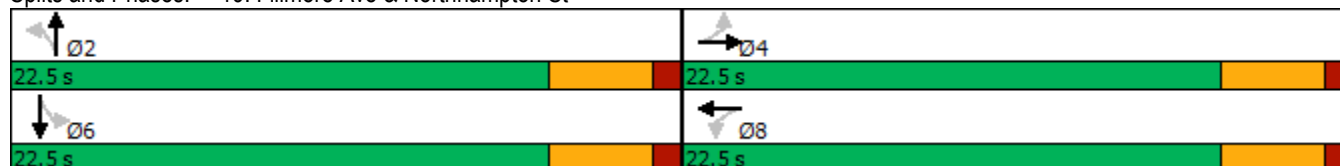


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.0			6.8			28.6			28.6	
Actuated g/C Ratio		0.20			0.19			0.80			0.80	
v/c Ratio		0.25			0.18			0.15			0.25	
Control Delay		12.2			11.1			3.4			3.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			11.1			3.4			3.8	
LOS		B			B			A			A	
Approach Delay		12.2			11.1			3.4			3.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.6
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.25
Intersection Signal Delay:	5.2
Intersection LOS:	A
Intersection Capacity Utilization:	38.9%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 19: Fillmore Ave & Northhampton St



Lanes, Volumes, Timings
21: Fillmore Ave & Riley St/Urban St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	2	2	0	10	2	214	3	22	329	0
Future Volume (vph)	5	0	2	2	0	10	2	214	3	22	329	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.961			0.886			0.998				
Fl _t Protected		0.966			0.992						0.997	
Satd. Flow (prot)	0	1729	0	0	1637	0	0	1859	0	0	1857	0
Fl _t Permitted								0.998			0.979	
Satd. Flow (perm)	0	1790	0	0	1650	0	0	1855	0	0	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			36			2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			639			735			422	
Travel Time (s)		24.6			14.5			16.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	2	2	0	11	2	233	3	24	358	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	13	0	0	238	0	0	382	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			50			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	20	100		20	100		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
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	

Lanes, Volumes, Timings
 21: Fillmore Ave & Riley St/Urban St

08/16/2023

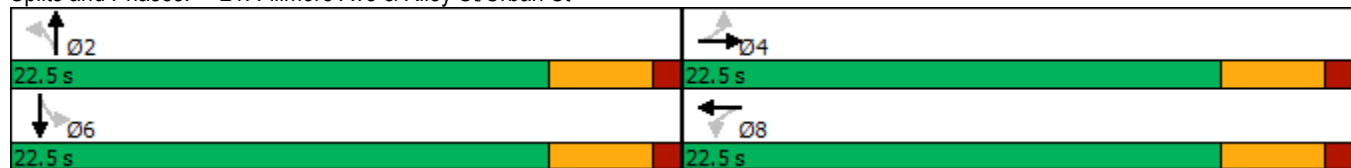


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.6			5.6			36.8			36.8	
Actuated g/C Ratio		0.14			0.14			0.94			0.94	
v/c Ratio		0.02			0.05			0.14			0.22	
Control Delay		0.5			3.6			1.2			1.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.5			3.6			1.2			1.4	
LOS		A			A			A			A	
Approach Delay		0.5			3.6			1.2			1.4	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.22
 Intersection Signal Delay: 1.4
 Intersection LOS: A
 Intersection Capacity Utilization 43.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Fillmore Ave & Riley St/Urban St



Lanes, Volumes, Timings
22: Fillmore Ave & French St

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	38	214	3	42	313
Future Volume (vph)	13	38	214	3	42	313
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899		0.998			
Flt Protected	0.987					0.994
Satd. Flow (prot)	1653	0	1859	0	0	1852
Flt Permitted	0.987					0.951
Satd. Flow (perm)	1653	0	1859	0	0	1771
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	41		2			
Link Speed (mph)	30		30			30
Link Distance (ft)	600		422			182
Travel Time (s)	13.6		9.6			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	41	233	3	46	340
Shared Lane Traffic (%)						
Lane Group Flow (vph)	55	0	236	0	0	386
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		0		1	0
Detector Template	Left				Left	
Leading Detector (ft)	20		0		20	0
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5

Lanes, Volumes, Timings
 22: Fillmore Ave & French St

08/16/2023

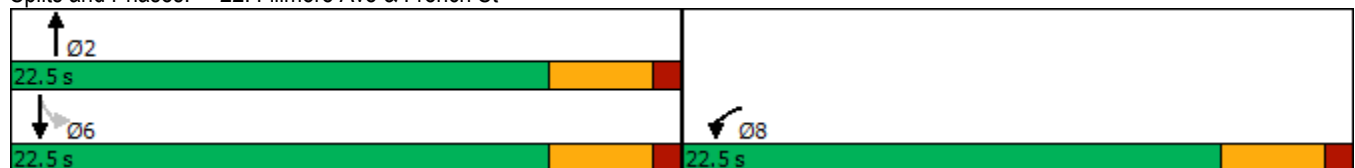


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.2		34.4			34.4
Actuated g/C Ratio	0.15		0.85			0.85
v/c Ratio	0.19		0.15			0.26
Control Delay	9.8		2.6			3.0
Queue Delay	0.0		0.0			0.0
Total Delay	9.8		2.6			3.0
LOS	A		A			A
Approach Delay	9.8		2.6			3.0
Approach LOS	A		A			A

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.26
Intersection Signal Delay:	3.4
Intersection LOS:	A
Intersection Capacity Utilization	45.7%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 22: Fillmore Ave & French St



Lanes, Volumes, Timings
23: Fillmore Ave & E Utica St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	74	42	194	288	69
Future Volume (vph)	48	74	42	194	288	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.918				0.974	
Fl _t Protected	0.981			0.991		
Satd. Flow (prot)	1678	0	0	1846	1814	0
Fl _t Permitted	0.981			0.903		
Satd. Flow (perm)	1678	0	0	1682	1814	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	80				32	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1083			182	1350	
Travel Time (s)	24.6			4.1	30.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	80	46	211	313	75
Shared Lane Traffic (%)						
Lane Group Flow (vph)	132	0	0	257	388	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	0	0	
Detector Template	Left		Left			
Leading Detector (ft)	20		20	0	0	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	

Lanes, Volumes, Timings
 23: Fillmore Ave & E Utica St

08/16/2023

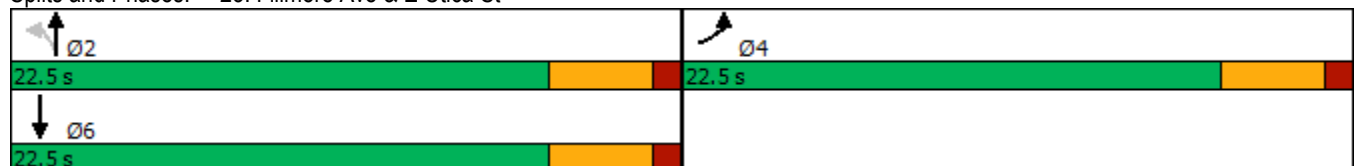


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	7.1			26.4	26.4	
Actuated g/C Ratio	0.18			0.67	0.67	
v/c Ratio	0.36			0.23	0.32	
Control Delay	9.1			5.0	5.0	
Queue Delay	0.0			0.4	0.0	
Total Delay	9.1			5.4	5.0	
LOS	A			A	A	
Approach Delay	9.1			5.4	5.0	
Approach LOS	A			A	A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	39.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	5.8
Intersection LOS:	A
Intersection Capacity Utilization	50.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 23: Fillmore Ave & E Utica St



Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	49	205	57	30	201	49	23	195	41	31	265	60
Future Volume (vph)	49	205	57	30	201	49	23	195	41	31	265	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.972			0.974			0.976			0.975	
Flt Protected		0.992			0.995			0.996			0.996	
Satd. Flow (prot)	0	3413	0	0	3430	0	0	3440	0	0	3437	0
Flt Permitted		0.851			0.882			0.911			0.916	
Satd. Flow (perm)	0	2928	0	0	3040	0	0	3147	0	0	3161	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		62			53			45			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			797			1350			1620	
Travel Time (s)		24.6			18.1			30.7			36.8	
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)	53	223	62	33	218	53	25	212	45	34	288	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	338	0	0	304	0	0	282	0	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023

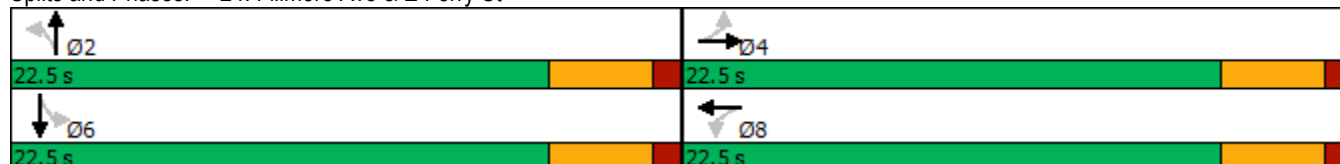


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.7			8.7			18.1			18.1	
Actuated g/C Ratio		0.24			0.24			0.51			0.51	
v/c Ratio		0.45			0.39			0.18			0.24	
Control Delay		11.1			10.6			4.8			5.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			10.6			4.8			5.1	
LOS		B			B			A			A	
Approach Delay		11.1			10.6			4.8			5.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.8
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	49.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Fillmore Ave & E Ferry St



Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	40	14	20	39	7	3	219	33	39	331	9
Future Volume (vph)	5	40	14	20	39	7	3	219	33	39	331	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.968			0.985			0.982			0.997	
Fl _t Protected		0.996			0.985			0.999			0.995	
Satd. Flow (prot)	0	1796	0	0	1807	0	0	1827	0	0	1848	0
Fl _t Permitted		0.963			0.874			0.997			0.955	
Satd. Flow (perm)	0	1736	0	0	1604	0	0	1824	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			8			20			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1020			890			1620			1011	
Travel Time (s)		23.2			20.2			36.8			23.0	
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
Adj. Flow (vph)	5	43	15	22	42	8	3	238	36	42	360	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	63	0	0	72	0	0	277	0	0	412	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023

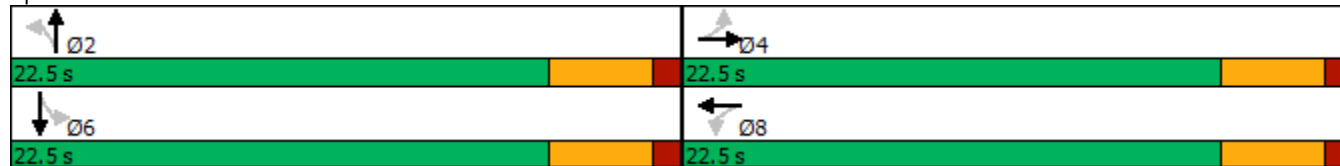


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.7			6.8			28.5			28.5	
Actuated g/C Ratio		0.19			0.19			0.81			0.81	
v/c Ratio		0.18			0.23			0.19			0.29	
Control Delay		10.4			12.1			3.4			4.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.4			12.1			3.4			4.0	
LOS		B			B			A			A	
Approach Delay		10.4			12.1			3.4			4.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.3
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 5.0
 Intersection LOS: A
 Intersection Capacity Utilization 53.6%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 25: Fillmore Ave & Northland Ave



Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	76	149	17	26	142	28	17	177	24	65	331	68
Future Volume (vph)	76	149	17	26	142	28	17	177	24	65	331	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.991			0.981			0.985			0.980	
Fl _t Protected		0.984			0.993			0.996			0.993	
Satd. Flow (prot)	0	1816	0	0	1815	0	0	1827	0	0	1813	0
Fl _t Permitted		0.851			0.941			0.957			0.928	
Satd. Flow (perm)	0	1571	0	0	1720	0	0	1756	0	0	1694	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			19			16			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		928			735			1011			742	
Travel Time (s)		21.1			16.7			23.0			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	83	162	18	28	154	30	18	192	26	71	360	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	0	0	212	0	0	236	0	0	505	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 26: Fillmore Ave & E Delavan Ave

08/16/2023

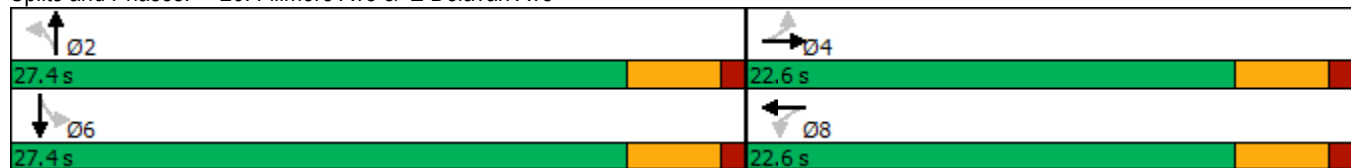


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		27.4	27.4		27.4	27.4	
Total Split (%)	45.2%	45.2%		45.2%	45.2%		54.8%	54.8%		54.8%	54.8%	
Maximum Green (s)	18.1	18.1		18.1	18.1		22.9	22.9		22.9	22.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.4			12.4			23.8			23.8	
Actuated g/C Ratio		0.27			0.27			0.53			0.53	
v/c Ratio		0.60			0.44			0.25			0.56	
Control Delay		19.6			14.6			7.4			11.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.6			14.6			7.4			11.0	
LOS		B			B			A			B	
Approach Delay		19.6			14.6			7.4			11.0	
Approach LOS		B			B			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 45.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 12.8
 Intersection LOS: B
 Intersection Capacity Utilization 73.3%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 26: Fillmore Ave & E Delavan Ave



Lanes, Volumes, Timings
27: Humboldt Parkway NB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↕			
Traffic Volume (vph)	281	165	0	0	206	16	47	155	74	0	0	0
Future Volume (vph)	281	165	0	0	206	16	47	155	74	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		150	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.989				0.850			
Flt Protected		0.969						0.988				
Satd. Flow (prot)	0	3429	0	0	3500	0	0	1840	1583	0	0	0
Flt Permitted		0.686						0.988				
Satd. Flow (perm)	0	2428	0	0	3500	0	0	1840	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					17				80			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		310			928			1019				213
Travel Time (s)		7.0			21.1			23.2				4.8
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)	305	179	0	0	224	17	51	168	80	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	484	0	0	241	0	0	219	80	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023

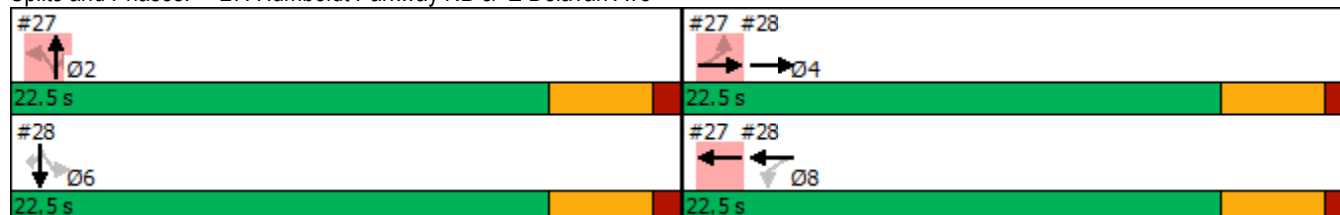


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
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			
Total Lost Time (s)		4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	Max	Max			Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		22.0			22.0			9.8	9.8			
Actuated g/C Ratio		0.58			0.58			0.26	0.26			
v/c Ratio		0.34			0.12			0.46	0.17			
Control Delay		5.0			5.6			14.6	4.2			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		5.0			5.6			14.6	4.2			
LOS		A			A			B	A			
Approach Delay		5.0			5.6			11.8				
Approach LOS		A			A			B				

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.7
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization:	43.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: Humboldt Parkway NB & E Delavan Ave



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 28: Humboldt Parkway SB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕↕						↕	↕
Traffic Volume (vph)	0	416	27	91	178	0	0	0	0	27	29	12
Future Volume (vph)	0	416	27	91	178	0	0	0	0	27	29	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992										0.850
Flt Protected					0.983						0.977	
Satd. Flow (prot)	0	1848	0	0	3479	0	0	0	0	0	1820	1583
Flt Permitted					0.752						0.977	
Satd. Flow (perm)	0	1848	0	0	2661	0	0	0	0	0	1820	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										36
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2669			310			684			864	
Travel Time (s)		60.7			7.0			15.5			19.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	452	29	99	193	0	0	0	0	29	32	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	481	0	0	292	0	0	0	0	0	61	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
 28: Humboldt Parkway SB & E Delavan Ave

08/16/2023

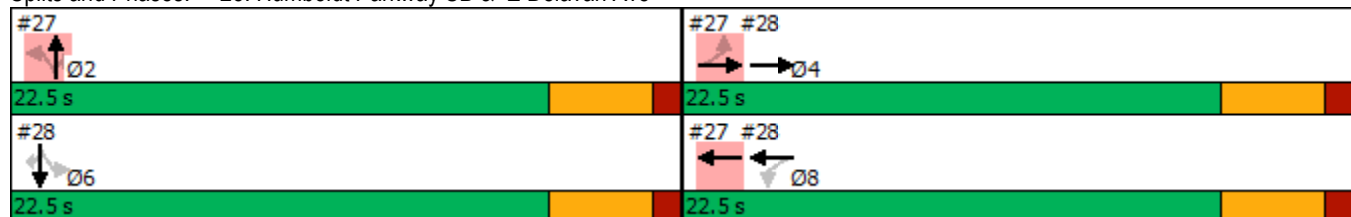


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	50.0%
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	18.0
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
Total Lost Time (s)		4.5			4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		Max	Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		22.0			22.0						9.6	9.6
Actuated g/C Ratio		0.58			0.58						0.25	0.25
v/c Ratio		0.44			0.19						0.13	0.03
Control Delay		8.5			4.2						10.5	1.9
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		8.5			4.2						10.5	1.9
LOS		A			A						B	A
Approach Delay		8.5			4.2						9.0	
Approach LOS		A			A						A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.7
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization:	46.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 28: Humboldt Parkway SB & E Delavan Ave



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
29: Jefferson Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	38	340	29	26	140	15	28	93	52	5	74	82
Future Volume (vph)	38	340	29	26	140	15	28	93	52	5	74	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990			0.989			0.959			0.931	
Fl _t Protected		0.995			0.993			0.992			0.999	
Satd. Flow (prot)	0	1835	0	0	1829	0	0	1772	0	0	1732	0
Fl _t Permitted		0.956			0.924			0.943			0.993	
Satd. Flow (perm)	0	1763	0	0	1702	0	0	1685	0	0	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			12			57			89	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			2669			1017			352	
Travel Time (s)		13.5			60.7			23.1			8.0	
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
Adj. Flow (vph)	41	370	32	28	152	16	30	101	57	5	80	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	443	0	0	196	0	0	188	0	0	174	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 29: Jefferson Ave & E Delavan Ave

08/16/2023

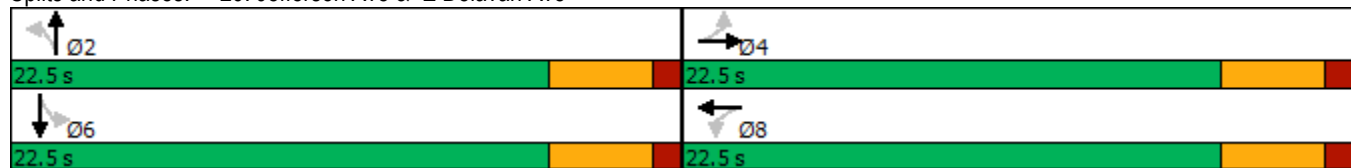


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		14.3			14.3			18.1			18.1	
Actuated g/C Ratio		0.34			0.34			0.44			0.44	
v/c Ratio		0.72			0.33			0.25			0.22	
Control Delay		18.9			10.7			7.2			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.9			10.7			7.2			5.6	
LOS		B			B			A			A	
Approach Delay		18.9			10.7			7.2			5.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	41.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.72
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization:	55.6%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 29: Jefferson Ave & E Delavan Ave



Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	22	10	15	5	15	11	138	8	11	132	14
Future Volume (vph)	14	22	10	15	5	15	11	138	8	11	132	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.970			0.942			0.993			0.988	
Fl _t Protected		0.985			0.979			0.997			0.996	
Satd. Flow (prot)	0	1780	0	0	1718	0	0	1844	0	0	1833	0
Fl _t Permitted								0.984			0.984	
Satd. Flow (perm)	0	1807	0	0	1755	0	0	1820	0	0	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			16			7			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		806			2743			848			1017	
Travel Time (s)		18.3			62.3			19.3			23.1	
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)	15	24	11	16	5	16	12	150	9	12	143	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	37	0	0	171	0	0	170	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.4			6.3			32.0			32.0	
Actuated g/C Ratio		0.18			0.18			0.90			0.90	
v/c Ratio		0.15			0.11			0.10			0.10	
Control Delay		10.3			8.9			2.0			1.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.3			8.9			2.0			1.9	
LOS		B			A			A			A	
Approach Delay		10.3			8.9			2.0			1.9	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 35.4

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.15

Intersection Signal Delay: 3.5

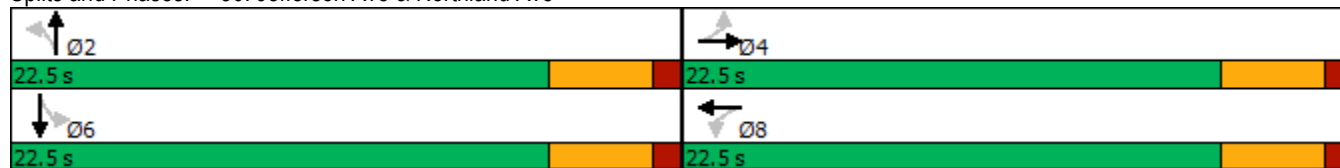
Intersection LOS: A

Intersection Capacity Utilization 22.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: Jefferson Ave & Northland Ave



Lanes, Volumes, Timings
31: Jefferson Ave & Brunswick Blvd

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	20	146	23	9	148
Future Volume (vph)	25	20	146	23	9	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.939		0.982			
Fl _t Protected	0.973					0.997
Satd. Flow (prot)	1702	0	1829	0	0	1857
Fl _t Permitted	0.973					0.987
Satd. Flow (perm)	1702	0	1829	0	0	1839
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	22		21			
Link Speed (mph)	30		30			30
Link Distance (ft)	2734		751			848
Travel Time (s)	62.1		17.1			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	22	159	25	10	161
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	184	0	0	171
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lanes, Volumes, Timings
 31: Jefferson Ave & Brunswick Blvd

08/16/2023

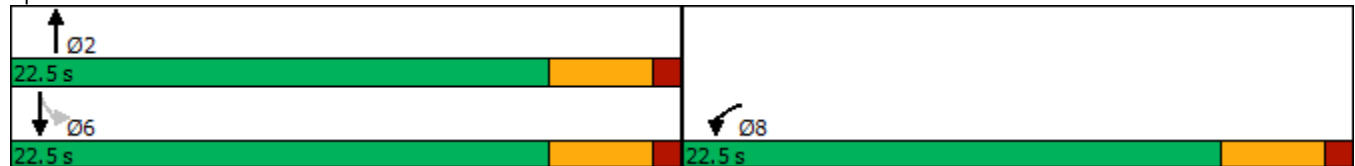


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.3		34.8			34.8
Actuated g/C Ratio	0.15		0.86			0.86
v/c Ratio	0.17		0.12			0.11
Control Delay	12.6		2.3			2.5
Queue Delay	0.0		0.0			0.0
Total Delay	12.6		2.3			2.5
LOS	B		A			A
Approach Delay	12.6		2.3			2.5
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.17
 Intersection Signal Delay: 3.6
 Intersection LOS: A
 Intersection Capacity Utilization 26.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 31: Jefferson Ave & Brunswick Blvd



Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	27	206	45	47	452	40	37	110	23	20	129	23
Future Volume (vph)	27	206	45	47	452	40	37	110	23	20	129	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.978			0.990			0.982			0.982	
Fl _t Protected		0.995			0.996			0.989			0.994	
Satd. Flow (prot)	0	1813	0	0	1837	0	0	1809	0	0	1818	0
Fl _t Permitted		0.932			0.949			0.914			0.959	
Satd. Flow (perm)	0	1698	0	0	1750	0	0	1672	0	0	1754	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			10			16			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			194			1406			751	
Travel Time (s)		7.5			4.4			32.0			17.1	
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)	29	224	49	51	491	43	40	120	25	22	140	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	302	0	0	585	0	0	185	0	0	187	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 32: Jefferson Ave & E Ferry St

08/16/2023

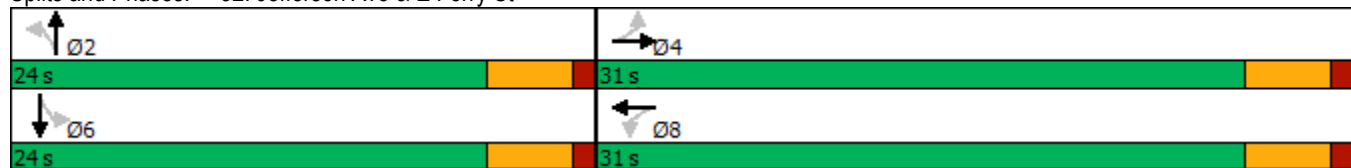


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (%)	56.4%	56.4%		56.4%	56.4%		43.6%	43.6%		43.6%	43.6%	
Maximum Green (s)	26.5	26.5		26.5	26.5		19.5	19.5		19.5	19.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.7			20.7			19.7			19.7	
Actuated g/C Ratio		0.42			0.42			0.40			0.40	
v/c Ratio		0.42			0.79			0.27			0.26	
Control Delay		10.8			21.0			12.2			12.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			21.0			12.2			12.0	
LOS		B			C			B			B	
Approach Delay		10.8			21.0			12.2			12.0	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	49.5
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	15.9
Intersection LOS:	B
Intersection Capacity Utilization:	60.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 32: Jefferson Ave & E Ferry St



Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	95	36	23	102	12	24	156	11	9	195	20
Future Volume (vph)	9	95	36	23	102	12	24	156	11	9	195	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.965			0.988			0.992			0.988	
Fl _t Protected		0.997			0.992			0.994			0.998	
Satd. Flow (prot)	0	1792	0	0	1826	0	0	1837	0	0	1837	0
Fl _t Permitted		0.968			0.931			0.953			0.989	
Satd. Flow (perm)	0	1740	0	0	1713	0	0	1761	0	0	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			13			8			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1023			1295			630			1406	
Travel Time (s)		23.3			29.4			14.3			32.0	
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
Adj. Flow (vph)	10	103	39	25	111	13	26	170	12	10	212	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	152	0	0	149	0	0	208	0	0	244	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023

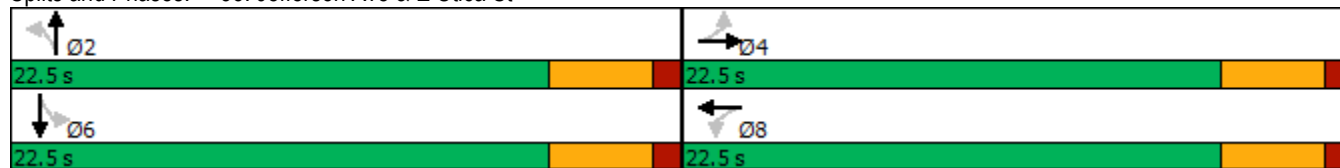


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.1			8.1			21.8			21.8	
Actuated g/C Ratio		0.22			0.22			0.60			0.60	
v/c Ratio		0.36			0.38			0.20			0.22	
Control Delay		11.3			13.3			5.6			5.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.3			13.3			5.6			5.6	
LOS		B			B			A			A	
Approach Delay		11.3			13.3			5.6			5.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 39.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 33: Jefferson Ave & E Utica St



Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	8	24	14	8	15	5	10	184	8	1	210	9
Future Volume (vph)	8	24	14	8	15	5	10	184	8	1	210	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.959			0.977			0.994			0.994	
Fl _t Protected		0.991			0.985			0.998				
Satd. Flow (prot)	0	1770	0	0	1793	0	0	1848	0	0	1852	0
Fl _t Permitted								0.987			0.999	
Satd. Flow (perm)	0	1786	0	0	1820	0	0	1827	0	0	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			5			6			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		870			1108			418			630	
Travel Time (s)		19.8			25.2			9.5			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	26	15	9	16	5	11	200	9	1	228	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	30	0	0	220	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023

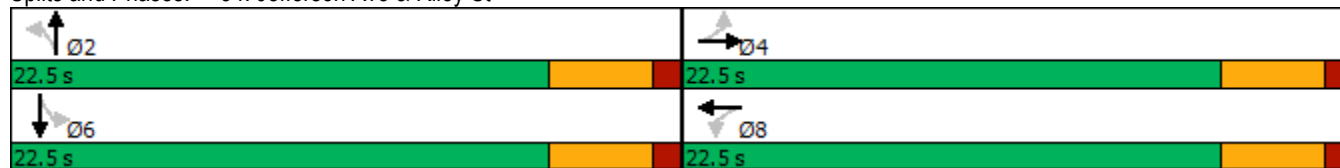


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.3			6.2			32.2			32.2	
Actuated g/C Ratio		0.18			0.17			0.90			0.90	
v/c Ratio		0.15			0.09			0.13			0.14	
Control Delay		9.8			10.6			2.0			2.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			10.6			2.0			2.0	
LOS		A			B			A			A	
Approach Delay		9.8			10.6			2.0			2.0	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.6
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.15
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 29.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Jefferson Ave & Riley St



Lanes, Volumes, Timings
35: Jefferson Ave & Northampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	35	6	14	64	11	14	170	4	7	199	12
Future Volume (vph)	6	35	6	14	64	11	14	170	4	7	199	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.982			0.983			0.997			0.993	
Fl _t Protected		0.993			0.992			0.996			0.998	
Satd. Flow (prot)	0	1816	0	0	1816	0	0	1850	0	0	1846	0
Fl _t Permitted		0.934			0.934			0.978			0.992	
Satd. Flow (perm)	0	1708	0	0	1710	0	0	1816	0	0	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			12			3			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			1290			1156			278	
Travel Time (s)		30.5			29.3			26.3			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	38	7	15	70	12	15	185	4	8	216	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	97	0	0	204	0	0	237	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 35: Jefferson Ave & Northhampton St

08/16/2023

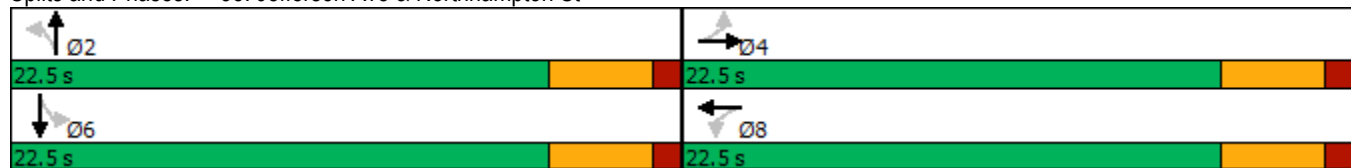


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			7.2			26.2			26.2	
Actuated g/C Ratio		0.19			0.20			0.72			0.72	
v/c Ratio		0.15			0.28			0.16			0.18	
Control Delay		11.2			12.7			4.4			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			12.7			4.4			4.4	
LOS		B			B			A			A	
Approach Delay		11.2			12.7			4.4			4.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.6
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 6.4
 Intersection LOS: A
 Intersection Capacity Utilization 29.7%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 35: Jefferson Ave & Northhampton St



Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	22	383	43	46	405	57	22	164	3	43	178	23
Future Volume (vph)	22	383	43	46	405	57	22	164	3	43	178	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.986			0.983			0.998			0.986	
Fl _t Protected		0.998			0.995			0.994			0.991	
Satd. Flow (prot)	0	3483	0	0	3462	0	0	3511	0	0	3458	0
Fl _t Permitted		0.913			0.874			0.911			0.885	
Satd. Flow (perm)	0	3186	0	0	3041	0	0	3218	0	0	3088	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			36			3			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			169			156			165	
Travel Time (s)		3.8			3.8			3.5			3.8	
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)	24	416	47	50	440	62	24	178	3	47	193	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	487	0	0	552	0	0	205	0	0	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023

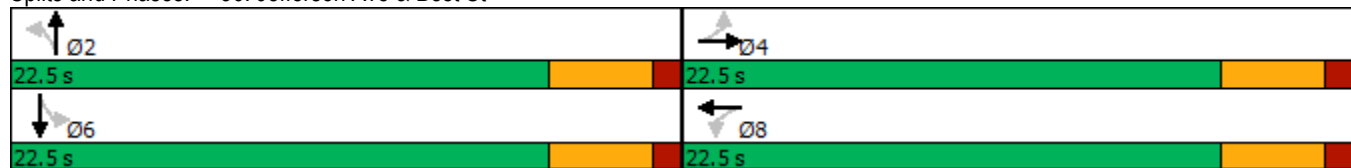


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.5			12.5			18.1			18.1	
Actuated g/C Ratio		0.31			0.31			0.46			0.46	
v/c Ratio		0.48			0.56			0.14			0.19	
Control Delay		11.6			12.7			7.5			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.6			12.7			7.5			7.1	
LOS		B			B			A			A	
Approach Delay		11.6			12.7			7.5			7.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 10.6
 Intersection Capacity Utilization 54.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 36: Jefferson Ave & Best St



Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	78	172	163	225	59
Future Volume (vph)	61	78	172	163	225	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	0.924				0.972	
Flt Protected	0.979			0.975		
Satd. Flow (prot)	1685	0	0	1816	1811	0
Flt Permitted	0.979			0.709		
Satd. Flow (perm)	1685	0	0	1321	1811	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	85				35	
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			684	486	
Travel Time (s)	20.0			15.5	11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	66	85	187	177	245	64
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	0	0	364	309	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		27.5	27.5	27.5	
Total Split (%)	45.0%		55.0%	55.0%	55.0%	
Maximum Green (s)	18.0		23.0	23.0	23.0	
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	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	7.6			30.5	30.5	
Actuated g/C Ratio	0.17			0.69	0.69	
v/c Ratio	0.42			0.40	0.24	
Control Delay	11.4			6.5	4.3	
Queue Delay	0.0			0.0	0.0	
Total Delay	11.4			6.5	4.3	
LOS	B			A	A	
Approach Delay	11.4			6.5	4.3	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 44.1
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 6.6
 Intersection LOS: A
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 37: Jefferson Ave & E North St



Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	36	85	20	74	36	167	301	31	9	253	15
Future Volume (vph)	3	36	85	20	74	36	167	301	31	9	253	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.907			0.963			0.992			0.993	
Fl _t Protected		0.999			0.992			0.984			0.998	
Satd. Flow (prot)	0	1688	0	0	1779	0	0	1818	0	0	1846	0
Fl _t Permitted		0.993			0.944			0.790			0.984	
Satd. Flow (perm)	0	1678	0	0	1693	0	0	1460	0	0	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		92			33			9			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			1233			880			684	
Travel Time (s)		19.1			28.0			20.0			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	39	92	22	80	39	182	327	34	10	275	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	134	0	0	141	0	0	543	0	0	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.7			8.7			36.8			36.8	
Actuated g/C Ratio		0.17			0.17			0.71			0.71	
v/c Ratio		0.37			0.45			0.52			0.23	
Control Delay		11.0			19.5			7.5			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			19.5			7.5			4.4	
LOS		B			B			A			A	
Approach Delay		11.0			19.5			7.5			4.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 51.6
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 8.6
 Intersection LOS: A
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 38: Jefferson Ave & High St



Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	24	317	4	27	518	59	8	24	44	0	0	0
Future Volume (vph)	24	317	4	27	518	59	8	24	44	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.999			0.987			0.922				
Fl _t Protected		0.997			0.998			0.995				
Satd. Flow (prot)	0	1855	0	0	1835	0	0	1709	0	0	0	0
Fl _t Permitted		0.941			0.975			0.995				
Satd. Flow (perm)	0	1751	0	0	1793	0	0	1709	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			14			48				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		280			1179			1336				278
Travel Time (s)		6.4			26.8			30.4				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	345	4	29	563	64	9	26	48	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	0	0	656	0	0	83	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				

Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023

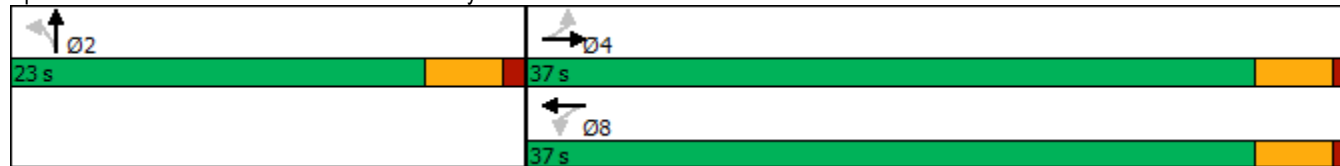


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0				
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%				
Maximum Green (s)	32.5	32.5		32.5	32.5		18.5	18.5				
Yellow Time (s)	3.5	3.5		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				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Max	Max				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		23.3			23.3			18.8				
Actuated g/C Ratio		0.45			0.45			0.37				
v/c Ratio		0.47			0.80			0.13				
Control Delay		11.3			19.5			8.3				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.3			19.5			8.3				
LOS		B			B			A				
Approach Delay		11.3			19.5			8.3				
Approach LOS		B			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 51.3
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 15.9
 Intersection Capacity Utilization 50.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 39: Wohlers Ave & E Ferry St



Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	100	8	4	122	15	3	38	22	1	13	5
Future Volume (vph)	12	100	8	4	122	15	3	38	22	1	13	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.991			0.986			0.952			0.966	
Fl _t Protected		0.995			0.999			0.998			0.998	
Satd. Flow (prot)	0	1837	0	0	1835	0	0	1770	0	0	1796	0
Fl _t Permitted		0.954			0.989			0.995			0.994	
Satd. Flow (perm)	0	1761	0	0	1816	0	0	1764	0	0	1789	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			16			24			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		274			1173			1331			1336	
Travel Time (s)		6.2			26.7			30.3			30.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	109	9	4	133	16	3	41	24	1	14	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	131	0	0	153	0	0	68	0	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.0			8.0			21.9			21.9	
Actuated g/C Ratio		0.22			0.22			0.61			0.61	
v/c Ratio		0.33			0.37			0.06			0.02	
Control Delay		12.9			12.9			3.9			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.9			12.9			3.9			4.4	
LOS		B			B			A			A	
Approach Delay		12.9			12.9			3.9			4.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 36.1

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 10.8

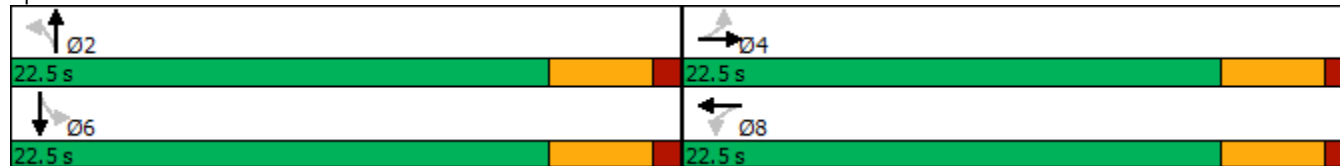
Intersection LOS: B

Intersection Capacity Utilization 23.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 40: Wohlers Ave & E Utica St



Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	8	3	3	13	1	4	183	1	5	212	4
Future Volume (vph)	2	8	3	3	13	1	4	183	1	5	212	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.971			0.992			0.999			0.998	
Fl _t Protected		0.993			0.992			0.999			0.999	
Satd. Flow (prot)	0	1796	0	0	1833	0	0	1859	0	0	1857	0
Fl _t Permitted								0.996			0.996	
Satd. Flow (perm)	0	1809	0	0	1848	0	0	1853	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		911			1129			278			418	
Travel Time (s)		20.7			25.7			6.3			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	9	3	3	14	1	4	199	1	5	230	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	18	0	0	204	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-50			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	29	0	0	410	0
Future Vol, veh/h	0	29	0	0	410	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	32	0	0	446	0

Major/Minor	Minor2	Major2
Conflicting Flow All	- 446	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 612	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 612	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	612	-
HCM Lane V/C Ratio	0.052	-
HCM Control Delay (s)	11.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

HCM 6th TWSC
43: Humboldt Parkway SB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	13	25	25	13	0	0	0	0	25	368	25
Future Vol, veh/h	0	13	25	25	13	0	0	0	0	25	368	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	14	27	27	14	0	0	0	0	27	400	27

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	468	414	488	481	-	0	0	0
Stage 1	-	468	-	0	0	-	-	-	-
Stage 2	-	0	-	488	481	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	493	638	490	485	0	-	-	-
Stage 1	0	561	-	-	-	0	-	-	-
Stage 2	0	-	-	561	554	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	493	638	459	485	-	-	-	-
Mov Cap-2 Maneuver	-	493	-	459	485	-	-	-	-
Stage 1	-	561	-	-	-	-	-	-	-
Stage 2	-	-	-	524	554	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	11.7		13.4			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	580	468	-	-	-
HCM Lane V/C Ratio	0.071	0.088	-	-	-
HCM Control Delay (s)	11.7	13.4	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	13	0	0	399	10
Future Vol, veh/h	0	13	0	0	399	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	14	0	0	434	11

Major/Minor	Minor2	Major2
Conflicting Flow All	- 440	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 617	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 617	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	617	-	-
HCM Lane V/C Ratio	0.023	-	-
HCM Control Delay (s)	11	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	97	150	0	2	12
Future Vol, veh/h	0	97	150	0	2	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	105	163	0	2	13
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.7	8	7.1
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	14%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	86%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	97	150	14
LT Vol	0	0	2
Through Vol	97	150	0
RT Vol	0	0	12
Lane Flow Rate	105	163	15
Geometry Grp	1	1	1
Degree of Util (X)	0.12	0.183	0.017
Departure Headway (Hd)	4.083	4.04	4.023
Convergence, Y/N	Yes	Yes	Yes
Cap	875	887	895
Service Time	2.121	2.068	2.023
HCM Lane V/C Ratio	0.12	0.184	0.017
HCM Control Delay	7.7	8	7.1
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	0.7	0.1

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	96	1	5	128	1	1
Future Vol, veh/h	96	1	5	128	1	1
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	2	2	2	2
Mvmt Flow	104	1	5	139	1	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	105	0	254
Stage 1	-	-	-	-	105
Stage 2	-	-	-	-	149
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1486	-	735
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	879
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1486	-	732
Mov Cap-2 Maneuver	-	-	-	-	732
Stage 1	-	-	-	-	919
Stage 2	-	-	-	-	875

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	1486	-
HCM Lane V/C Ratio	0.003	-	-	0.004	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
47: Humboldt Parkway NB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	13	25	0	0	25	13	13	211	13	0	0	0
Future Vol, veh/h	13	25	0	0	25	13	13	211	13	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	14	27	0	0	27	14	14	229	14	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	285	271	-	-	264	236	0	0	0		
Stage 1	0	0	-	-	264	-	-	-	-		
Stage 2	285	271	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	667	636	0	0	641	803	-	-	-		
Stage 1	-	-	0	0	690	-	-	-	-		
Stage 2	722	685	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	634	636	-	-	641	803	-	-	-		
Mov Cap-2 Maneuver	634	636	-	-	641	-	-	-	-		
Stage 1	-	-	-	-	690	-	-	-	-		
Stage 2	681	685	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	11.1		10.6				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	635	689
HCM Lane V/C Ratio	-	-	-	0.065	0.06
HCM Control Delay (s)	-	-	-	11.1	10.6
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	4	260	5	0	0
Future Vol, veh/h	0	4	260	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	4	283	5	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	286	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	753	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	753	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 753
HCM Lane V/C Ratio	-	- 0.006
HCM Control Delay (s)	-	- 9.8
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	12	257	8	0	0
Future Vol, veh/h	0	12	257	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	13	279	9	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	284	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	755	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	755	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 755
HCM Lane V/C Ratio	-	- 0.017
HCM Control Delay (s)	-	- 9.9
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	23	0	0	141	8
Future Vol, veh/h	0	23	0	0	141	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	25	0	0	153	9

Major/Minor	Minor2	Major2
Conflicting Flow All	- 158	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 887	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 887	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	887	-	-
HCM Lane V/C Ratio	0.028	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	25	0	0	160	20
Future Vol, veh/h	0	25	0	0	160	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	27	0	0	174	22

Major/Minor	Minor2	Major2
Conflicting Flow All	- 185	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 857	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 857	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.3	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	857	-	-
HCM Lane V/C Ratio	0.032	-	-
HCM Control Delay (s)	9.3	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	62	0	0	159	9
Future Vol, veh/h	0	62	0	0	159	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	0	0	173	10
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	7	8.1
HCM LOS	A	A

Lane	EBLn1	SBLn1
Vol Left, %	0%	0%
Vol Thru, %	0%	95%
Vol Right, %	100%	5%
Sign Control	Stop	Stop
Traffic Vol by Lane	62	168
LT Vol	0	0
Through Vol	0	159
RT Vol	62	9
Lane Flow Rate	67	183
Geometry Grp	1	1
Degree of Util (X)	0.068	0.204
Departure Headway (Hd)	3.651	4.02
Convergence, Y/N	Yes	Yes
Cap	966	895
Service Time	1.733	2.036
HCM Lane V/C Ratio	0.069	0.204
HCM Control Delay	7	8.1
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.8

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↗↗	
Traffic Vol, veh/h	0	46	0	0	934	0
Future Vol, veh/h	0	46	0	0	934	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	50	0	0	1015	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	508	-	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	510	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	
Mov Cap-1 Maneuver	-	510	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	510	-
HCM Lane V/C Ratio	0.098	-
HCM Control Delay (s)	12.8	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↻			↻				
Traffic Vol, veh/h	0	0	0	0	39	39	0	475	0	0	0	0
Future Vol, veh/h	0	0	0	0	39	39	0	475	0	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	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	0	0	0	0	42	42	0	516	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	516	516	-	0
Stage 1	-	516	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.52	6.22	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-
Pot Cap-1 Maneuver	0	463	559	0	-
Stage 1	0	534	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	559	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 559
HCM Lane V/C Ratio	- 0.152
HCM Control Delay (s)	- 12.6
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.5

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	60	451	60	0	0
Future Vol, veh/h	0	60	451	60	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	65	490	65	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	523	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	554	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	554	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	554
HCM Lane V/C Ratio	-	0.118
HCM Control Delay (s)	-	12.4
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.4

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	329	9	15	517	2	20
Future Vol, veh/h	329	9	15	517	2	20
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	2	2	2	2
Mvmt Flow	358	10	16	562	2	22

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	368	0	957 363
Stage 1	-	-	-	-	363 -
Stage 2	-	-	-	-	594 -
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	-	-	1191	-	286 682
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	552 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1191	-	280 682
Mov Cap-2 Maneuver	-	-	-	-	280 -
Stage 1	-	-	-	-	704 -
Stage 2	-	-	-	-	541 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	603	-	-	1191	-
HCM Lane V/C Ratio	0.04	-	-	0.014	-
HCM Control Delay (s)	11.2	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	113	0	2	130	7	3	10	4	2	12	4
Future Vol, veh/h	4	113	0	2	130	7	3	10	4	2	12	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	123	0	2	141	8	3	11	4	2	13	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	3%	1%	11%
Vol Thru, %	59%	97%	94%	67%
Vol Right, %	24%	0%	5%	22%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	17	117	139	18
LT Vol	3	4	2	2
Through Vol	10	113	130	12
RT Vol	4	0	7	4
Lane Flow Rate	18	127	151	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.023	0.146	0.171	0.024
Departure Headway (Hd)	4.455	4.119	4.067	4.448
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	808	864	875	809
Service Time	2.456	2.179	2.123	2.449
HCM Lane V/C Ratio	0.022	0.147	0.173	0.025
HCM Control Delay	7.6	7.9	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.6	0.1

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	65	3	2	79	9	11	33	6	15	17	7
Future Vol, veh/h	8	65	3	2	79	9	11	33	6	15	17	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	71	3	2	86	10	12	36	7	16	18	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.7	7.7	7.7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	22%	11%	2%	38%
Vol Thru, %	66%	86%	88%	44%
Vol Right, %	12%	4%	10%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	50	76	90	39
LT Vol	11	8	2	15
Through Vol	33	65	79	17
RT Vol	6	3	9	7
Lane Flow Rate	54	83	98	42
Geometry Grp	1	1	1	1
Degree of Util (X)	0.066	0.096	0.112	0.051
Departure Headway (Hd)	4.353	4.175	4.109	4.363
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	828	847	861	825
Service Time	2.354	2.258	2.19	2.365
HCM Lane V/C Ratio	0.065	0.098	0.114	0.051
HCM Control Delay	7.7	7.7	7.7	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.2

Intersection

Intersection Delay, s/veh 7.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	68	2	3	79	4	4	14	2	4	14	0
Future Vol, veh/h	0	68	2	3	79	4	4	14	2	4	14	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	2	2	2	2	2	2
Mvmt Flow	0	74	2	3	86	4	4	15	2	4	15	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.6	7.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	20%	0%	3%	22%
Vol Thru, %	70%	97%	92%	78%
Vol Right, %	10%	3%	5%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	20	70	86	18
LT Vol	4	0	3	4
Through Vol	14	68	79	14
RT Vol	2	2	4	0
Lane Flow Rate	22	76	93	20
Geometry Grp	1	1	1	1
Degree of Util (X)	0.025	0.086	0.105	0.023
Departure Headway (Hd)	4.221	4.058	4.041	4.288
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	837	880	883	824
Service Time	2.303	2.1	2.08	2.37
HCM Lane V/C Ratio	0.026	0.086	0.105	0.024
HCM Control Delay	7.4	7.5	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.4	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	430	561	23	18	4
Future Vol, veh/h	3	430	561	23	18	4
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	2	2	2	2
Mvmt Flow	3	467	610	25	20	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	635	0	0	1096	623
Stage 1	-	-	-	623	-
Stage 2	-	-	-	473	-
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	948	-	-	236	486
Stage 1	-	-	-	535	-
Stage 2	-	-	-	627	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	948	-	-	235	486
Mov Cap-2 Maneuver	-	-	-	235	-
Stage 1	-	-	-	533	-
Stage 2	-	-	-	627	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	948	-	-	-	259
HCM Lane V/C Ratio	0.003	-	-	-	0.092
HCM Control Delay (s)	8.8	0	-	-	20.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	457	507	18	14	7
Future Vol, veh/h	4	457	507	18	14	7
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	2	2	2	2
Mvmt Flow	4	497	551	20	15	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	571	0	0	1066	561
Stage 1	-	-	-	561	-
Stage 2	-	-	-	505	-
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	1002	-	-	246	527
Stage 1	-	-	-	571	-
Stage 2	-	-	-	606	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1002	-	-	245	527
Mov Cap-2 Maneuver	-	-	-	245	-
Stage 1	-	-	-	568	-
Stage 2	-	-	-	606	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1002	-	-	-	298
HCM Lane V/C Ratio	0.004	-	-	-	0.077
HCM Control Delay (s)	8.6	0	-	-	18.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	8	3	3	13	1	4	183	1	5	212	4
Future Volume (vph)	2	8	3	3	13	1	4	183	1	5	212	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.971			0.992			0.999			0.998	
Fl _t Protected		0.993			0.992			0.999			0.999	
Satd. Flow (prot)	0	1796	0	0	1833	0	0	1859	0	0	1857	0
Fl _t Permitted								0.996			0.996	
Satd. Flow (perm)	0	1809	0	0	1848	0	0	1853	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		911			1129			278			418	
Travel Time (s)		20.7			25.7			6.3			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	9	3	3	14	1	4	199	1	5	230	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	14	0	0	18	0	0	204	0	0	239	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-50			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023

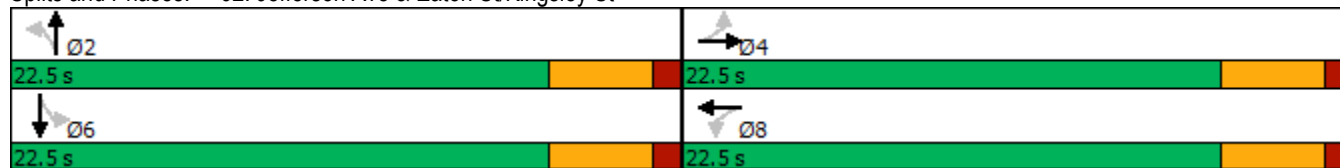


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.9			6.0			35.0			35.0	
Actuated g/C Ratio		0.16			0.16			0.92			0.92	
v/c Ratio		0.05			0.06			0.12			0.14	
Control Delay		13.1			13.9			1.6			1.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.1			13.9			1.6			1.6	
LOS		B			B			A			A	
Approach Delay		13.1			13.9			1.6			1.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.14
 Intersection Signal Delay: 2.4
 Intersection Capacity Utilization 25.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 62: Jefferson Ave & Eaton St/Kingsley St



Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	15	20	20	15	0	0	0	0	20	365	20
Future Vol, veh/h	0	15	20	20	15	0	0	0	0	20	365	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	16	22	22	16	0	0	0	0	22	397	22

Major/Minor	Minor2		Minor1				Major2			
Conflicting Flow All	-	452	408	471	463	-	-	0	0	0
Stage 1	-	452	-	0	0	-	-	-	-	-
Stage 2	-	0	-	471	463	-	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	-	2.218	-	-
Pot Cap-1 Maneuver	0	503	643	503	496	0	-	-	-	-
Stage 1	0	570	-	-	-	0	-	-	-	-
Stage 2	0	-	-	573	564	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	503	643	474	496	-	-	-	-	-
Mov Cap-2 Maneuver	-	503	-	474	496	-	-	-	-	-
Stage 1	-	570	-	-	-	-	-	-	-	-
Stage 2	-	-	-	538	564	-	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	11.7		13.1			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	483	-	-	-
HCM Lane V/C Ratio	0.066	0.079	-	-	-
HCM Control Delay (s)	11.7	13.1	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	15	20	0	0	20	15	15	233	15	0	0	0
Future Vol, veh/h	15	20	0	0	20	15	15	233	15	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	16	22	0	0	22	16	16	253	16	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	312	301	-	-	293	261	0	0	0		
Stage 1	0	0	-	-	293	-	-	-	-		
Stage 2	312	301	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	641	612	0	0	618	778	-	-	-		
Stage 1	-	-	0	0	670	-	-	-	-		
Stage 2	699	665	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	611	612	-	-	618	778	-	-	-		
Mov Cap-2 Maneuver	611	612	-	-	618	-	-	-	-		
Stage 1	-	-	-	-	670	-	-	-	-		
Stage 2	662	665	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	11.3		10.6				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	612	678
HCM Lane V/C Ratio	-	-	-	0.062	0.056
HCM Control Delay (s)	-	-	-	11.3	10.6
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	93	25	66	106	125
Future Vol, veh/h	5	93	25	66	106	125
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	5	101	27	72	115	136

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	309	183	251	0	0
Stage 1	183	-	-	-	-
Stage 2	126	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	683	859	1314	-	-
Stage 1	848	-	-	-	-
Stage 2	900	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	669	859	1314	-	-
Mov Cap-2 Maneuver	669	-	-	-	-
Stage 1	830	-	-	-	-
Stage 2	900	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1314	-	847	-	-
HCM Lane V/C Ratio	0.021	-	0.126	-	-
HCM Control Delay (s)	7.8	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection														
Int Delay, s/veh	1.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕						↑		↕	
Traffic Vol, veh/h	0	0	0	19	20	0	0	0	0	0	221	0	694	0
Future Vol, veh/h	0	0	0	19	20	0	0	0	0	0	221	0	694	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	0	0	0	21	22	0	0	0	0	0	240	0	754	0

Major/Minor	Minor1			Major2		
Conflicting Flow All	240	240	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	240	240	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	748	661	0	0	-	0
Stage 1	-	-	0	0	-	0
Stage 2	800	707	0	0	-	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	748	0	-	-	-	-
Mov Cap-2 Maneuver	748	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	800	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.1	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	748	-
HCM Lane V/C Ratio	0.057	-
HCM Control Delay (s)	10.1	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	518	0	0	327	304	69	106	228	0	0	0
Future Volume (vph)	335	518	0	0	327	304	69	106	228	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		250	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.928				0.850			
Flt Protected	0.950	0.995						0.981				
Satd. Flow (prot)	1610	3373	0	0	3284	0	0	1827	1583	0	0	0
Flt Permitted	0.950	0.995						0.981				
Satd. Flow (perm)	1610	3373	0	0	3284	0	0	1827	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					232				248			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		249			205			354			335	
Travel Time (s)		5.7			4.7			8.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	563	0	0	355	330	75	115	248	0	0	0
Shared Lane Traffic (%)	18%											
Lane Group Flow (vph)	298	629	0	0	685	0	0	190	248	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	6			3			4				
Permitted Phases	6						4		4			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	8
Permitted Phases			

Lanes, Volumes, Timings

1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

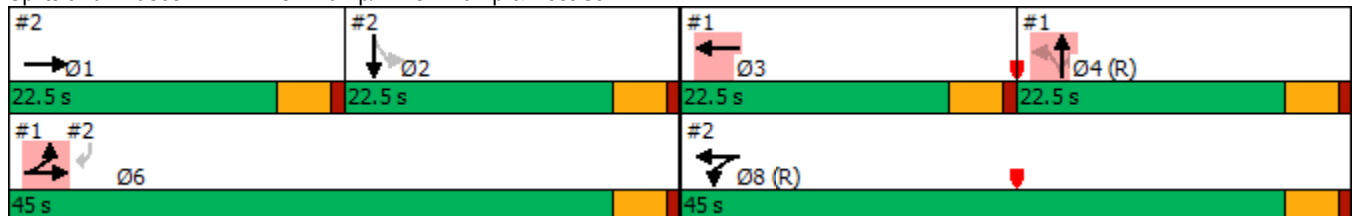


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6			3		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	45.0	45.0			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			25.0%		25.0%	25.0%	25.0%			
Maximum Green (s)	40.5	40.5			18.0		18.0	18.0	18.0			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag					Lead		Lag	Lag	Lag			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			Max		C-Max	C-Max	C-Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	40.5	40.5			18.0			18.0	18.0			
Actuated g/C Ratio	0.45	0.45			0.20			0.20	0.20			
v/c Ratio	0.41	0.41			0.81			0.52	0.48			
Control Delay	5.6	5.2			31.5			38.0	7.7			
Queue Delay	2.1	1.2			35.6			0.0	0.0			
Total Delay	7.7	6.3			67.1			38.0	7.7			
LOS	A	A			E			D	A			
Approach Delay		6.8			67.1			20.9				
Approach LOS		A			E			C				

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.03
Intersection Signal Delay:	30.0
Intersection LOS:	C
Intersection Capacity Utilization	81.4%
ICU Level of Service	D
Analysis Period (min)	15

Splits and Phases: 1: EB Off Ramp/EB On Ramp & Best St



Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	45.0
Total Split (%)	25%	25%	50%
Maximum Green (s)	18.0	18.0	40.5
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖	↖
Traffic Volume (vph)	0	541	47	116	258	0	0	0	0	335	0	429
Future Volume (vph)	0	541	47	116	258	0	0	0	0	335	0	429
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	75		0	0		0	0		75
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988										0.850
Flt Protected				0.950							0.950	
Satd. Flow (prot)	0	3497	0	1770	3539	0	0	0	0	0	1770	1583
Flt Permitted				0.950							0.950	
Satd. Flow (perm)	0	3497	0	1770	3539	0	0	0	0	0	1770	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										372
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			249			324			375	
Travel Time (s)		10.8			5.7			7.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	588	51	126	280	0	0	0	0	364	0	466
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	126	280	0	0	0	0	0	364	466
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		custom	NA					Perm	NA	custom
Protected Phases		1		8	8						2	
Permitted Phases				8						2		6

Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Storage Length (ft)		
Storage Lanes		
Taper Length (ft)		
Lane Util. Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)		
Link Distance (ft)		
Travel Time (s)		
Peak Hour Factor		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(ft)		
Link Offset(ft)		
Crosswalk Width(ft)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (mph)		
Number of Detectors		
Detector Template		
Leading Detector (ft)		
Trailing Detector (ft)		
Detector 1 Position(ft)		
Detector 1 Size(ft)		
Detector 1 Type		
Detector 1 Channel		
Detector 1 Extend (s)		
Detector 1 Queue (s)		
Detector 1 Delay (s)		
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type		
Protected Phases	3	4
Permitted Phases		

Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

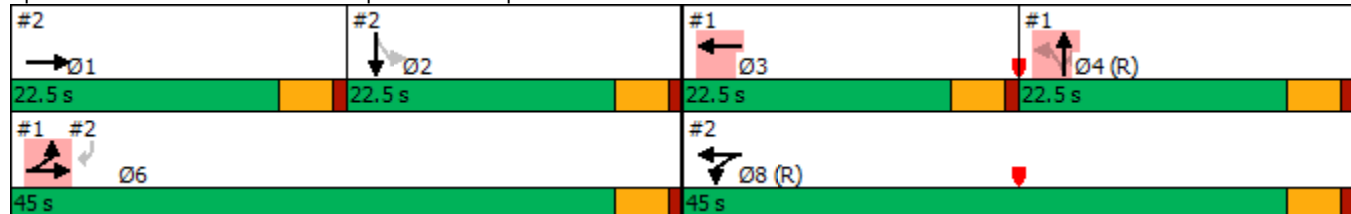


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		1		8	8					2	2	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5		45.0	45.0					22.5	22.5	45.0
Total Split (%)		25.0%		50.0%	50.0%					25.0%	25.0%	50.0%
Maximum Green (s)		18.0		40.5	40.5					18.0	18.0	40.5
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
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	
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		C-Max	C-Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		18.0		40.5	40.5						18.0	40.5
Actuated g/C Ratio		0.20		0.45	0.45						0.20	0.45
v/c Ratio		0.91		0.16	0.18						1.03	0.51
Control Delay		53.0		4.9	4.8						92.9	5.9
Queue Delay		0.0		0.8	0.4						0.0	0.0
Total Delay		53.0		5.6	5.3						92.9	5.9
LOS		D		A	A						F	A
Approach Delay		53.0			5.4						44.0	
Approach LOS		D			A						D	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 38.7
 Intersection LOS: D
 Intersection Capacity Utilization 81.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 2: WB On Ramp/WB Off Ramp & Best St



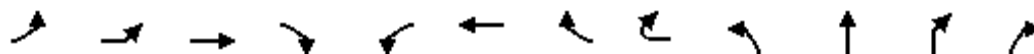
Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4
Detector Phase		
Switch Phase		
Minimum Initial (s)	5.0	5.0
Minimum Split (s)	22.5	22.5
Total Split (s)	22.5	22.5
Total Split (%)	25%	25%
Maximum Green (s)	18.0	18.0
Yellow Time (s)	3.5	3.5
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	11.0	11.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Intersection Summary		

Lanes, Volumes, Timings
3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	50	5	579	102	42	524	25	2	60	21	6	1
Future Volume (vph)	50	5	579	102	42	524	25	2	60	21	6	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75		0	0		0		0		0	
Storage Lanes		1		1	0		0		0		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.994				0.989		
Flt Protected		0.950				0.996				0.967		
Satd. Flow (prot)	0	1770	1863	1583	0	1844	0	0	0	1781	0	0
Flt Permitted		0.263				0.928				0.784		
Satd. Flow (perm)	0	490	1863	1583	0	1718	0	0	0	1444	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				111						1		
Link Speed (mph)			30			30				30		
Link Distance (ft)			205			1418				1329		
Travel Time (s)			4.7			32.2				30.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	5	629	111	46	570	27	2	65	23	7	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	59	629	111	0	645	0	0	0	96	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right	Right
Median Width(ft)			12			12				0		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Number of Detectors	1	1	2	1	1	2			1	2		
Detector Template	Left	Left	Thru	Right	Left	Thru			Left	Thru		
Leading Detector (ft)	20	20	100	20	20	100			20	100		
Trailing Detector (ft)	0	0	0	0	0	0			0	0		
Detector 1 Position(ft)	0	0	0	0	0	0			0	0		
Detector 1 Size(ft)	20	20	6	20	20	6			20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 2 Position(ft)			94			94				94		
Detector 2 Size(ft)			6			6				6		
Detector 2 Type			Cl+Ex			Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0				0.0		
Turn Type	pm+pt	pm+pt	NA	Perm	Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4		4	8				2			

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

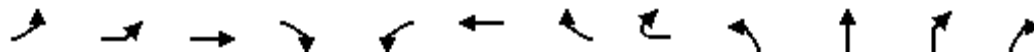
08/16/2023



Lane Group	SBL	SBT	SBR
Lane Configurations		↶	↷
Traffic Volume (vph)	55	34	69
Future Volume (vph)	55	34	69
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		100
Storage Lanes	0		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected		0.970	
Satd. Flow (prot)	0	1807	1583
Flt Permitted		0.803	
Satd. Flow (perm)	0	1496	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			101
Link Speed (mph)		30	
Link Distance (ft)		659	
Travel Time (s)		15.0	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	60	37	75
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	97	75
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		0	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	Perm
Protected Phases		6	
Permitted Phases	6		6

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023

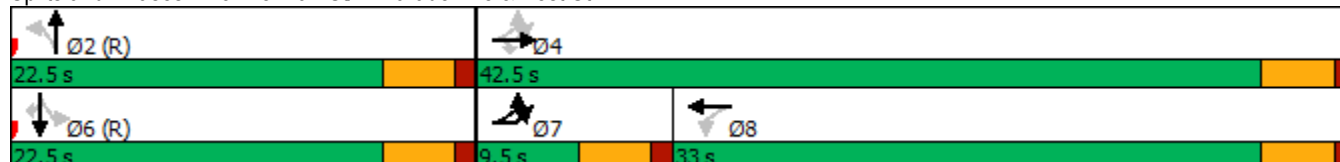


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Detector Phase	7	7	4	4	8	8			2	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0		
Minimum Split (s)	9.5	9.5	22.5	22.5	22.5	22.5			22.5	22.5		
Total Split (s)	9.5	9.5	42.5	42.5	33.0	33.0			22.5	22.5		
Total Split (%)	14.6%	14.6%	65.4%	65.4%	50.8%	50.8%			34.6%	34.6%		
Maximum Green (s)	5.0	5.0	38.0	38.0	28.5	28.5			18.0	18.0		
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		
Total Lost Time (s)		4.5	4.5	4.5			4.5			4.5		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Recall Mode	None	None	None	None	None	None			C-Max	C-Max		
Walk Time (s)			7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0	0	0	0			0	0		
Act Effct Green (s)		32.8	32.8	32.8		27.1				23.2		
Actuated g/C Ratio		0.50	0.50	0.50		0.42				0.36		
v/c Ratio		0.17	0.67	0.13		0.90				0.19		
Control Delay		7.5	15.3	1.8		36.0				18.5		
Queue Delay		0.0	42.6	0.0		0.0				0.0		
Total Delay		7.5	57.9	1.8		36.0				18.5		
LOS		A	E	A		D				B		
Approach Delay			46.4			36.0				18.5		
Approach LOS			D			D				B		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 37.4
 Intersection LOS: D
 Intersection Capacity Utilization 83.1%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Herman St/W Parade Ave & Best St



Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	SBL	SBT	SBR
Detector Phase	6	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5
Total Split (%)	34.6%	34.6%	34.6%
Maximum Green (s)	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)		23.2	23.2
Actuated g/C Ratio		0.36	0.36
v/c Ratio		0.18	0.12
Control Delay		18.6	3.4
Queue Delay		0.0	0.0
Total Delay		18.6	3.4
LOS		B	A
Approach Delay		11.9	
Approach LOS		B	
Intersection Summary			

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	23	48	1	4	85	0	1	12	1	195	171	66
Future Volume (vph)	23	48	1	4	85	0	1	12	1	195	171	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998						0.991			0.979	
Fl _t Protected		0.984			0.998			0.997			0.978	
Satd. Flow (prot)	0	1829	0	0	1859	0	0	1840	0	0	1784	0
Fl _t Permitted		0.895			0.989			0.980			0.849	
Satd. Flow (perm)	0	1664	0	0	1842	0	0	1809	0	0	1548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						1			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			208			680			110	
Travel Time (s)		4.5			4.7			15.5			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	52	1	4	92	0	1	13	1	212	186	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	78	0	0	96	0	0	15	0	0	470	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023

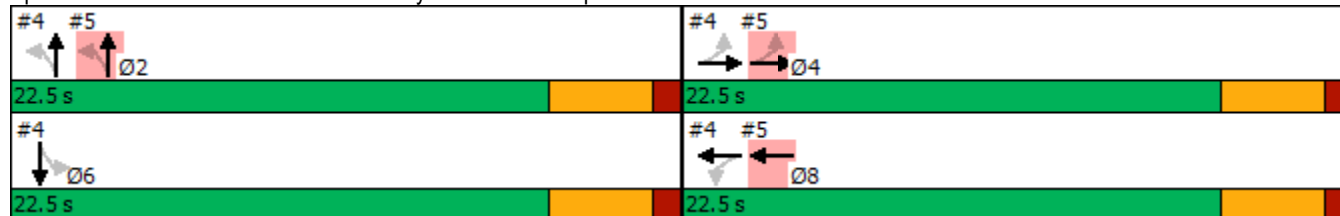


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.9			10.9			20.7			20.7	
Actuated g/C Ratio		0.27			0.27			0.51			0.51	
v/c Ratio		0.17			0.19			0.02			0.59	
Control Delay		10.6			5.5			6.4			12.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.7			5.5			6.4			12.6	
LOS		B			A			A			B	
Approach Delay		10.7			5.5			6.4			12.6	
Approach LOS		B			A			A			B	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 11.2
 Intersection LOS: B
 Intersection Capacity Utilization 48.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 4: Humboldt Parkway SB & Northhampton St



Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	2	241	0	0	83	22	5	21	9	0	0	0
Future Volume (vph)	2	241	0	0	83	22	5	21	9	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.972			0.964				
Fl _t Protected								0.993				
Satd. Flow (prot)	0	1863	0	0	1811	0	0	1783	0	0	0	0
Fl _t Permitted		0.998						0.993				
Satd. Flow (perm)	0	1859	0	0	1811	0	0	1783	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					24			10				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		208			1089			152				290
Travel Time (s)		4.7			24.8			3.5				6.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	262	0	0	90	24	5	23	10	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	0	0	114	0	0	38	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lanes, Volumes, Timings
 5: Humboldt Parkway NB & Northhampton St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023

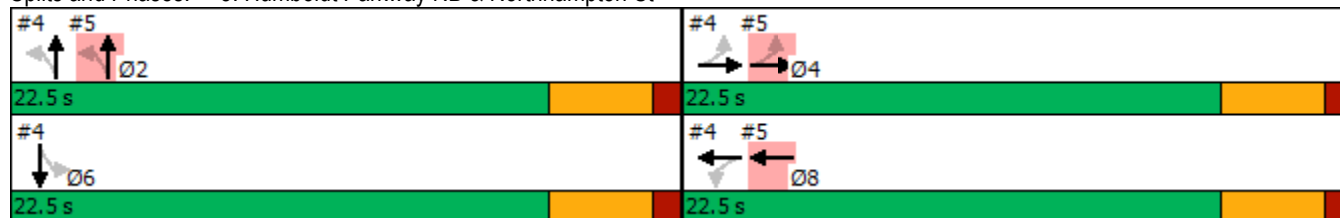


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%				
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		Max	Max				
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		10.9			10.9			20.7				
Actuated g/C Ratio		0.27			0.27			0.51				
v/c Ratio		0.53			0.23			0.04				
Control Delay		15.7			9.4			5.7				
Queue Delay		0.1			0.0			0.0				
Total Delay		15.8			9.4			5.7				
LOS		B			A			A				
Approach Delay		15.8			9.4			5.7				
Approach LOS		B			A			A				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.8
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 25.9%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Humboldt Parkway NB & Northhampton St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗		↖	↗						↕	↖
Traffic Volume (vph)	0	87	35	57	82	0	0	0	0	50	349	60
Future Volume (vph)	0	87	35	57	82	0	0	0	0	50	349	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.961										0.982
Flt Protected				0.950								0.995
Satd. Flow (prot)	0	1790	0	1770	1863	0	0	0	0	0	1820	0
Flt Permitted				0.672								0.995
Satd. Flow (perm)	0	1790	0	1252	1863	0	0	0	0	0	1820	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38										20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1173			153			636				456
Travel Time (s)		26.7			3.5			14.5				10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	95	38	62	89	0	0	0	0	54	379	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	133	0	62	89	0	0	0	0	0	498	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		4			8							6
Permitted Phases				8						6		

Lanes, Volumes, Timings
 6: Humboldt Parkway SB & E Utica St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

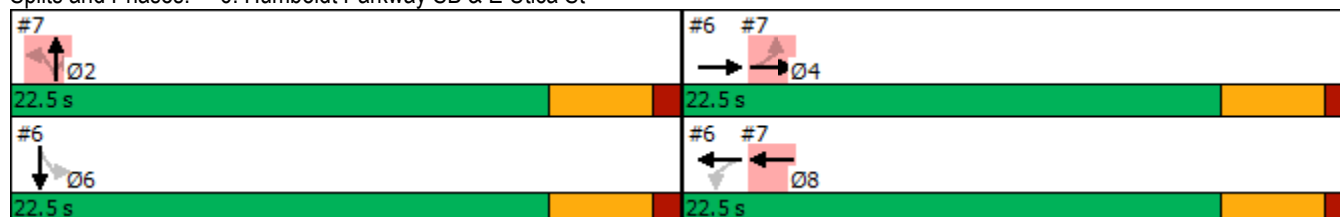


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
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	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		7.9		7.9	7.9						21.8	
Actuated g/C Ratio		0.22		0.22	0.22						0.61	
v/c Ratio		0.31		0.22	0.22						0.45	
Control Delay		10.4		9.0	8.4						7.4	
Queue Delay		0.0		0.0	0.0						0.0	
Total Delay		10.4		9.1	8.4						7.4	
LOS		B		A	A						A	
Approach Delay		10.4			8.7						7.4	
Approach LOS		B			A						A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.45
Intersection Signal Delay:	8.2
Intersection LOS:	A
Intersection Capacity Utilization:	60.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: Humboldt Parkway SB & E Utica St



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	97	0	0	109	17	61	176	43	0	0	0
Future Volume (vph)	57	97	0	0	109	17	61	176	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.982				0.850			
Fl _t Protected	0.950							0.987				
Satd. Flow (prot)	1770	1863	0	0	1829	0	0	1839	1583	0	0	0
Fl _t Permitted	0.670							0.987				
Satd. Flow (perm)	1248	1863	0	0	1829	0	0	1839	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18				47			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		153			1083			610				294
Travel Time (s)		3.5			24.6			13.9				6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	62	105	0	0	118	18	66	191	47	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	105	0	0	136	0	0	257	47	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			

Lanes, Volumes, Timings
 7: Humboldt Parkway NB & E Utica St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023

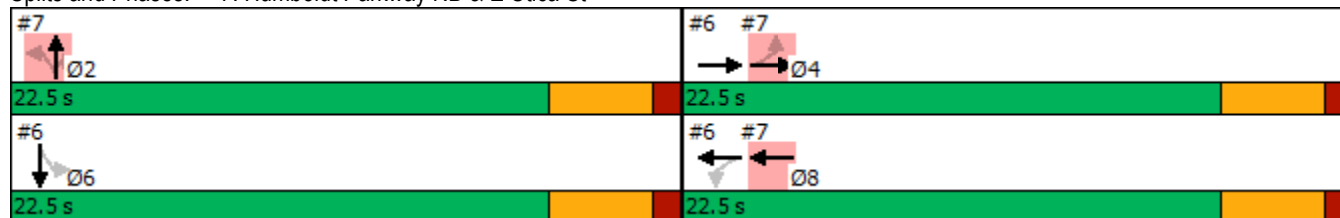


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
Yellow Time (s)	3.5	3.5			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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	7.9	7.9			7.9			21.8	21.8			
Actuated g/C Ratio	0.22	0.22			0.22			0.61	0.61			
v/c Ratio	0.23	0.26			0.33			0.23	0.05			
Control Delay	9.5	9.3			12.1			5.9	2.4			
Queue Delay	0.0	0.0			0.0			0.0	0.0			
Total Delay	9.6	9.3			12.1			5.9	2.4			
LOS	A	A			B			A	A			
Approach Delay		9.4			12.1			5.4				
Approach LOS		A			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 8.0
 Intersection LOS: A
 Intersection Capacity Utilization 60.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 7: Humboldt Parkway NB & E Utica St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
8: Humboldt Parkway SB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	286	53	86	157	0	0	0	0	241	356	431
Future Volume (vph)	0	286	53	86	157	0	0	0	0	241	356	431
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.979										0.850
Fl _t Protected				0.950							0.980	
Satd. Flow (prot)	0	1824	0	1770	1863	0	0	0	0	0	1825	1583
Fl _t Permitted				0.431							0.980	
Satd. Flow (perm)	0	1824	0	803	1863	0	0	0	0	0	1825	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22										468
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1179			147			319			270	
Travel Time (s)		26.8			3.3			7.3			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	311	58	93	171	0	0	0	0	262	387	468
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	93	171	0	0	0	0	0	649	468
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frts	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

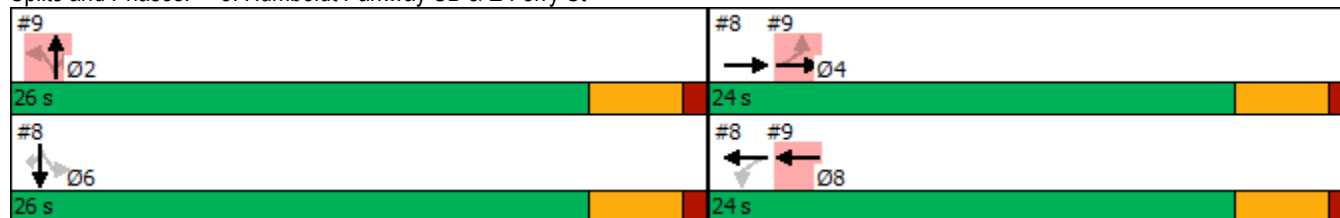


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		24.0		24.0	24.0					26.0	26.0	26.0
Total Split (%)		48.0%		48.0%	48.0%					52.0%	52.0%	52.0%
Maximum Green (s)		19.5		19.5	19.5					21.5	21.5	21.5
Yellow Time (s)		3.5		3.5	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
Total Lost Time (s)		4.5		4.5	4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		None		None	None					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		16.7		16.7	16.7						21.7	21.7
Actuated g/C Ratio		0.35		0.35	0.35						0.46	0.46
v/c Ratio		0.56		0.33	0.26						0.78	0.48
Control Delay		15.1		8.2	6.1						21.3	3.1
Queue Delay		0.2		0.6	0.7						5.6	0.0
Total Delay		15.3		8.8	6.8						26.8	3.1
LOS		B		A	A						C	A
Approach Delay		15.3			7.5						16.9	
Approach LOS		B			A						B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	47.4
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	15.1
Intersection LOS:	B
Intersection Capacity Utilization:	88.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 8: Humboldt Parkway SB & E Ferry St



Lane Group	Ø2
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	238	292	0	0	222	66	46	197	39	0	0	0
Future Volume (vph)	238	292	0	0	222	66	46	197	39	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.969				0.850			
Flt Protected	0.950							0.991				
Satd. Flow (prot)	1770	1863	0	0	1805	0	0	1846	1583	0	0	0
Flt Permitted	0.503							0.991				
Satd. Flow (perm)	937	1863	0	0	1805	0	0	1846	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				42			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			1082			312			608	
Travel Time (s)		3.3			24.6			7.1			13.8	
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)	259	317	0	0	241	72	50	214	42	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	317	0	0	313	0	0	264	42	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023

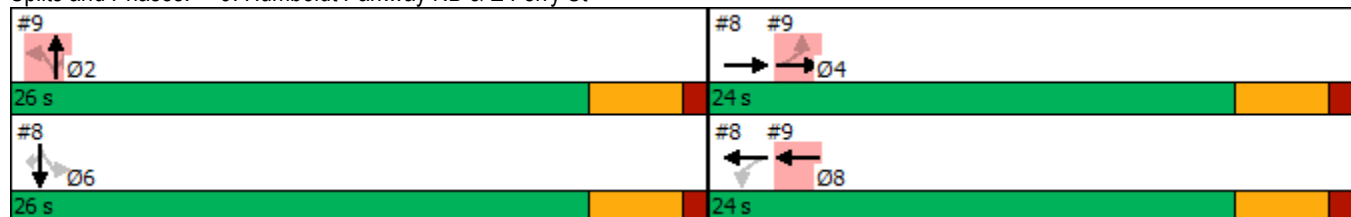


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	24.0	24.0			24.0		26.0	26.0	26.0			
Total Split (%)	48.0%	48.0%			48.0%		52.0%	52.0%	52.0%			
Maximum Green (s)	19.5	19.5			19.5		21.5	21.5	21.5			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	16.7	16.7			16.7			21.7	21.7			
Actuated g/C Ratio	0.35	0.35			0.35			0.46	0.46			
v/c Ratio	0.79	0.48			0.48			0.31	0.06			
Control Delay	27.3	10.8			12.9			10.4	3.7			
Queue Delay	2.6	2.1			0.0			0.0	0.0			
Total Delay	29.9	12.9			12.9			10.4	3.7			
LOS	C	B			B			B	A			
Approach Delay		20.6			12.9			9.5				
Approach LOS		C			B			A				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	47.4
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.79
Intersection Signal Delay:	15.7
Intersection LOS:	B
Intersection Capacity Utilization:	88.4%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 9: Humboldt Parkway NB & E Ferry St



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Lane Configurations											
Traffic Volume (vph)	13	0	0	355	217	143	544	0	0	0	
Future Volume (vph)	13	0	0	355	217	143	544	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	
Fr t	0.943										
Flt Protected	0.950						0.990				
Satd. Flow (prot)	1770	0	0	3337	0	0	3504	0	0	0	
Flt Permitted	0.950						0.692				
Satd. Flow (perm)	1770	0	0	3337	0	0	2449	0	0	0	
Right Turn on Red	Yes					Yes		Yes			
Satd. Flow (RTOR)				236							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	537			328			271		387		
Travel Time (s)	12.2			7.5			6.2		8.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	14	0	0	386	236	155	591	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	14	0	0	622	0	0	746	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	
Median Width(ft)	12			0			0		0		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Number of Detectors	1			2		1	2				
Detector Template	Left			Thru		Left	Thru				
Leading Detector (ft)	20			100		20	100				
Trailing Detector (ft)	0			0		0	0				
Detector 1 Position(ft)	0			0		0	0				
Detector 1 Size(ft)	20			6		20	6				
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel											
Detector 1 Extend (s)	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot			NA		Perm	NA				
Protected Phases	4			2			6		8		
Permitted Phases						6					
Detector Phase	4			2		6	6				
Switch Phase											
Minimum Initial (s)	5.0			5.0		5.0	5.0		5.0		

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023

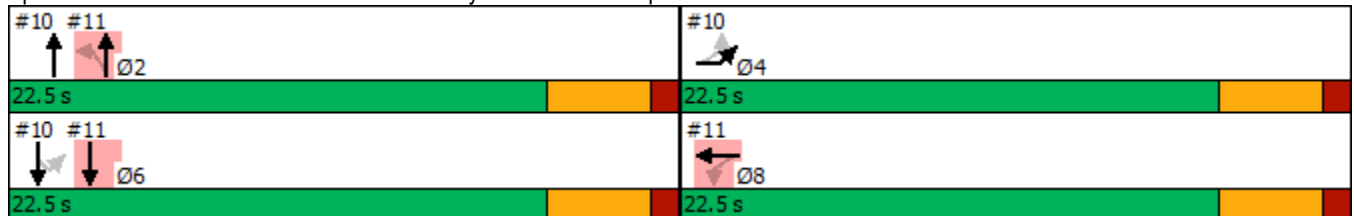


Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Minimum Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (%)	50.0%			50.0%		50.0%	50.0%				50%
Maximum Green (s)	18.0			18.0		18.0	18.0				18.0
Yellow Time (s)	3.5			3.5		3.5	3.5				3.5
All-Red Time (s)	1.0			1.0		1.0	1.0				1.0
Lost Time Adjust (s)	0.0			0.0			0.0				
Total Lost Time (s)	4.5			4.5			4.5				
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0			3.0		3.0	3.0				3.0
Recall Mode	None			Max		Max	Max				None
Walk Time (s)	7.0			7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0			11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0			0		0	0				0
Act Effct Green (s)	17.5			18.0			18.0				
Actuated g/C Ratio	0.39			0.40			0.40				
v/c Ratio	0.02			0.42			0.75				
Control Delay	8.3			6.8			13.2				
Queue Delay	0.0			0.0			0.0				
Total Delay	8.3			6.8			13.2				
LOS	A			A			B				
Approach Delay	8.3			6.8			13.2				
Approach LOS	A			A			B				

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 44.5
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 51.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 10: Jefferson Ave & Cherry St & EB On Ramp



Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	255	22	396	42	316	0	0	413	21
Future Volume (vph)	0	0	0	255	22	396	42	316	0	0	413	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.921						0.993	
Flt Protected					0.981			0.994				
Satd. Flow (prot)	0	0	0	0	1683	0	0	3518	0	0	3514	0
Flt Permitted					0.981			0.868				
Satd. Flow (perm)	0	0	0	0	1683	0	0	3072	0	0	3514	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					190							14
Link Speed (mph)		30			30			30				30
Link Distance (ft)		567			384			271				880
Travel Time (s)		12.9			8.7			6.2				20.0
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
Adj. Flow (vph)	0	0	0	277	24	430	46	343	0	0	449	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	731	0	0	389	0	0	472	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023

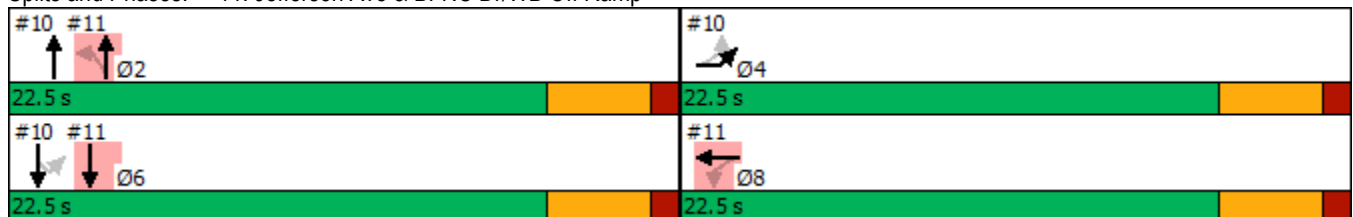


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		2	2				6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0				5.0
Minimum Split (s)				22.5	22.5		22.5	22.5				22.5
Total Split (s)				22.5	22.5		22.5	22.5				22.5
Total Split (%)				50.0%	50.0%		50.0%	50.0%				50.0%
Maximum Green (s)				18.0	18.0		18.0	18.0				18.0
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
Total Lost Time (s)					4.5			4.5				4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0				3.0
Recall Mode				None	None		Max	Max				Max
Walk Time (s)				7.0	7.0		7.0	7.0				7.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)				0	0		0	0				0
Act Effct Green (s)					17.5			18.0				18.0
Actuated g/C Ratio					0.39			0.40				0.40
v/c Ratio					0.94			0.31				0.33
Control Delay					34.3			6.0				9.8
Queue Delay					0.0			0.0				0.0
Total Delay					34.3			6.0				9.8
LOS					C			A				A
Approach Delay					34.3			6.0				9.8
Approach LOS					C			A				A

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	44.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	20.1
Intersection LOS:	C
Intersection Capacity Utilization:	72.9%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: Jefferson Ave & BFNC Dr/WB Off Ramp



Lane Group	Ø4
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
12: Jefferson Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	44	105	13	85	194	43	9	457	27	29	437	69
Future Volume (vph)	44	105	13	85	194	43	9	457	27	29	437	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.988			0.980			0.992			0.981	
Fl _t Protected		0.987			0.987			0.999			0.997	
Satd. Flow (prot)	0	3451	0	0	3423	0	0	3507	0	0	3462	0
Fl _t Permitted		0.795			0.827			0.944			0.914	
Satd. Flow (perm)	0	2780	0	0	2868	0	0	3314	0	0	3173	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			46			15			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		737			2886			735			328	
Travel Time (s)		16.8			65.6			16.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	114	14	92	211	47	10	497	29	32	475	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	176	0	0	350	0	0	536	0	0	582	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 12: Jefferson Ave & Genesee St

08/16/2023

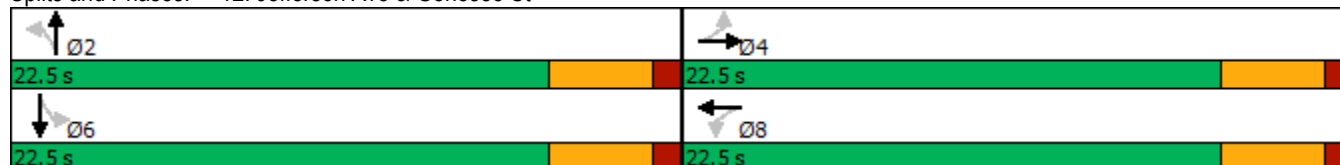


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.2			9.2			18.4			18.4	
Actuated g/C Ratio		0.25			0.25			0.50			0.50	
v/c Ratio		0.25			0.46			0.32			0.36	
Control Delay		10.5			11.9			6.4			6.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.5			11.9			6.4			6.4	
LOS		B			B			A			A	
Approach Delay		10.5			11.9			6.4			6.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.7
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 8.0
 Intersection LOS: A
 Intersection Capacity Utilization 57.7%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 12: Jefferson Ave & Genesee St



Lanes, Volumes, Timings
13: Herman St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	13	202	3	15	415	11	19	61	5	44	124	16
Future Volume (vph)	13	202	3	15	415	11	19	61	5	44	124	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.998			0.996			0.993			0.989	
Fl _t Protected		0.997			0.998			0.989			0.988	
Satd. Flow (prot)	0	3522	0	0	3518	0	0	1829	0	0	1820	0
Fl _t Permitted		0.927			0.944			0.916			0.891	
Satd. Flow (perm)	0	3274	0	0	3328	0	0	1694	0	0	1641	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			5			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2886			671			575			1329	
Travel Time (s)		65.6			15.3			13.1			30.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	220	3	16	451	12	21	66	5	48	135	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	237	0	0	479	0	0	92	0	0	200	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
13: Herman St & Genesee St

08/16/2023

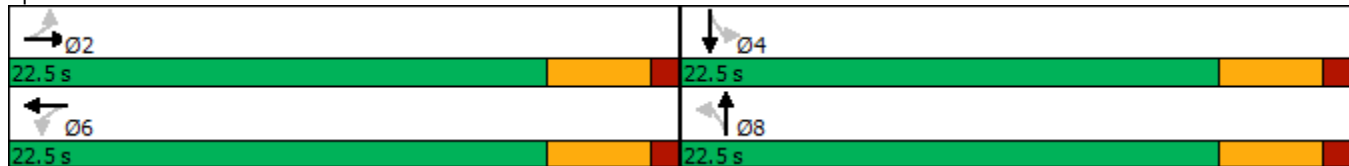


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.9			21.9			9.2			9.3	
Actuated g/C Ratio		0.59			0.59			0.25			0.25	
v/c Ratio		0.12			0.24			0.22			0.48	
Control Delay		5.6			6.0			11.2			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.6			6.0			11.2			14.7	
LOS		A			A			B			B	
Approach Delay		5.6			6.0			11.2			14.7	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 37.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 8.1
 Intersection Capacity Utilization 43.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 13: Herman St & Genesee St



Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	2	246	0	0	443	12	11	3	10	4	0	4
Future Volume (vph)	2	246	0	0	443	12	11	3	10	4	0	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.996			0.943			0.932	
Fl _t Protected								0.977			0.976	
Satd. Flow (prot)	0	3539	0	0	3525	0	0	1716	0	0	1694	0
Fl _t Permitted		0.953										
Satd. Flow (perm)	0	3373	0	0	3525	0	0	1757	0	0	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					7			11			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		671			961			780			839	
Travel Time (s)		15.3			21.8			17.7			19.1	
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)	2	267	0	0	482	13	12	3	11	4	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	495	0	0	26	0	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2			6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023

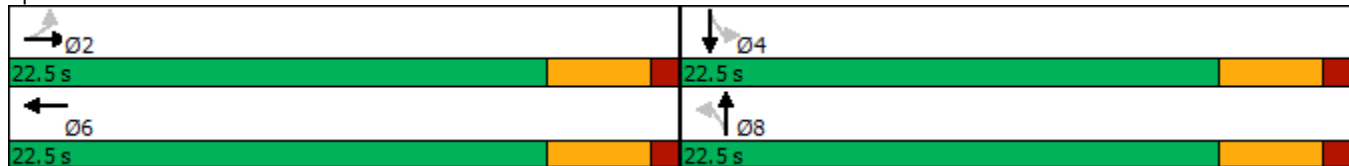


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	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	
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 Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max			Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		35.1			35.1			6.0			5.8	
Actuated g/C Ratio		0.92			0.92			0.16			0.15	
v/c Ratio		0.09			0.15			0.09			0.03	
Control Delay		1.3			1.4			11.7			1.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.3			1.4			11.7			1.3	
LOS		A			A			B			A	
Approach Delay		1.3			1.4			11.7			1.3	
Approach LOS		A			A			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	38.1
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.15
Intersection Signal Delay:	1.7
Intersection LOS:	A
Intersection Capacity Utilization:	24.3%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 14: Reed St/Rich St & Genesee St



Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	34	194	35	90	328	4	33	253	51	11	335	42
Future Volume (vph)	34	194	35	90	328	4	33	253	51	11	335	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.980			0.999			0.980			0.985	
Fl _t Protected		0.994			0.989			0.995			0.999	
Satd. Flow (prot)	0	3448	0	0	3497	0	0	1816	0	0	1833	0
Fl _t Permitted		0.860			0.814			0.938			0.987	
Satd. Flow (perm)	0	2983	0	0	2878	0	0	1712	0	0	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			2			24			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		961			671			704			490	
Travel Time (s)		21.8			15.3			16.0			11.1	
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)	37	211	38	98	357	4	36	275	55	12	364	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	286	0	0	459	0	0	366	0	0	422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023

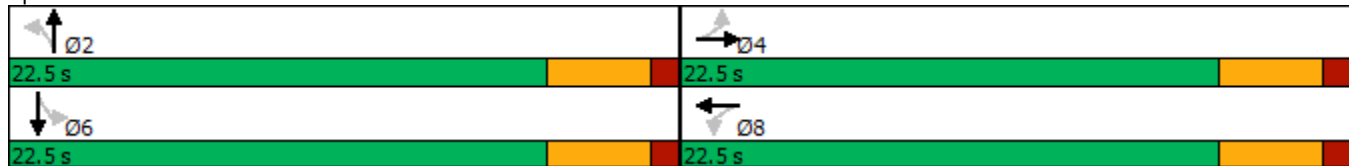


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.5			11.5			18.1			18.1	
Actuated g/C Ratio		0.30			0.30			0.47			0.47	
v/c Ratio		0.31			0.53			0.45			0.49	
Control Delay		9.7			13.5			9.6			10.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			13.5			9.6			10.2	
LOS		A			B			A			B	
Approach Delay		9.7			13.5			9.6			10.2	
Approach LOS		A			B			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	38.7
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization:	62.8%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 15: Fillmore Ave & Genesee St



Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	345	161	2	389	15	126	222	9	18	236	43
Future Volume (vph)	41	345	161	2	389	15	126	222	9	18	236	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.960			0.995			0.997				0.850
Fl _t Protected		0.996						0.983			0.996	
Satd. Flow (prot)	0	1781	0	0	1853	0	0	1826	0	0	1855	1583
Fl _t Permitted		0.949			0.998			0.786			0.962	
Satd. Flow (perm)	0	1697	0	0	1850	0	0	1460	0	0	1792	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		53			5			3				47
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1418			567			490			61	
Travel Time (s)		32.2			12.9			11.1			1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	375	175	2	423	16	137	241	10	20	257	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	595	0	0	441	0	0	388	0	0	277	47
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023

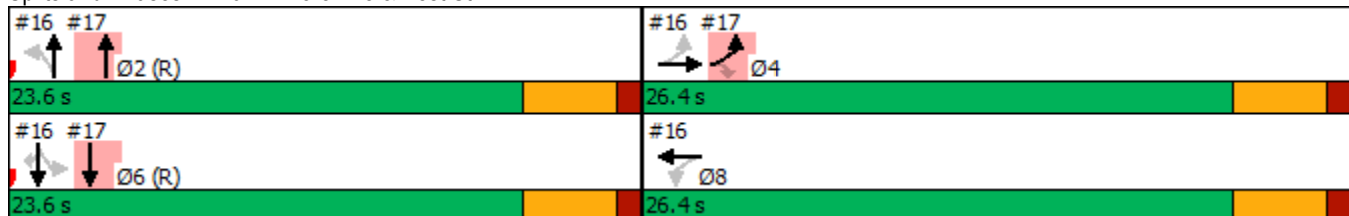


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	26.4	26.4		26.4	26.4		23.6	23.6		23.6	23.6	23.6
Total Split (%)	52.8%	52.8%		52.8%	52.8%		47.2%	47.2%		47.2%	47.2%	47.2%
Maximum Green (s)	21.9	21.9		21.9	21.9		19.1	19.1		19.1	19.1	19.1
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		19.9			19.9			21.1			21.1	21.1
Actuated g/C Ratio		0.40			0.40			0.42			0.42	0.42
v/c Ratio		0.84			0.60			0.63			0.37	0.07
Control Delay		24.9			15.0			18.7			3.3	0.2
Queue Delay		8.4			0.9			0.1			0.0	0.0
Total Delay		33.3			15.9			18.8			3.3	0.2
LOS		C			B			B			A	A
Approach Delay		33.3			15.9			18.8			2.8	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	50
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.84
Intersection Signal Delay:	20.0
Intersection LOS:	C
Intersection Capacity Utilization:	99.3%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 16: Fillmore Ave & Best St



Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations	↶	↷		↶	↶↶		
Traffic Volume (vph)	5	3	0	275	298	0	
Future Volume (vph)	5	3	0	275	298	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0			100	
Storage Lanes	1	1	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	0	1863	3539	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	0	1863	3539	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		3					
Link Speed (mph)	30			30	30		
Link Distance (ft)	468			61	755		
Travel Time (s)	10.6			1.4	17.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	5	3	0	299	324	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	5	3	0	299	324	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Detector 1 Position(ft)	0	0		0	0		
Detector 1 Size(ft)	20	20		6	6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		8
Permitted Phases		4					

Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023

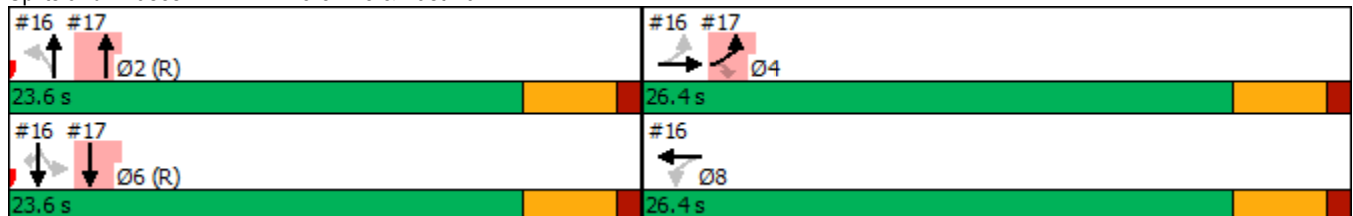


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Detector Phase	4	4		2	6		
Switch Phase							
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5
Total Split (s)	26.4	26.4		23.6	23.6		26.4
Total Split (%)	52.8%	52.8%		47.2%	47.2%		53%
Maximum Green (s)	21.9	21.9		19.1	19.1		21.9
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		
Total Lost Time (s)	4.5	4.5		4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None		C-Max	C-Max		None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0
Act Effct Green (s)	19.9	19.9		21.1	21.1		
Actuated g/C Ratio	0.40	0.40		0.42	0.42		
v/c Ratio	0.01	0.00		0.38	0.22		
Control Delay	8.0	6.0		5.5	10.5		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	8.0	6.0		5.5	10.5		
LOS	A	A		A	B		
Approach Delay	7.3			5.5	10.5		
Approach LOS	A			A	B		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 26.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 17: Fillmore Ave & East Park



Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	22	0	220	273	0
Future Volume (vph)	12	22	0	220	273	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.850					
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	1583	0	1863	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		24				
Link Speed (mph)	30			30	30	
Link Distance (ft)	526			755	579	
Travel Time (s)	12.0			17.2	13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	24	0	239	297	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	24	0	239	297	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023

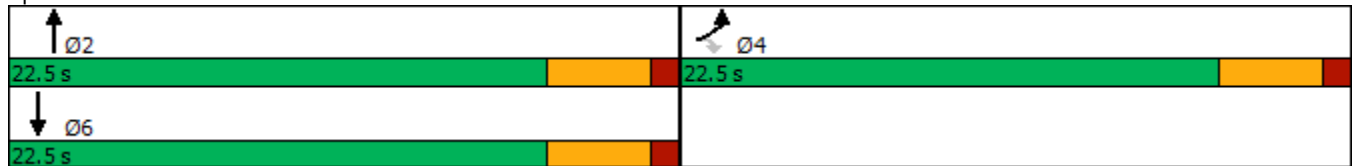


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	5.9	5.9		35.1	35.1	
Actuated g/C Ratio	0.15	0.15		0.92	0.92	
v/c Ratio	0.05	0.09		0.14	0.17	
Control Delay	14.3	8.3		1.6	1.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	14.3	8.3		1.6	1.7	
LOS	B	A		A	A	
Approach Delay	10.4			1.6	1.7	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.17
 Intersection Signal Delay: 2.2
 Intersection LOS: A
 Intersection Capacity Utilization 26.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 18: Fillmore Ave & MLK Park



Lanes, Volumes, Timings
19: Fillmore Ave & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	16	57	10	13	35	10	10	185	21	27	272	49
Future Volume (vph)	16	57	10	13	35	10	10	185	21	27	272	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.983			0.976			0.987			0.981	
Fl _t Protected		0.991			0.989			0.998			0.996	
Satd. Flow (prot)	0	1815	0	0	1798	0	0	1835	0	0	1820	0
Fl _t Permitted		0.918			0.898			0.983			0.972	
Satd. Flow (perm)	0	1681	0	0	1633	0	0	1807	0	0	1776	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			11			14			22	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1089			291			579			735	
Travel Time (s)		24.8			6.6			13.2			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	62	11	14	38	11	11	201	23	29	296	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	63	0	0	235	0	0	378	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	0		1	0		1	0	
Detector Template	Left			Left			Left	Thru		Left		
Leading Detector (ft)	20	10		20	0		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	10		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	

Lanes, Volumes, Timings
 19: Fillmore Ave & Northhampton St

08/16/2023

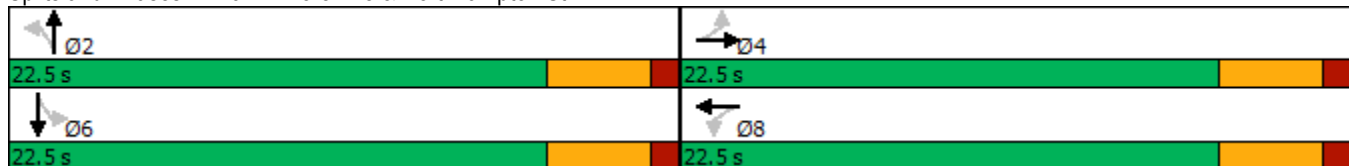


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			6.9			28.5			28.5	
Actuated g/C Ratio		0.20			0.19			0.80			0.80	
v/c Ratio		0.26			0.19			0.16			0.26	
Control Delay		12.2			11.0			3.5			3.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			11.0			3.5			3.9	
LOS		B			B			A			A	
Approach Delay		12.2			11.0			3.5			3.9	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.26
Intersection Signal Delay:	5.3
Intersection LOS:	A
Intersection Capacity Utilization:	40.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 19: Fillmore Ave & Northhampton St



Lanes, Volumes, Timings
21: Fillmore Ave & Riley St/Urban St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	0	2	2	0	10	2	225	3	22	346	0
Future Volume (vph)	5	0	2	2	0	10	2	225	3	22	346	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.961			0.886			0.998				
Fl _t Protected		0.966			0.992						0.997	
Satd. Flow (prot)	0	1729	0	0	1637	0	0	1859	0	0	1857	0
Fl _t Permitted								0.998			0.979	
Satd. Flow (perm)	0	1790	0	0	1650	0	0	1855	0	0	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			36			2				
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			639			735			422	
Travel Time (s)		24.6			14.5			16.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	2	2	0	11	2	245	3	24	376	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	13	0	0	250	0	0	400	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			50			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	20	100		20	100		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
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	

Lanes, Volumes, Timings
 21: Fillmore Ave & Riley St/Urban St

08/16/2023

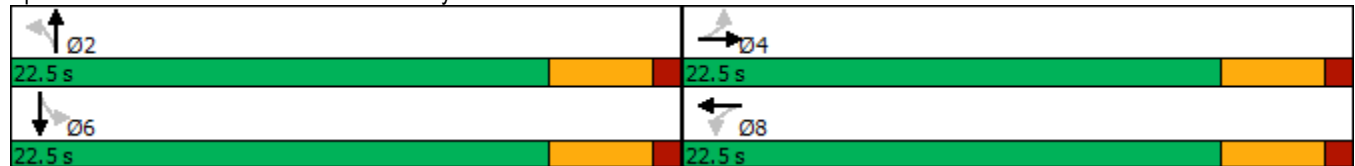


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.6			5.6			36.8			36.8	
Actuated g/C Ratio		0.14			0.14			0.94			0.94	
v/c Ratio		0.02			0.05			0.14			0.23	
Control Delay		0.5			3.6			1.2			1.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		0.5			3.6			1.2			1.5	
LOS		A			A			A			A	
Approach Delay		0.5			3.6			1.2			1.5	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.3
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 1.4
 Intersection LOS: A
 Intersection Capacity Utilization 44.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Fillmore Ave & Riley St/Urban St



Lanes, Volumes, Timings
22: Fillmore Ave & French St

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	14	39	225	3	44	329
Future Volume (vph)	14	39	225	3	44	329
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.901		0.998			
Flt Protected	0.987					0.994
Satd. Flow (prot)	1657	0	1859	0	0	1852
Flt Permitted	0.987					0.949
Satd. Flow (perm)	1657	0	1859	0	0	1768
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	42		2			
Link Speed (mph)	30		30			30
Link Distance (ft)	600		422			182
Travel Time (s)	13.6		9.6			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	42	245	3	48	358
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	248	0	0	406
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		0		1	0
Detector Template	Left				Left	
Leading Detector (ft)	20		0		20	0
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5

Lanes, Volumes, Timings
 22: Fillmore Ave & French St

08/16/2023

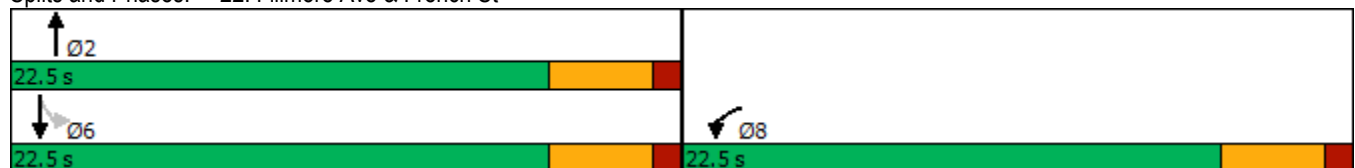


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.3		34.3			34.3
Actuated g/C Ratio	0.16		0.85			0.85
v/c Ratio	0.19		0.16			0.27
Control Delay	9.7		2.6			3.1
Queue Delay	0.0		0.0			0.0
Total Delay	9.7		2.6			3.2
LOS	A		A			A
Approach Delay	9.7		2.6			3.2
Approach LOS	A		A			A

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.27
Intersection Signal Delay:	3.5
Intersection LOS:	A
Intersection Capacity Utilization	47.2%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 22: Fillmore Ave & French St



Lanes, Volumes, Timings
23: Fillmore Ave & E Utica St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	50	78	44	204	303	73
Future Volume (vph)	50	78	44	204	303	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.917				0.974	
Fl _t Protected	0.981			0.991		
Satd. Flow (prot)	1676	0	0	1846	1814	0
Fl _t Permitted	0.981			0.899		
Satd. Flow (perm)	1676	0	0	1675	1814	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	85				32	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1083			182	1350	
Travel Time (s)	24.6			4.1	30.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	54	85	48	222	329	79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	0	270	408	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	0	0	
Detector Template	Left		Left			
Leading Detector (ft)	20		20	0	0	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	

Lanes, Volumes, Timings
 23: Fillmore Ave & E Utica St

08/16/2023

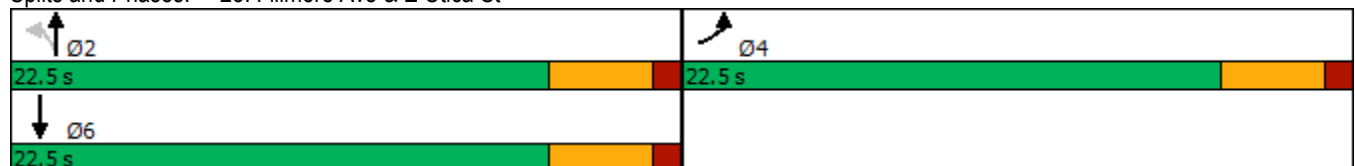


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	7.1			26.1	26.1	
Actuated g/C Ratio	0.18			0.66	0.66	
v/c Ratio	0.37			0.24	0.34	
Control Delay	9.0			5.1	5.2	
Queue Delay	0.0			0.4	0.0	
Total Delay	9.0			5.6	5.2	
LOS	A			A	A	
Approach Delay	9.0			5.6	5.2	
Approach LOS	A			A	A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	39.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	6.0
Intersection LOS:	A
Intersection Capacity Utilization	52.4%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 23: Fillmore Ave & E Utica St



Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	51	216	60	32	211	51	25	205	43	33	279	63
Future Volume (vph)	51	216	60	32	211	51	25	205	43	33	279	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.973			0.974			0.976			0.975	
Flt Protected		0.992			0.995			0.995			0.996	
Satd. Flow (prot)	0	3416	0	0	3430	0	0	3437	0	0	3437	0
Flt Permitted		0.848			0.879			0.907			0.913	
Satd. Flow (perm)	0	2920	0	0	3030	0	0	3133	0	0	3151	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			55			47			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			797			1350			1620	
Travel Time (s)		24.6			18.1			30.7			36.8	
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)	55	235	65	35	229	55	27	223	47	36	303	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	355	0	0	319	0	0	297	0	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023

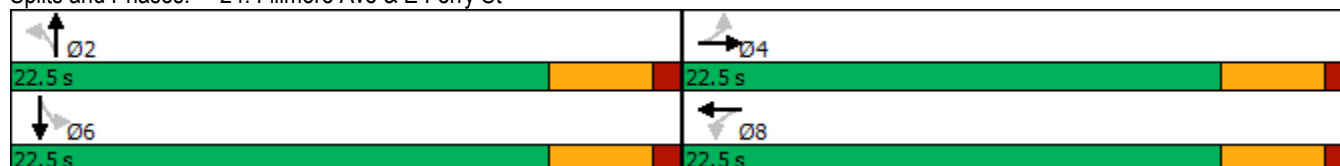


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.9			8.9			18.1			18.1	
Actuated g/C Ratio		0.25			0.25			0.50			0.50	
v/c Ratio		0.46			0.40			0.19			0.25	
Control Delay		11.2			10.7			5.0			5.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			10.7			5.0			5.2	
LOS		B			B			A			A	
Approach Delay		11.2			10.7			5.0			5.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.46
Intersection Signal Delay:	8.0
Intersection LOS:	A
Intersection Capacity Utilization:	51.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 24: Fillmore Ave & E Ferry St



Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	5	42	15	21	41	7	3	230	35	41	348	10
Future Volume (vph)	5	42	15	21	41	7	3	230	35	41	348	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.968			0.986			0.982			0.997	
Fl _t Protected		0.996			0.985			0.999			0.995	
Satd. Flow (prot)	0	1796	0	0	1809	0	0	1827	0	0	1848	0
Fl _t Permitted		0.965			0.874			0.997			0.951	
Satd. Flow (perm)	0	1740	0	0	1605	0	0	1824	0	0	1766	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			8			20			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1020			890			1620			1011	
Travel Time (s)		23.2			20.2			36.8			23.0	
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
Adj. Flow (vph)	5	46	16	23	45	8	3	250	38	45	378	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	67	0	0	76	0	0	291	0	0	434	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023

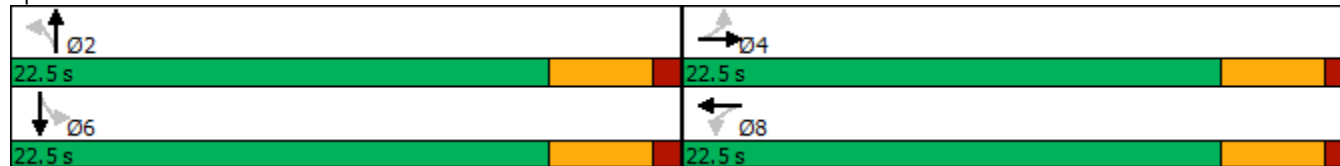


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.8			6.9			28.3			28.3	
Actuated g/C Ratio		0.19			0.20			0.81			0.81	
v/c Ratio		0.19			0.24			0.20			0.31	
Control Delay		10.3			12.1			3.5			4.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.3			12.1			3.5			4.2	
LOS		B			B			A			A	
Approach Delay		10.3			12.1			3.5			4.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.1
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 5.1
 Intersection Capacity Utilization 56.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 25: Fillmore Ave & Northland Ave



Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	80	157	18	28	149	30	18	186	26	68	348	71
Future Volume (vph)	80	157	18	28	149	30	18	186	26	68	348	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990			0.980			0.985			0.980	
Fl _t Protected		0.985			0.993			0.996			0.993	
Satd. Flow (prot)	0	1816	0	0	1813	0	0	1827	0	0	1813	0
Fl _t Permitted		0.823			0.942			0.953			0.926	
Satd. Flow (perm)	0	1518	0	0	1720	0	0	1749	0	0	1690	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			17			17			23	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		928			735			1011			742	
Travel Time (s)		21.1			16.7			23.0			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	171	20	30	162	33	20	202	28	74	378	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	0	0	225	0	0	250	0	0	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		32.4	32.4		32.4	32.4	
Total Split (%)	41.1%	41.1%		41.1%	41.1%		58.9%	58.9%		58.9%	58.9%	
Maximum Green (s)	18.1	18.1		18.1	18.1		27.9	27.9		27.9	27.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		13.3			13.3			28.1			28.1	
Actuated g/C Ratio		0.26			0.26			0.56			0.56	
v/c Ratio		0.68			0.48			0.25			0.56	
Control Delay		25.3			17.8			7.1			10.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.3			17.8			7.1			10.6	
LOS		C			B			A			B	
Approach Delay		25.3			17.8			7.1			10.6	
Approach LOS		C			B			A			B	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	50.5
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.68
Intersection Signal Delay:	14.4
Intersection LOS:	B
Intersection Capacity Utilization:	76.3%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 26: Fillmore Ave & E Delavan Ave



Lanes, Volumes, Timings
27: Humboldt Parkway NB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↕			
Traffic Volume (vph)	296	174	0	0	217	17	49	163	78	0	0	0
Future Volume (vph)	296	174	0	0	217	17	49	163	78	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		150	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.989				0.850			
Flt Protected		0.969						0.989				
Satd. Flow (prot)	0	3429	0	0	3500	0	0	1842	1583	0	0	0
Flt Permitted		0.678						0.989				
Satd. Flow (perm)	0	2400	0	0	3500	0	0	1842	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18				85			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		310			928			1019				213
Travel Time (s)		7.0			21.1			23.2				4.8
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)	322	189	0	0	236	18	53	177	85	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	0	254	0	0	230	85	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023

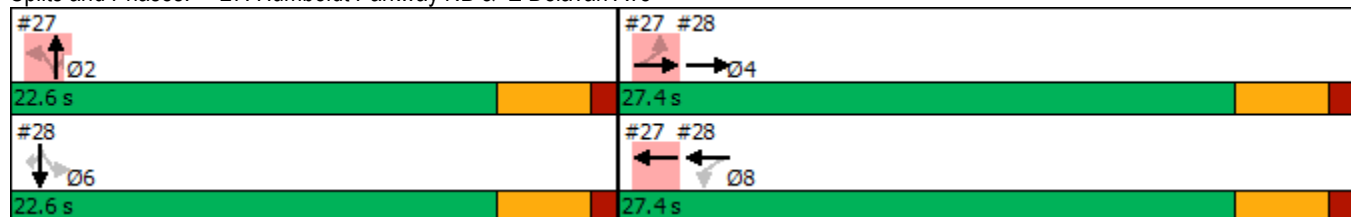


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	27.4	27.4			27.4		22.6	22.6	22.6			
Total Split (%)	54.8%	54.8%			54.8%		45.2%	45.2%	45.2%			
Maximum Green (s)	22.9	22.9			22.9		18.1	18.1	18.1			
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			
Total Lost Time (s)		4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	Max	Max			Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		26.9			26.9			10.7	10.7			
Actuated g/C Ratio		0.62			0.62			0.25	0.25			
v/c Ratio		0.34			0.12			0.51	0.19			
Control Delay		3.9			5.3			17.8	4.8			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		3.9			5.3			17.8	4.8			
LOS		A			A			B	A			
Approach Delay		3.9			5.3			14.3				
Approach LOS		A			A			B				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	43.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	7.3
Intersection Capacity Utilization	45.5%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 27: Humboldt Parkway NB & E Delavan Ave



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	45%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
28: Humboldt Parkway SB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↕↕						↕	↕
Traffic Volume (vph)	0	437	29	96	187	0	0	0	0	29	31	13
Future Volume (vph)	0	437	29	96	187	0	0	0	0	29	31	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991										0.850
Flt Protected					0.983						0.976	
Satd. Flow (prot)	0	1846	0	0	3479	0	0	0	0	0	1818	1583
Flt Permitted					0.740						0.976	
Satd. Flow (perm)	0	1846	0	0	2619	0	0	0	0	0	1818	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9										33
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2669			310			684			864	
Travel Time (s)		60.7			7.0			15.5			19.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	475	32	104	203	0	0	0	0	32	34	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	507	0	0	307	0	0	0	0	0	66	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
 28: Humboldt Parkway SB & E Delavan Ave

08/16/2023

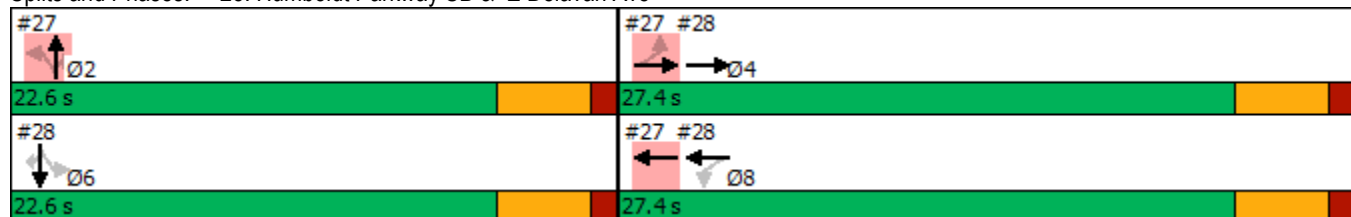


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		27.4		27.4	27.4					22.6	22.6	22.6
Total Split (%)		54.8%		54.8%	54.8%					45.2%	45.2%	45.2%
Maximum Green (s)		22.9		22.9	22.9					18.1	18.1	18.1
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
Total Lost Time (s)		4.5			4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		Max	Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		26.9			26.9						10.4	10.4
Actuated g/C Ratio		0.62			0.62						0.24	0.24
v/c Ratio		0.44			0.19						0.15	0.03
Control Delay		8.2			4.1						12.8	2.6
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		8.2			4.1						12.8	2.6
LOS		A			A						B	A
Approach Delay		8.2			4.1						11.0	
Approach LOS		A			A						B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	43.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	7.1
Intersection LOS:	A
Intersection Capacity Utilization:	48.1%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 28: Humboldt Parkway SB & E Delavan Ave



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.6
Total Split (%)	45%
Maximum Green (s)	18.1
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
29: Jefferson Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	39	357	31	28	147	16	30	98	54	5	78	86
Future Volume (vph)	39	357	31	28	147	16	30	98	54	5	78	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990			0.989			0.960			0.931	
Fl _t Protected		0.995			0.993			0.992			0.999	
Satd. Flow (prot)	0	1835	0	0	1829	0	0	1774	0	0	1732	0
Fl _t Permitted		0.956			0.920			0.938			0.993	
Satd. Flow (perm)	0	1763	0	0	1695	0	0	1677	0	0	1722	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			12			56			93	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			2669			1017			352	
Travel Time (s)		13.5			60.7			23.1			8.0	
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
Adj. Flow (vph)	42	388	34	30	160	17	33	107	59	5	85	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	464	0	0	207	0	0	199	0	0	183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 29: Jefferson Ave & E Delavan Ave

08/16/2023

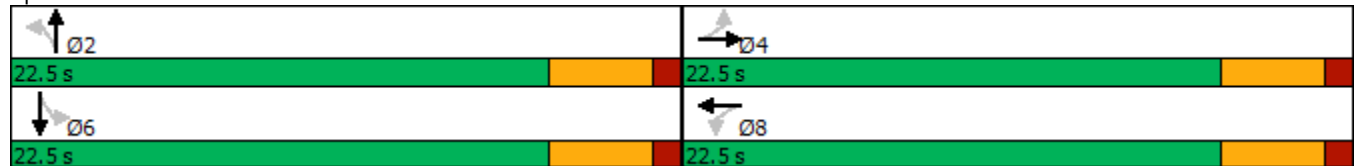


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		14.6			14.6			18.1			18.1	
Actuated g/C Ratio		0.35			0.35			0.43			0.43	
v/c Ratio		0.74			0.34			0.26			0.23	
Control Delay		19.8			10.9			7.5			5.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		19.8			10.9			7.5			5.7	
LOS		B			B			A			A	
Approach Delay		19.8			10.9			7.5			5.7	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 41.8
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 13.3
 Intersection LOS: B
 Intersection Capacity Utilization 58.2%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 29: Jefferson Ave & E Delavan Ave



Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	23	11	16	5	16	12	145	9	12	139	15
Future Volume (vph)	15	23	11	16	5	16	12	145	9	12	139	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.969			0.941			0.993			0.988	
Fl _t Protected		0.985			0.979			0.996			0.996	
Satd. Flow (prot)	0	1778	0	0	1716	0	0	1842	0	0	1833	0
Fl _t Permitted		0.884			0.957			0.982			0.982	
Satd. Flow (perm)	0	1596	0	0	1677	0	0	1816	0	0	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			17			8			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		806			2743			848			1017	
Travel Time (s)		18.3			62.3			19.3			23.1	
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)	16	25	12	17	5	17	13	158	10	13	151	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	39	0	0	181	0	0	180	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023

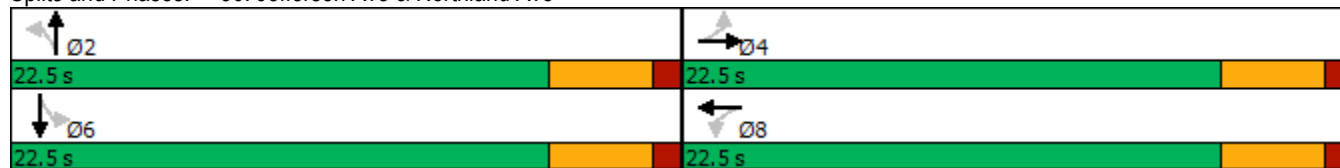


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.5			6.4			29.9			29.9	
Actuated g/C Ratio		0.18			0.17			0.81			0.81	
v/c Ratio		0.18			0.13			0.12			0.12	
Control Delay		11.5			9.6			3.1			3.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			9.6			3.1			3.0	
LOS		B			A			A			A	
Approach Delay		11.5			9.6			3.1			3.0	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 4.6
 Intersection LOS: A
 Intersection Capacity Utilization 23.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 30: Jefferson Ave & Northland Ave



Lanes, Volumes, Timings
31: Jefferson Ave & Brunswick Blvd

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	27	21	154	25	10	156
Future Volume (vph)	27	21	154	25	10	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.940		0.981			
Fl _t Protected	0.973					0.997
Satd. Flow (prot)	1704	0	1827	0	0	1857
Fl _t Permitted	0.973					0.986
Satd. Flow (perm)	1704	0	1827	0	0	1837
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	23		22			
Link Speed (mph)	30		30			30
Link Distance (ft)	2734		751			848
Travel Time (s)	62.1		17.1			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	29	23	167	27	11	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	194	0	0	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lanes, Volumes, Timings
 31: Jefferson Ave & Brunswick Blvd

08/16/2023

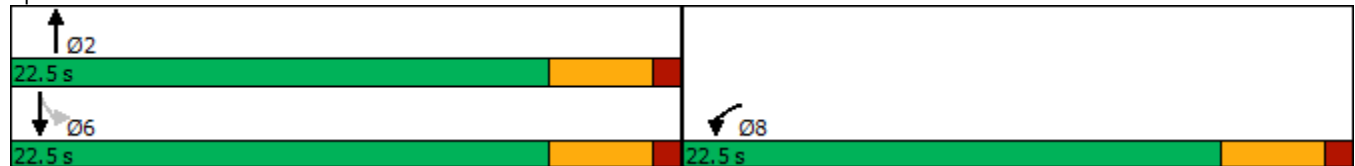


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.4		34.6			34.6
Actuated g/C Ratio	0.16		0.85			0.85
v/c Ratio	0.18		0.12			0.12
Control Delay	12.4		2.4			2.6
Queue Delay	0.0		0.0			0.0
Total Delay	12.4		2.4			2.6
LOS	B		A			A
Approach Delay	12.4		2.4			2.6
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.5
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 3.7
 Intersection LOS: A
 Intersection Capacity Utilization 28.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 31: Jefferson Ave & Brunswick Blvd



Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	29	217	47	49	475	42	38	115	25	21	136	25
Future Volume (vph)	29	217	47	49	475	42	38	115	25	21	136	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.978			0.990			0.981			0.982	
Fl _t Protected		0.995			0.996			0.989			0.994	
Satd. Flow (prot)	0	1813	0	0	1837	0	0	1807	0	0	1818	0
Fl _t Permitted		0.926			0.947			0.912			0.958	
Satd. Flow (perm)	0	1687	0	0	1746	0	0	1667	0	0	1752	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			10			16			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			194			1406			751	
Travel Time (s)		7.5			4.4			32.0			17.1	
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)	32	236	51	53	516	46	41	125	27	23	148	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	319	0	0	615	0	0	193	0	0	198	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023

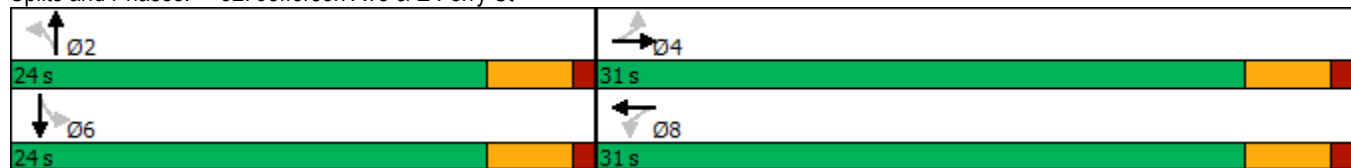


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (%)	56.4%	56.4%		56.4%	56.4%		43.6%	43.6%		43.6%	43.6%	
Maximum Green (s)	26.5	26.5		26.5	26.5		19.5	19.5		19.5	19.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.5			21.5			19.7			19.7	
Actuated g/C Ratio		0.43			0.43			0.39			0.39	
v/c Ratio		0.43			0.82			0.29			0.28	
Control Delay		11.0			22.6			12.6			12.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			22.6			12.6			12.5	
LOS		B			C			B			B	
Approach Delay		11.0			22.6			12.6			12.5	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	55
Actuated Cycle Length:	50.3
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	16.8
Intersection LOS:	B
Intersection Capacity Utilization:	62.4%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 32: Jefferson Ave & E Ferry St



Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	10	100	37	25	107	13	26	164	12	10	205	21
Future Volume (vph)	10	100	37	25	107	13	26	164	12	10	205	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.966			0.988			0.992			0.988	
Fl _t Protected		0.997			0.991			0.994			0.998	
Satd. Flow (prot)	0	1794	0	0	1824	0	0	1837	0	0	1837	0
Fl _t Permitted		0.966			0.932			0.950			0.987	
Satd. Flow (perm)	0	1738	0	0	1715	0	0	1755	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			13			8			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1023			1295			630			1406	
Travel Time (s)		23.3			29.4			14.3			32.0	
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
Adj. Flow (vph)	11	109	40	27	116	14	28	178	13	11	223	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	160	0	0	157	0	0	219	0	0	257	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023

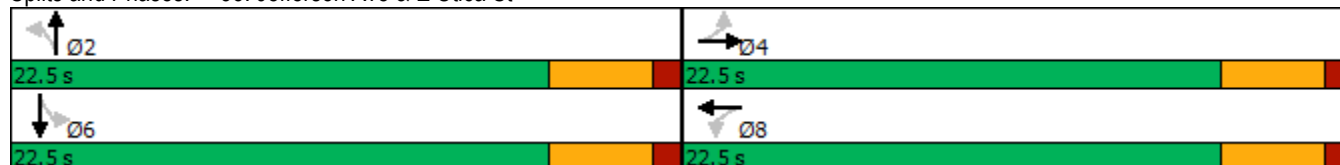


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.3			8.3			21.8			21.8	
Actuated g/C Ratio		0.23			0.23			0.60			0.60	
v/c Ratio		0.38			0.39			0.21			0.23	
Control Delay		11.4			13.4			5.8			5.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			13.4			5.8			5.8	
LOS		B			B			A			A	
Approach Delay		11.4			13.4			5.8			5.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.39
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization:	41.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 33: Jefferson Ave & E Utica St



Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	9	26	15	9	16	5	11	193	9	1	221	10
Future Volume (vph)	9	26	15	9	16	5	11	193	9	1	221	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.960			0.979			0.994			0.994	
Fl _t Protected		0.991			0.985			0.997				
Satd. Flow (prot)	0	1772	0	0	1796	0	0	1846	0	0	1852	0
Fl _t Permitted		0.927			0.875			0.985			0.999	
Satd. Flow (perm)	0	1658	0	0	1596	0	0	1824	0	0	1850	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			5			6			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		870			1108			418			630	
Travel Time (s)		19.8			25.2			9.5			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	28	16	10	17	5	12	210	10	1	240	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	0	0	32	0	0	232	0	0	252	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023

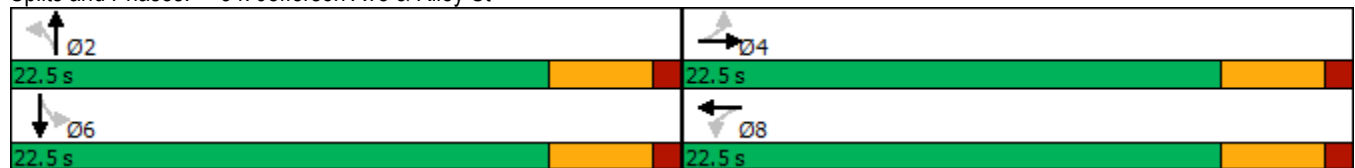


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.4			6.3			30.1			30.1	
Actuated g/C Ratio		0.17			0.17			0.82			0.82	
v/c Ratio		0.18			0.11			0.16			0.17	
Control Delay		10.9			11.6			3.1			3.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.9			11.6			3.1			3.2	
LOS		B			B			A			A	
Approach Delay		10.9			11.6			3.1			3.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.8
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 30.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 34: Jefferson Ave & Riley St



Lanes, Volumes, Timings
35: Jefferson Ave & Northampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	6	36	6	15	67	12	15	178	4	7	209	13
Future Volume (vph)	6	36	6	15	67	12	15	178	4	7	209	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.982			0.983			0.997			0.992	
Fl _t Protected		0.993			0.992			0.996			0.998	
Satd. Flow (prot)	0	1816	0	0	1816	0	0	1850	0	0	1844	0
Fl _t Permitted		0.936			0.933			0.976			0.992	
Satd. Flow (perm)	0	1712	0	0	1708	0	0	1813	0	0	1833	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7			13			3			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			1290			1156			278	
Travel Time (s)		30.5			29.3			26.3			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	39	7	16	73	13	16	193	4	8	227	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	102	0	0	213	0	0	249	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 35: Jefferson Ave & Northhampton St

08/16/2023

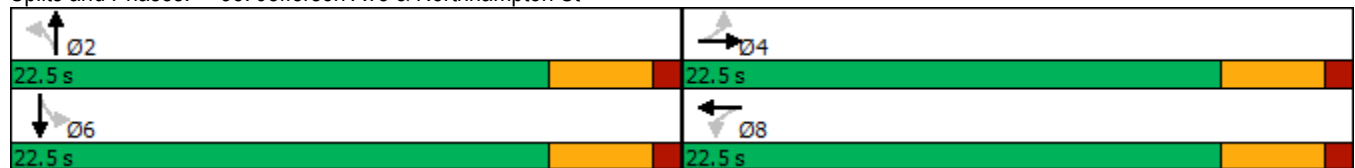


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			7.3			26.0			26.0	
Actuated g/C Ratio		0.19			0.20			0.71			0.71	
v/c Ratio		0.16			0.29			0.16			0.19	
Control Delay		11.1			12.7			4.5			4.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			12.7			4.5			4.5	
LOS		B			B			A			A	
Approach Delay		11.1			12.7			4.5			4.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.29
Intersection Signal Delay:	6.4
Intersection LOS:	A
Intersection Capacity Utilization:	31.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 35: Jefferson Ave & Northhampton St



Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	23	402	45	48	426	60	23	173	3	45	187	25
Future Volume (vph)	23	402	45	48	426	60	23	173	3	45	187	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr t		0.986			0.983			0.998			0.985	
Fl t Protected		0.998			0.996			0.994			0.991	
Satd. Flow (prot)	0	3483	0	0	3465	0	0	3511	0	0	3455	0
Fl t Permitted		0.911			0.871			0.909			0.882	
Satd. Flow (perm)	0	3179	0	0	3030	0	0	3211	0	0	3075	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			36			3			27	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			169			156			165	
Travel Time (s)		3.8			3.8			3.5			3.8	
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)	25	437	49	52	463	65	25	188	3	49	203	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	511	0	0	580	0	0	216	0	0	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.9			12.9			18.1			18.1	
Actuated g/C Ratio		0.32			0.32			0.45			0.45	
v/c Ratio		0.49			0.58			0.15			0.20	
Control Delay		11.7			12.9			7.7			7.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.7			12.9			7.7			7.3	
LOS		B			B			A			A	
Approach Delay		11.7			12.9			7.7			7.3	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 40.1

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 10.8

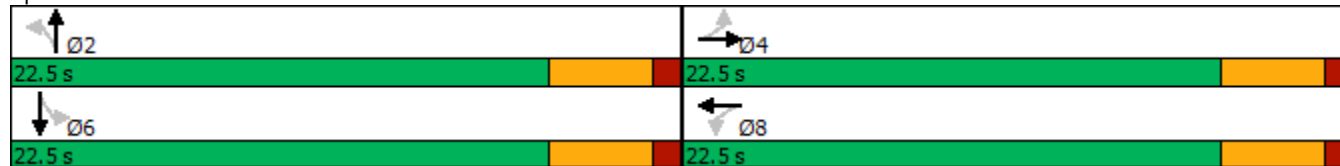
Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 36: Jefferson Ave & Best St



Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	64	82	180	172	237	62
Future Volume (vph)	64	82	180	172	237	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	0.924				0.972	
Flt Protected	0.978			0.975		
Satd. Flow (prot)	1683	0	0	1816	1811	0
Flt Permitted	0.978			0.699		
Satd. Flow (perm)	1683	0	0	1302	1811	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	89				35	
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			684	486	
Travel Time (s)	20.0			15.5	11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	89	196	187	258	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	159	0	0	383	325	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		32.5	32.5	32.5	
Total Split (%)	40.9%		59.1%	59.1%	59.1%	
Maximum Green (s)	18.0		28.0	28.0	28.0	
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	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	7.8			34.9	34.9	
Actuated g/C Ratio	0.16			0.72	0.72	
v/c Ratio	0.46			0.41	0.25	
Control Delay	13.3			6.3	4.1	
Queue Delay	0.0			0.0	0.0	
Total Delay	13.3			6.3	4.1	
LOS	B			A	A	
Approach Delay	13.3			6.3	4.1	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 48.8
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 6.8
 Intersection LOS: A
 Intersection Capacity Utilization 55.1%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 37: Jefferson Ave & E North St



Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	3	37	90	21	78	37	176	317	33	10	266	16
Future Volume (vph)	3	37	90	21	78	37	176	317	33	10	266	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.906			0.964			0.992			0.993	
Fl _t Protected		0.999			0.992			0.984			0.998	
Satd. Flow (prot)	0	1686	0	0	1781	0	0	1818	0	0	1846	0
Fl _t Permitted		0.993			0.941			0.782			0.982	
Satd. Flow (perm)	0	1676	0	0	1690	0	0	1445	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		98			32			9			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			1233			880			684	
Travel Time (s)		19.1			28.0			20.0			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	40	98	23	85	40	191	345	36	11	289	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	148	0	0	572	0	0	317	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.9			8.9			36.8			36.8	
Actuated g/C Ratio		0.17			0.17			0.71			0.71	
v/c Ratio		0.38			0.47			0.56			0.25	
Control Delay		10.8			19.9			8.2			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			19.9			8.2			4.6	
LOS		B			B			A			A	
Approach Delay		10.8			19.9			8.2			4.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 51.8
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 73.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

Splits and Phases: 38: Jefferson Ave & High St



Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	26	333	4	29	544	62	9	26	46	0	0	0
Future Volume (vph)	26	333	4	29	544	62	9	26	46	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.999			0.987			0.923				
Fl _t Protected		0.996			0.998			0.994				
Satd. Flow (prot)	0	1853	0	0	1835	0	0	1709	0	0	0	0
Fl _t Permitted		0.936			0.972			0.994				
Satd. Flow (perm)	0	1742	0	0	1787	0	0	1709	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			14			50				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		280			1179			1336				278
Travel Time (s)		6.4			26.8			30.4				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	362	4	32	591	67	10	28	50	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	394	0	0	690	0	0	88	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				

Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023

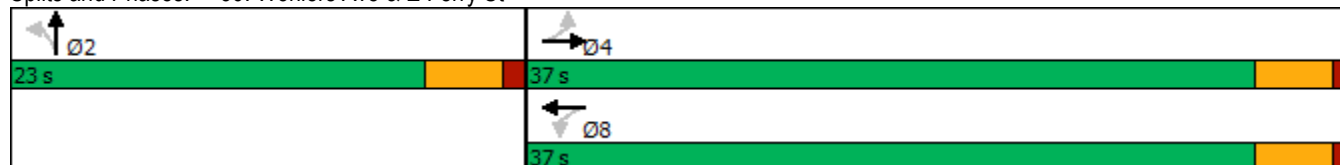


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0				
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%				
Maximum Green (s)	32.5	32.5		32.5	32.5		18.5	18.5				
Yellow Time (s)	3.5	3.5		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				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Max	Max				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		24.6			24.6			18.8				
Actuated g/C Ratio		0.47			0.47			0.36				
v/c Ratio		0.48			0.82			0.14				
Control Delay		11.3			20.4			8.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.3			20.4			8.6				
LOS		B			C			A				
Approach Delay		11.3			20.4			8.6				
Approach LOS		B			C			A				

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	52.6
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	16.4
Intersection LOS:	B
Intersection Capacity Utilization:	52.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 39: Wohlers Ave & E Ferry St



Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	106	9	4	128	16	3	39	23	1	14	5
Future Volume (vph)	13	106	9	4	128	16	3	39	23	1	14	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.990			0.986			0.952			0.968	
Fl _t Protected		0.995			0.999			0.998			0.998	
Satd. Flow (prot)	0	1835	0	0	1835	0	0	1770	0	0	1800	0
Fl _t Permitted		0.954			0.989			0.995			0.994	
Satd. Flow (perm)	0	1759	0	0	1816	0	0	1764	0	0	1792	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			16			25			5	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		274			1173			1331			1336	
Travel Time (s)		6.2			26.7			30.3			30.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	115	10	4	139	17	3	42	25	1	15	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	0	0	160	0	0	70	0	0	21	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023

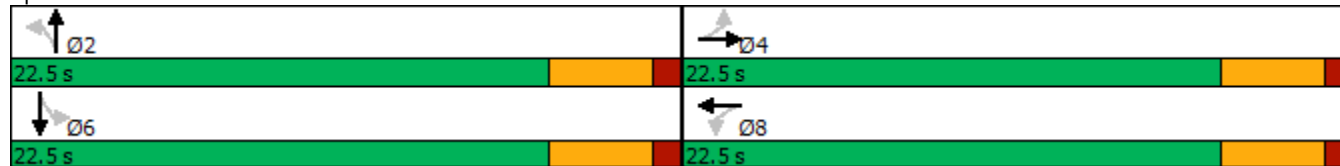


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.1			8.1			21.8			21.8	
Actuated g/C Ratio		0.22			0.22			0.60			0.60	
v/c Ratio		0.34			0.38			0.07			0.02	
Control Delay		13.0			13.0			4.0			4.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.0			13.0			4.0			4.6	
LOS		B			B			A			A	
Approach Delay		13.0			13.0			4.0			4.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.38
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 24.5%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 40: Wohlers Ave & E Utica St



Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	31	0	0	431	0
Future Vol, veh/h	0	31	0	0	431	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	34	0	0	468	0

Major/Minor	Minor2	Major2
Conflicting Flow All	- 468	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 595	- 0
Stage 1	0 -	- 0
Stage 2	0 -	- 0
Platoon blocked, %		-
Mov Cap-1 Maneuver	- 595	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	595	-
HCM Lane V/C Ratio	0.057	-
HCM Control Delay (s)	11.4	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

HCM 6th TWSC
43: Humboldt Parkway SB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	14	27	27	14	0	0	0	0	27	387	27
Future Vol, veh/h	0	14	27	27	14	0	0	0	0	27	387	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	15	29	29	15	0	0	0	0	29	421	29

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	494	436	516	508	-	0	0	0
Stage 1	-	494	-	0	0	-	-	-	-
Stage 2	-	0	-	516	508	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	476	620	470	468	0	-	-	-
Stage 1	0	546	-	-	-	0	-	-	-
Stage 2	0	-	-	542	539	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	476	620	437	468	-	-	-	-
Mov Cap-2 Maneuver	-	476	-	437	468	-	-	-	-
Stage 1	-	546	-	-	-	-	-	-	-
Stage 2	-	-	-	502	539	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12		13.9			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	562	447	-	-	-
HCM Lane V/C Ratio	0.079	0.1	-	-	-
HCM Control Delay (s)	12	13.9	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	14	0	0	419	11
Future Vol, veh/h	0	14	0	0	419	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	15	0	0	455	12

Major/Minor	Minor2	Major2
Conflicting Flow All	- 461	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 600	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 600	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	600	-	-
HCM Lane V/C Ratio	0.025	-	-
HCM Control Delay (s)	11.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.2
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	102	218	0	2	13
Future Vol, veh/h	0	102	218	0	2	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	111	237	0	2	14
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	7.8	8.5	7.3
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	13%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	87%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	102	218	15
LT Vol	0	0	2
Through Vol	102	218	0
RT Vol	0	0	13
Lane Flow Rate	111	237	16
Geometry Grp	1	1	1
Degree of Util (X)	0.127	0.266	0.019
Departure Headway (Hd)	4.139	4.045	4.182
Convergence, Y/N	Yes	Yes	Yes
Cap	860	886	861
Service Time	2.195	2.078	2.182
HCM Lane V/C Ratio	0.129	0.267	0.019
HCM Control Delay	7.8	8.5	7.3
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.4	1.1	0.1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	1	5	164	1	1
Future Vol, veh/h	101	1	5	164	1	1
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	2	2	2	2
Mvmt Flow	110	1	5	178	1	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	111	0	299
Stage 1	-	-	-	-	111
Stage 2	-	-	-	-	188
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1479	-	692
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	844
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1479	-	689
Mov Cap-2 Maneuver	-	-	-	-	689
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	841

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	1479	-
HCM Lane V/C Ratio	0.003	-	-	0.004	-
HCM Control Delay (s)	9.5	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	14	27	0	0	27	14	14	222	14	0	0	0
Future Vol, veh/h	14	27	0	0	27	14	14	222	14	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	15	29	0	0	29	15	15	241	15	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	301	286	-	-	279	249	0	0	0		
Stage 1	0	0	-	-	279	-	-	-	-		
Stage 2	301	286	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	651	623	0	0	629	790	-	-	-		
Stage 1	-	-	0	0	680	-	-	-	-		
Stage 2	708	675	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	616	623	-	-	629	790	-	-	-		
Mov Cap-2 Maneuver	616	623	-	-	629	-	-	-	-		
Stage 1	-	-	-	-	680	-	-	-	-		
Stage 2	664	675	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	11.2		10.7				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	621	676
HCM Lane V/C Ratio	-	-	-	0.072	0.066
HCM Control Delay (s)	-	-	-	11.2	10.7
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	4	273	5	0	0
Future Vol, veh/h	0	4	273	5	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	4	297	5	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	300	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	740	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	740	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 740
HCM Lane V/C Ratio	-	- 0.006
HCM Control Delay (s)	-	- 9.9
HCM Lane LOS	-	- A
HCM 95th %tile Q(veh)	-	- 0

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	13	270	9	0	0
Future Vol, veh/h	0	13	270	9	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	14	293	10	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	298	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	741	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	741	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 741
HCM Lane V/C Ratio	-	- 0.019
HCM Control Delay (s)	-	- 10
HCM Lane LOS	-	- B
HCM 95th %tile Q(veh)	-	- 0.1

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	25	0	0	148	9
Future Vol, veh/h	0	25	0	0	148	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	27	0	0	161	10

Major/Minor	Minor2	Major2
Conflicting Flow All	- 166	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 878	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 878	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.2	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	878	-	-
HCM Lane V/C Ratio	0.031	-	-
HCM Control Delay (s)	9.2	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	27	0	0	169	21
Future Vol, veh/h	0	27	0	0	169	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	29	0	0	184	23

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	196	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	845	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	845	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	9.4	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	845	-	-
HCM Lane V/C Ratio	0.035	-	-
HCM Control Delay (s)	9.4	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	65	0	0	168	10
Future Vol, veh/h	0	65	0	0	168	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	71	0	0	183	11
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	7	8.2
HCM LOS	A	A

Lane	EBLn1	SBLn1
Vol Left, %	0%	0%
Vol Thru, %	0%	94%
Vol Right, %	100%	6%
Sign Control	Stop	Stop
Traffic Vol by Lane	65	178
LT Vol	0	0
Through Vol	0	168
RT Vol	65	10
Lane Flow Rate	71	193
Geometry Grp	1	1
Degree of Util (X)	0.072	0.216
Departure Headway (Hd)	3.67	4.024
Convergence, Y/N	Yes	Yes
Cap	959	894
Service Time	1.756	2.042
HCM Lane V/C Ratio	0.074	0.216
HCM Control Delay	7	8.2
HCM Lane LOS	A	A
HCM 95th-tile Q	0.2	0.8

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↕	
Traffic Vol, veh/h	0	48	0	0	982	0
Future Vol, veh/h	0	48	0	0	982	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	52	0	0	1067	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	534	-	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	491	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	491	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	13.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	491	-
HCM Lane V/C Ratio	0.106	-
HCM Control Delay (s)	13.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.4	-

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔			↑				
Traffic Vol, veh/h	0	0	0	0	41	41	0	499	0	0	0	0
Future Vol, veh/h	0	0	0	0	41	41	0	499	0	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	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	0	0	0	0	45	45	0	542	0	0	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	542	542	-
Stage 1	-	542	-	-
Stage 2	-	0	-	-
Critical Hdwy	-	6.52	6.22	-
Critical Hdwy Stg 1	-	5.52	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-
Pot Cap-1 Maneuver	0	447	540	0
Stage 1	0	520	-	0
Stage 2	0	-	-	0
Platoon blocked, %				-
Mov Cap-1 Maneuver	-	0	540	-
Mov Cap-2 Maneuver	-	0	-	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-

Approach	WB	NB
HCM Control Delay, s	13	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 540
HCM Lane V/C Ratio	- 0.165
HCM Control Delay (s)	- 13
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.6

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	63	474	63	0	0
Future Vol, veh/h	0	63	474	63	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	68	515	68	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	549	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	535	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	535	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	12.7	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	535
HCM Lane V/C Ratio	-	0.128
HCM Control Delay (s)	-	12.7
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.4

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	346	10	16	543	2	21
Future Vol, veh/h	346	10	16	543	2	21
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	2	2	2	2
Mvmt Flow	376	11	17	590	2	23

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	387	0	1006
Stage 1	-	-	-	-	382
Stage 2	-	-	-	-	624
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1171	-	267
Stage 1	-	-	-	-	690
Stage 2	-	-	-	-	534
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1171	-	261
Mov Cap-2 Maneuver	-	-	-	-	261
Stage 1	-	-	-	-	690
Stage 2	-	-	-	-	522

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	586	-	-	1171	-
HCM Lane V/C Ratio	0.043	-	-	0.015	-
HCM Control Delay (s)	11.4	-	-	8.1	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	118	0	2	137	7	3	11	4	2	13	4
Future Vol, veh/h	4	118	0	2	137	7	3	11	4	2	13	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	128	0	2	149	8	3	12	4	2	14	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.9	8	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	17%	3%	1%	11%
Vol Thru, %	61%	97%	94%	68%
Vol Right, %	22%	0%	5%	21%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	18	122	146	19
LT Vol	3	4	2	2
Through Vol	11	118	137	13
RT Vol	4	0	7	4
Lane Flow Rate	20	133	159	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.024	0.152	0.18	0.026
Departure Headway (Hd)	4.491	4.129	4.076	4.484
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	802	861	873	803
Service Time	2.492	2.192	2.135	2.484
HCM Lane V/C Ratio	0.025	0.154	0.182	0.026
HCM Control Delay	7.6	7.9	8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.7	0.1

Intersection

Intersection Delay, s/veh 7.7

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	68	3	2	83	10	12	35	6	16	18	7
Future Vol, veh/h	9	68	3	2	83	10	12	35	6	16	18	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	74	3	2	90	11	13	38	7	17	20	8
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.8	7.7	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	23%	11%	2%	39%
Vol Thru, %	66%	85%	87%	44%
Vol Right, %	11%	4%	11%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	53	80	95	41
LT Vol	12	9	2	16
Through Vol	35	68	83	18
RT Vol	6	3	10	7
Lane Flow Rate	58	87	103	45
Geometry Grp	1	1	1	1
Degree of Util (X)	0.07	0.101	0.118	0.054
Departure Headway (Hd)	4.382	4.191	4.119	4.395
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	822	843	858	820
Service Time	2.383	2.28	2.205	2.396
HCM Lane V/C Ratio	0.071	0.103	0.12	0.055
HCM Control Delay	7.7	7.8	7.8	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.4	0.2

Intersection

Intersection Delay, s/veh 7.5
Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	71	2	3	83	4	4	15	2	4	15	0
Future Vol, veh/h	0	71	2	3	83	4	4	15	2	4	15	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	2	2	2	2	2	2
Mvmt Flow	0	77	2	3	90	4	4	16	2	4	16	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.5	7.6	7.4	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	0%	3%	21%
Vol Thru, %	71%	97%	92%	79%
Vol Right, %	10%	3%	4%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	21	73	90	19
LT Vol	4	0	3	4
Through Vol	15	71	83	15
RT Vol	2	2	4	0
Lane Flow Rate	23	79	98	21
Geometry Grp	1	1	1	1
Degree of Util (X)	0.027	0.09	0.11	0.025
Departure Headway (Hd)	4.237	4.066	4.049	4.3
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	833	877	881	821
Service Time	2.323	2.113	2.092	2.387
HCM Lane V/C Ratio	0.028	0.09	0.111	0.026
HCM Control Delay	7.4	7.5	7.6	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.4	0.1

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	3	452	590	25	19	4
Future Vol, veh/h	3	452	590	25	19	4
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	2	2	2	2
Mvmt Flow	3	491	641	27	21	4

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	668	0	-	0	1152 655
Stage 1	-	-	-	-	655 -
Stage 2	-	-	-	-	497 -
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	922	-	-	-	219 466
Stage 1	-	-	-	-	517 -
Stage 2	-	-	-	-	611 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	922	-	-	-	218 466
Mov Cap-2 Maneuver	-	-	-	-	218 -
Stage 1	-	-	-	-	515 -
Stage 2	-	-	-	-	611 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	922	-	-	-	240
HCM Lane V/C Ratio	0.004	-	-	-	0.104
HCM Control Delay (s)	8.9	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	480	532	19	15	7
Future Vol, veh/h	4	480	532	19	15	7
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	2	2	2	2
Mvmt Flow	4	522	578	21	16	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	599	0	-	0	1119 589
Stage 1	-	-	-	-	589 -
Stage 2	-	-	-	-	530 -
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	978	-	-	-	229 508
Stage 1	-	-	-	-	554 -
Stage 2	-	-	-	-	590 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	978	-	-	-	228 508
Mov Cap-2 Maneuver	-	-	-	-	228 -
Stage 1	-	-	-	-	551 -
Stage 2	-	-	-	-	590 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	19.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	978	-	-	-	276
HCM Lane V/C Ratio	0.004	-	-	-	0.087
HCM Control Delay (s)	8.7	0	-	-	19.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	2	9	3	3	14	1	4	192	1	5	223	4
Future Volume (vph)	2	9	3	3	14	1	4	192	1	5	223	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.973			0.993			0.999			0.998	
Fl _t Protected		0.993			0.992			0.999			0.999	
Satd. Flow (prot)	0	1800	0	0	1835	0	0	1859	0	0	1857	0
Fl _t Permitted								0.996			0.996	
Satd. Flow (perm)	0	1812	0	0	1850	0	0	1853	0	0	1852	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			1			1			2	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		911			1129			278			418	
Travel Time (s)		20.7			25.7			6.3			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	10	3	3	15	1	4	209	1	5	242	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	15	0	0	19	0	0	214	0	0	251	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-50			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023

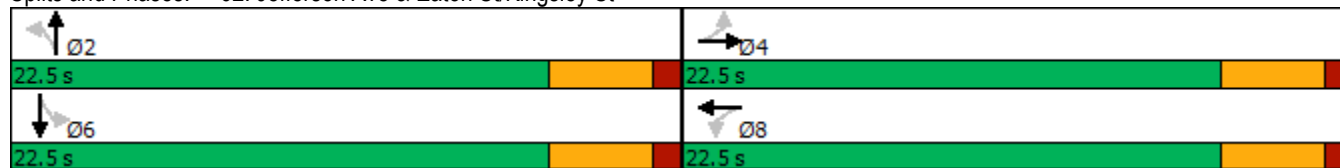


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.9			6.0			34.9			34.9	
Actuated g/C Ratio		0.16			0.16			0.92			0.92	
v/c Ratio		0.05			0.07			0.13			0.15	
Control Delay		13.0			13.9			1.6			1.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.0			13.9			1.6			1.6	
LOS		B			B			A			A	
Approach Delay		13.0			13.9			1.6			1.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.9
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.15
Intersection Signal Delay:	2.4
Intersection LOS:	A
Intersection Capacity Utilization:	26.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 62: Jefferson Ave & Eaton St/Kingsley St



HCM 6th TWSC
63: Humboldt Parkway SB & Winslow Ave

08/16/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	16	21	21	16	0	0	0	0	21	384	21
Future Vol, veh/h	0	16	21	21	16	0	0	0	0	21	384	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	17	23	23	17	0	0	0	0	23	417	23

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	475	429	495	486	-	0	0	0
Stage 1	-	475	-	0	0	-	-	-	-
Stage 2	-	0	-	495	486	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	488	626	485	481	0	-	-	-
Stage 1	0	557	-	-	-	0	-	-	-
Stage 2	0	-	-	556	551	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	488	626	454	481	-	-	-	-
Mov Cap-2 Maneuver	-	488	-	454	481	-	-	-	-
Stage 1	-	557	-	-	-	-	-	-	-
Stage 2	-	-	-	519	551	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12		13.5			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	558	465	-	-	-
HCM Lane V/C Ratio	0.072	0.086	-	-	-
HCM Control Delay (s)	12	13.5	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-

HCM 6th TWSC
64: Humboldt Parkway NB & Winslow Ave

08/16/2023

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	16	21	0	0	21	16	16	245	16	0	0	0
Future Vol, veh/h	16	21	0	0	21	16	16	245	16	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	23	0	0	23	17	17	266	17	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	329	317	-	-	309	275	0	0	0		
Stage 1	0	0	-	-	309	-	-	-	-		
Stage 2	329	317	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	624	599	0	0	605	764	-	-	-		
Stage 1	-	-	0	0	660	-	-	-	-		
Stage 2	684	654	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	592	599	-	-	605	764	-	-	-		
Mov Cap-2 Maneuver	592	599	-	-	605	-	-	-	-		
Stage 1	-	-	-	-	660	-	-	-	-		
Stage 2	645	654	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	11.5		10.8				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	596	665
HCM Lane V/C Ratio	-	-	-	0.067	0.06
HCM Control Delay (s)	-	-	-	11.5	10.8
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	98	87	9	111	131
Future Vol, veh/h	5	98	87	9	111	131
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	5	107	95	10	121	142

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	392	192	263	0	-	0
Stage 1	192	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	612	850	1301	-	-	-
Stage 1	841	-	-	-	-	-
Stage 2	834	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	850	1301	-	-	-
Mov Cap-2 Maneuver	567	-	-	-	-	-
Stage 1	780	-	-	-	-	-
Stage 2	834	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	7.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	830	-	-
HCM Lane V/C Ratio	0.073	-	0.135	-	-
HCM Control Delay (s)	8	0	10	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-

HCM 6th TWSC
70: Humboldt Parkway SB & Butler Avenue

08/16/2023

Intersection														
Int Delay, s/veh	1.5													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↔						↑		↔	
Traffic Vol, veh/h	0	0	0	20	21	0	0	0	0	0	233	0	729	0
Future Vol, veh/h	0	0	0	20	21	0	0	0	0	0	233	0	729	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	0	0	0	22	23	0	0	0	0	0	253	0	792	0




















Major/Minor	Minor1			Major2		
Conflicting Flow All	253	253	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	253	253	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	736	650	0	0	-	0
Stage 1	-	-	0	0	-	0
Stage 2	789	698	0	0	-	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	736	0	-	-	-	-
Mov Cap-2 Maneuver	736	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	789	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	736	-
HCM Lane V/C Ratio	0.061	-
HCM Control Delay (s)	10.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.2	-

Lanes, Volumes, Timings
1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	395	633	0	0	318	453	62	188	215	0	0	0
Future Volume (vph)	395	633	0	0	318	453	62	188	215	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		250	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.912				0.850			
Flt Protected	0.950	0.995						0.988				
Satd. Flow (prot)	1610	3373	0	0	3228	0	0	1840	1583	0	0	0
Flt Permitted	0.950	0.995						0.988				
Satd. Flow (perm)	1610	3373	0	0	3228	0	0	1840	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					329				234			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		249			205			354			335	
Travel Time (s)		5.7			4.7			8.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	429	688	0	0	346	492	67	204	234	0	0	0
Shared Lane Traffic (%)	16%											
Lane Group Flow (vph)	360	757	0	0	838	0	0	271	234	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	custom	NA			NA		Perm	NA	Perm			
Protected Phases	6	6			3			4				
Permitted Phases	6						4		4			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	8
Permitted Phases			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

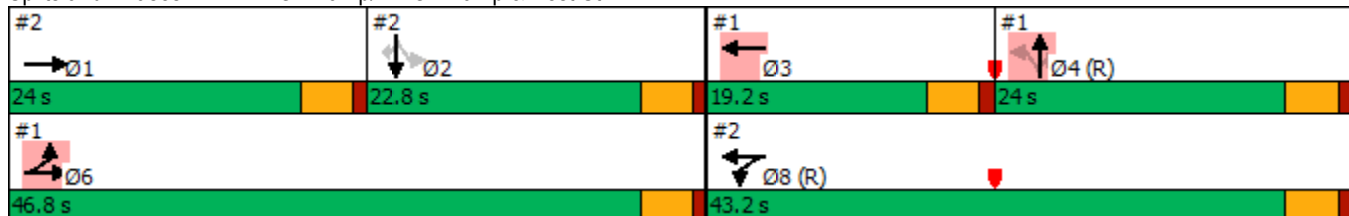


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6			3		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			9.5		22.5	22.5	22.5			
Total Split (s)	46.8	46.8			19.2		24.0	24.0	24.0			
Total Split (%)	52.0%	52.0%			21.3%		26.7%	26.7%	26.7%			
Maximum Green (s)	42.3	42.3			14.7		19.5	19.5	19.5			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag					Lead		Lag	Lag	Lag			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		C-Max	C-Max	C-Max			
Walk Time (s)	7.0	7.0					7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0					11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0					0	0	0			
Act Effct Green (s)	42.3	42.3			14.7			19.5	19.5			
Actuated g/C Ratio	0.47	0.47			0.16			0.22	0.22			
v/c Ratio	0.48	0.48			1.04			0.68	0.44			
Control Delay	4.3	4.1			68.0			42.2	7.2			
Queue Delay	3.2	1.8			21.6			0.0	0.0			
Total Delay	7.5	5.9			89.6			42.2	7.2			
LOS	A	A			F			D	A			
Approach Delay		6.4			89.6			26.0				
Approach LOS		A			F			C				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 38.8
 Intersection LOS: D
 Intersection Capacity Utilization 91.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: EB Off Ramp/EB On Ramp & Best St



Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	24.0	22.8	43.2
Total Split (%)	27%	25%	48%
Maximum Green (s)	19.5	18.3	38.7
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖	↖
Traffic Volume (vph)	0	686	47	97	259	0	0	0	0	334	1	463
Future Volume (vph)	0	686	47	97	259	0	0	0	0	334	1	463
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	75		0	0		0	0		75
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990										0.850
Flt Protected				0.950							0.953	
Satd. Flow (prot)	0	3504	0	1770	3539	0	0	0	0	0	1775	1583
Flt Permitted				0.950							0.953	
Satd. Flow (perm)	0	3504	0	1770	3539	0	0	0	0	0	1775	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7										278
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			249			324			375	
Travel Time (s)		10.8			5.7			7.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	746	51	105	282	0	0	0	0	363	1	503
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	797	0	105	282	0	0	0	0	0	364	503
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		custom	NA					Perm	NA	Perm
Protected Phases		1		8	8						2	
Permitted Phases				8						2		2

Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	4	6
Permitted Phases			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

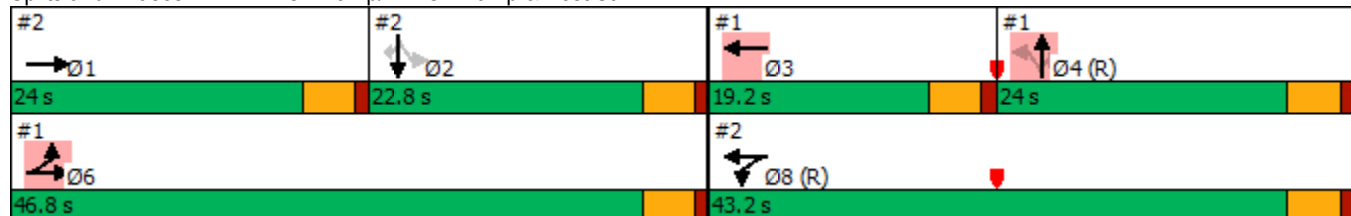


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		1		8	8					2	2	2
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		24.0		43.2	43.2					22.8	22.8	22.8
Total Split (%)		26.7%		48.0%	48.0%					25.3%	25.3%	25.3%
Maximum Green (s)		19.5		38.7	38.7					18.3	18.3	18.3
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	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		C-Max	C-Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		19.5		38.7	38.7					18.3	18.3	18.3
Actuated g/C Ratio		0.22		0.43	0.43					0.20	0.20	0.20
v/c Ratio		1.04		0.14	0.19					1.01	0.93	0.93
Control Delay		79.9		6.8	6.7					88.1	41.4	41.4
Queue Delay		0.0		0.0	0.6					0.0	0.0	0.0
Total Delay		79.9		6.8	7.3					88.1	41.4	41.4
LOS		E		A	A					F	F	D
Approach Delay		79.9			7.2					61.0		
Approach LOS		E			A					E		

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	58.2
Intersection LOS:	E
Intersection Capacity Utilization:	91.3%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 2: WB On Ramp/WB Off Ramp & Best St



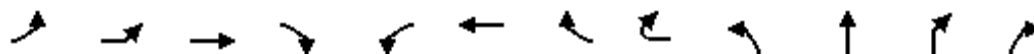
Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5
Total Split (s)	19.2	24.0	46.8
Total Split (%)	21%	27%	52%
Maximum Green (s)	14.7	19.5	42.3
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	C-Max	None
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	19	15	603	152	2	585	63	13	99	40	10	1
Future Volume (vph)	19	15	603	152	2	585	63	13	99	40	10	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75		0	0		0		0		0	
Storage Lanes		1		1	0		0		0		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.985				0.990		
Flt Protected		0.950								0.968		
Satd. Flow (prot)	0	1770	1863	1583	0	1835	0	0	0	1785	0	0
Flt Permitted		0.226				0.999				0.722		
Satd. Flow (perm)	0	421	1863	1583	0	1833	0	0	0	1331	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				165		2						
Link Speed (mph)			30			30				30		
Link Distance (ft)			205			1418				1329		
Travel Time (s)			4.7			32.2				30.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	16	655	165	2	636	68	14	108	43	11	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	655	165	0	720	0	0	0	163	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right	Right
Median Width(ft)			12			12				0		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Number of Detectors	1	1	2	1	1	2			1	2		
Detector Template	Left	Left	Thru	Right	Left	Thru			Left	Thru		
Leading Detector (ft)	20	20	100	20	20	100			20	100		
Trailing Detector (ft)	0	0	0	0	0	0			0	0		
Detector 1 Position(ft)	0	0	0	0	0	0			0	0		
Detector 1 Size(ft)	20	20	6	20	20	6			20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 2 Position(ft)			94			94				94		
Detector 2 Size(ft)			6			6				6		
Detector 2 Type			Cl+Ex			Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0				0.0		
Turn Type	pm+pt	pm+pt	NA	Perm	Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4		4	8				2			

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

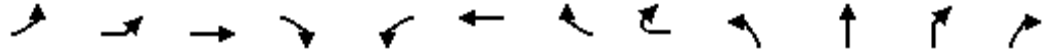
08/16/2023



Lane Group	SBL	SBT	SBR
Lane Configurations		↕	↗
Traffic Volume (vph)	102	46	81
Future Volume (vph)	102	46	81
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		100
Storage Lanes	0		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected		0.967	
Satd. Flow (prot)	0	1801	1583
Flt Permitted		0.741	
Satd. Flow (perm)	0	1380	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			101
Link Speed (mph)		30	
Link Distance (ft)		659	
Travel Time (s)		15.0	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	111	50	88
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	161	88
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		0	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	Perm
Protected Phases		6	
Permitted Phases	6		6

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023

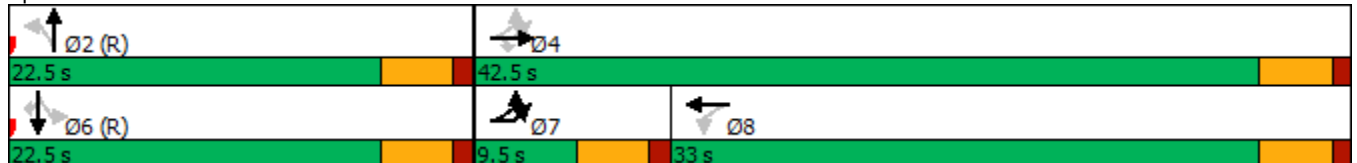


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Detector Phase	7	7	4	4	8	8			2	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0		
Minimum Split (s)	9.5	9.5	22.5	22.5	22.5	22.5			22.5	22.5		
Total Split (s)	9.5	9.5	42.5	42.5	33.0	33.0			22.5	22.5		
Total Split (%)	14.6%	14.6%	65.4%	65.4%	50.8%	50.8%			34.6%	34.6%		
Maximum Green (s)	5.0	5.0	38.0	38.0	28.5	28.5			18.0	18.0		
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		
Total Lost Time (s)		4.5	4.5	4.5			4.5			4.5		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Recall Mode	None	None	None	None	None	None			C-Max	C-Max		
Walk Time (s)			7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0	0	0	0			0	0		
Act Effct Green (s)		32.1	32.1	32.1		28.3				23.9		
Actuated g/C Ratio		0.49	0.49	0.49		0.44				0.37		
v/c Ratio		0.12	0.71	0.19		0.90				0.33		
Control Delay		7.4	17.0	1.8		34.5				19.6		
Queue Delay		0.0	11.1	0.4		0.0				0.0		
Total Delay		7.4	28.1	2.1		34.5				19.6		
LOS		A	C	A		C				B		
Approach Delay			22.2			34.5				19.6		
Approach LOS			C			C				B		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 25.4
 Intersection LOS: C
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Herman St/W Parade Ave & Best St



Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	SBL	SBT	SBR
Detector Phase	6	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5
Total Split (%)	34.6%	34.6%	34.6%
Maximum Green (s)	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)		23.9	23.9
Actuated g/C Ratio		0.37	0.37
v/c Ratio		0.32	0.14
Control Delay		19.3	4.5
Queue Delay		0.0	0.0
Total Delay		19.3	4.5
LOS		B	A
Approach Delay		14.1	
Approach LOS		B	
Intersection Summary			

Lanes, Volumes, Timings

4: Humboldt Parkway SB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	33	133	5	12	71	0	2	24	2	191	213	52
Future Volume (vph)	33	133	5	12	71	0	2	24	2	191	213	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.996						0.991			0.985	
Fl _t Protected		0.990			0.993			0.997			0.980	
Satd. Flow (prot)	0	1837	0	0	1850	0	0	1840	0	0	1798	0
Fl _t Permitted		0.934			0.947			0.985			0.854	
Satd. Flow (perm)	0	1733	0	0	1764	0	0	1818	0	0	1567	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1						2			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			208			680			110	
Travel Time (s)		4.5			4.7			15.5			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	145	5	13	77	0	2	26	2	208	232	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	186	0	0	90	0	0	30	0	0	497	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023

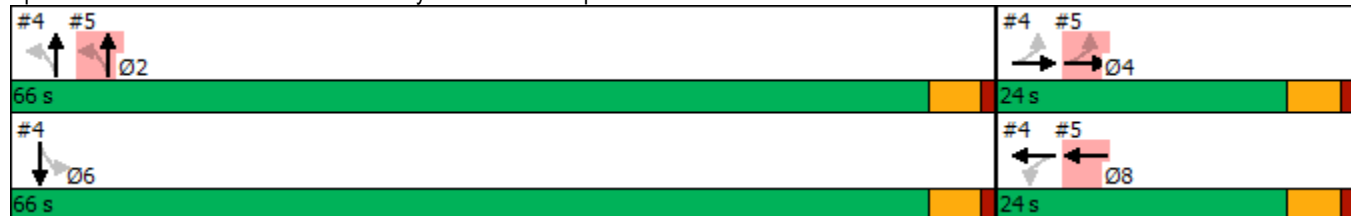


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		66.0	66.0		66.0	66.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		73.3%	73.3%		73.3%	73.3%	
Maximum Green (s)	19.5	19.5		19.5	19.5		61.5	61.5		61.5	61.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		14.1			14.1			61.8			61.8	
Actuated g/C Ratio		0.17			0.17			0.73			0.73	
v/c Ratio		0.65			0.31			0.02			0.43	
Control Delay		43.5			9.4			3.9			6.4	
Queue Delay		3.3			0.1			0.0			0.0	
Total Delay		46.7			9.6			3.9			6.4	
LOS		D			A			A			A	
Approach Delay		46.7			9.6			3.9			6.4	
Approach LOS		D			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	84.9
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	16.0
Intersection LOS:	B
Intersection Capacity Utilization:	52.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 4: Humboldt Parkway SB & Northhampton St



Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	2	100	0	0	109	38	2	12	6	0	0	0
Future Volume (vph)	2	100	0	0	109	38	2	12	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.965			0.957				
Fl _t Protected		0.999						0.995				
Satd. Flow (prot)	0	1861	0	0	1798	0	0	1774	0	0	0	0
Fl _t Permitted		0.995						0.995				
Satd. Flow (perm)	0	1853	0	0	1798	0	0	1774	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					18			7				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		208			1089			152				290
Travel Time (s)		4.7			24.8			3.5				6.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	109	0	0	118	41	2	13	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	159	0	0	22	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lanes, Volumes, Timings
 5: Humboldt Parkway NB & Northhampton St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (s)	24.0	24.0			24.0		66.0	66.0				
Total Split (%)	26.7%	26.7%			26.7%		73.3%	73.3%				
Maximum Green (s)	19.5	19.5			19.5		61.5	61.5				
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				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		Max	Max				
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		14.1			14.1			61.8				
Actuated g/C Ratio		0.17			0.17			0.73				
v/c Ratio		0.36			0.51			0.02				
Control Delay		27.7			34.0			3.3				
Queue Delay		0.4			0.0			0.0				
Total Delay		28.1			34.0			3.3				
LOS		C			C			A				
Approach Delay		28.1			34.0			3.3				
Approach LOS		C			C			A				

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	84.9
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	29.5
Intersection LOS:	C
Intersection Capacity Utilization:	19.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 5: Humboldt Parkway NB & Northhampton St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	66.0
Total Split (%)	73%
Maximum Green (s)	61.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔	↔						↕	
Traffic Volume (vph)	0	195	33	43	88	0	0	0	0	89	369	67
Future Volume (vph)	0	195	33	43	88	0	0	0	0	89	369	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980										0.983
Flt Protected				0.950								0.992
Satd. Flow (prot)	0	1825	0	1770	1863	0	0	0	0	0	1816	0
Flt Permitted				0.600								0.992
Satd. Flow (perm)	0	1825	0	1118	1863	0	0	0	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23										20
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1173			153			636				456
Travel Time (s)		26.7			3.5			14.5				10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	212	36	47	96	0	0	0	0	97	401	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	248	0	47	96	0	0	0	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	
Detector Template		Thru		Left	Thru					Left	Thru	
Leading Detector (ft)		100		20	100					20	100	
Trailing Detector (ft)		0		0	0					0	0	
Detector 1 Position(ft)		0		0	0					0	0	
Detector 1 Size(ft)		6		20	6					20	6	
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	
Protected Phases		4			8							6
Permitted Phases				8						6		

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

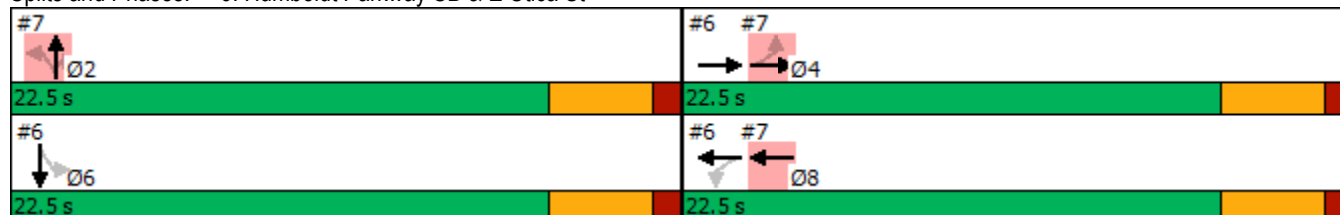


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	
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	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		11.2		11.2	11.2						19.8	
Actuated g/C Ratio		0.28		0.28	0.28						0.50	
v/c Ratio		0.47		0.15	0.18						0.63	
Control Delay		12.9		8.6	8.4						13.9	
Queue Delay		0.0		0.1	0.2						0.0	
Total Delay		12.9		8.7	8.6						13.9	
LOS		B		A	A						B	
Approach Delay		12.9			8.6						13.9	
Approach LOS		B			A						B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	12.8
Intersection LOS:	B
Intersection Capacity Utilization	70.0%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 6: Humboldt Parkway SB & E Utica St



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	175	0	0	106	32	64	173	54	0	0	0
Future Volume (vph)	125	175	0	0	106	32	64	173	54	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr t					0.968				0.850			
Flt Protected	0.950							0.987				
Satd. Flow (prot)	1770	1863	0	0	1803	0	0	1839	1583	0	0	0
Flt Permitted	0.662							0.987				
Satd. Flow (perm)	1233	1863	0	0	1803	0	0	1839	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				59			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		153			1083			610			294	
Travel Time (s)		3.5			24.6			13.9			6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	190	0	0	115	35	70	188	59	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	136	190	0	0	150	0	0	258	59	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			

Lanes, Volumes, Timings
 7: Humboldt Parkway NB & E Utica St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr _t	
Fl _t Protected	
Satd. Flow (prot)	
Fl _t Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023

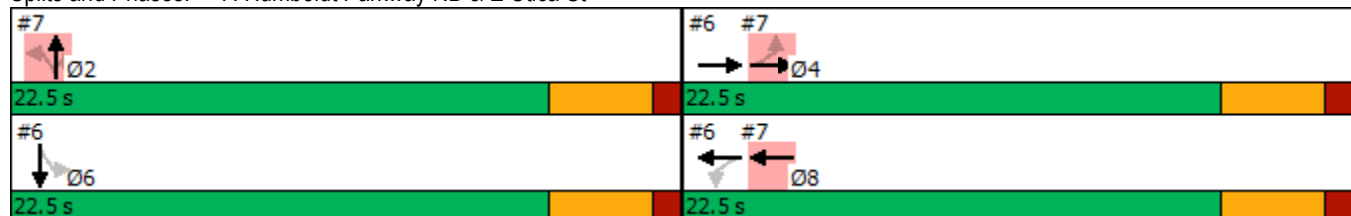


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
Yellow Time (s)	3.5	3.5			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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	11.2	11.2			11.2			19.8	19.8			
Actuated g/C Ratio	0.28	0.28			0.28			0.50	0.50			
v/c Ratio	0.40	0.37			0.28			0.28	0.07			
Control Delay	9.3	8.1			9.3			8.4	3.2			
Queue Delay	0.2	0.2			0.0			0.0	0.0			
Total Delay	9.6	8.3			9.3			8.4	3.2			
LOS	A	A			A			A	A			
Approach Delay		8.8			9.3			7.5				
Approach LOS		A			A			A				

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	8.4
Intersection LOS:	A
Intersection Capacity Utilization:	70.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 7: Humboldt Parkway NB & E Utica St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
8: Humboldt Parkway SB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	409	72	105	230	0	0	0	0	284	394	368
Future Volume (vph)	0	409	72	105	230	0	0	0	0	284	394	368
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.980										0.850
Fl _t Protected				0.950							0.979	
Satd. Flow (prot)	0	1825	0	1770	1863	0	0	0	0	0	1824	1583
Fl _t Permitted				0.295							0.979	
Satd. Flow (perm)	0	1825	0	550	1863	0	0	0	0	0	1824	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18										400
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1179			147			319			270	
Travel Time (s)		26.8			3.3			7.3			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	445	78	114	250	0	0	0	0	309	428	400
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	114	250	0	0	0	0	0	737	400
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Frts	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

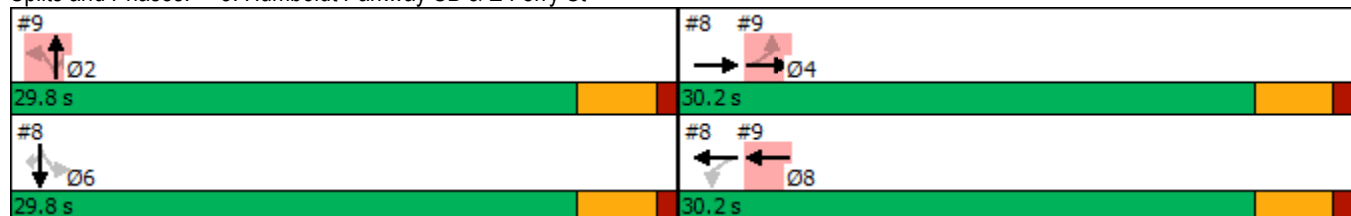


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		30.2		30.2	30.2					29.8	29.8	29.8
Total Split (%)		50.3%		50.3%	50.3%					49.7%	49.7%	49.7%
Maximum Green (s)		25.7		25.7	25.7					25.3	25.3	25.3
Yellow Time (s)		3.5		3.5	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
Total Lost Time (s)		4.5		4.5	4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		None		None	None					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		25.7		25.7	25.7						25.3	25.3
Actuated g/C Ratio		0.43		0.43	0.43						0.42	0.42
v/c Ratio		0.66		0.49	0.31						0.96	0.45
Control Delay		18.1		12.9	6.7						43.8	3.2
Queue Delay		0.9		0.7	1.1						43.2	0.0
Total Delay		19.1		13.6	7.7						87.0	3.2
LOS		B		B	A						F	A
Approach Delay		19.1			9.6						57.6	
Approach LOS		B			A						E	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 60
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 39.0
 Intersection LOS: D
 Intersection Capacity Utilization 109.0%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 8: Humboldt Parkway SB & E Ferry St



Lane Group	Ø2
Minimum Split (s)	22.5
Total Split (s)	29.8
Total Split (%)	50%
Maximum Green (s)	25.3
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	385	0	0	294	75	71	250	60	0	0	0
Future Volume (vph)	290	385	0	0	294	75	71	250	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.972				0.850			
Flt Protected	0.950							0.989				
Satd. Flow (prot)	1770	1863	0	0	1811	0	0	1842	1583	0	0	0
Flt Permitted	0.416							0.989				
Satd. Flow (perm)	775	1863	0	0	1811	0	0	1842	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					27				65			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			1082			312			608	
Travel Time (s)		3.3			24.6			7.1			13.8	
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)	315	418	0	0	320	82	77	272	65	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	315	418	0	0	402	0	0	349	65	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023

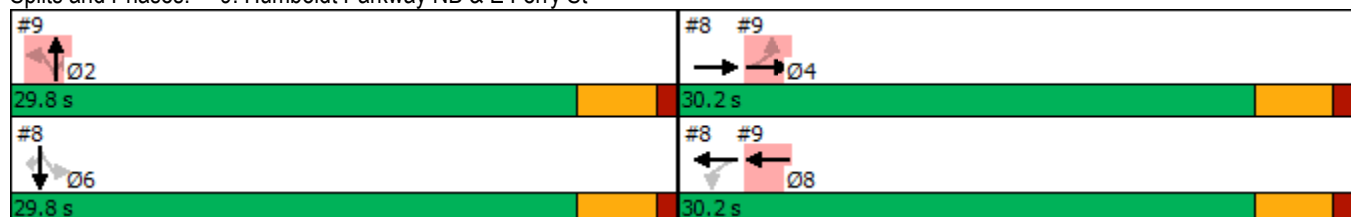


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	30.2	30.2			30.2		29.8	29.8	29.8			
Total Split (%)	50.3%	50.3%			50.3%		49.7%	49.7%	49.7%			
Maximum Green (s)	25.7	25.7			25.7		25.3	25.3	25.3			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	25.7	25.7			25.7			25.3	25.3			
Actuated g/C Ratio	0.43	0.43			0.43			0.42	0.42			
v/c Ratio	0.95	0.52			0.51			0.45	0.09			
Control Delay	46.7	10.8			14.4			14.7	3.8			
Queue Delay	22.5	14.5			0.0			0.0	0.0			
Total Delay	69.3	25.4			14.5			14.7	3.8			
LOS	E	C			B			B	A			
Approach Delay		44.2			14.5			13.0				
Approach LOS		D			B			B				

Intersection Summary

Area Type:	Other
Cycle Length:	60
Actuated Cycle Length:	60
Natural Cycle:	60
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.96
Intersection Signal Delay:	28.2
Intersection LOS:	C
Intersection Capacity Utilization	109.0%
ICU Level of Service	G
Analysis Period (min)	15

Splits and Phases: 9: Humboldt Parkway NB & E Ferry St



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	29.8
Total Split (%)	50%
Maximum Green (s)	25.3
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Lane Configurations											
Traffic Volume (vph)	11	1	0	363	323	327	702	0	0	0	
Future Volume (vph)	11	1	0	363	323	327	702	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	
Fr _t	0.990			0.929							
Fl _t Protected	0.956						0.984				
Satd. Flow (prot)	1763	0	0	3288	0	0	3483	0	0	0	
Fl _t Permitted	0.956						0.598				
Satd. Flow (perm)	1763	0	0	3288	0	0	2116	0	0	0	
Right Turn on Red		Yes			Yes			Yes			
Satd. Flow (RTOR)	22			351							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	537			328			271		387		
Travel Time (s)	12.2			7.5			6.2		8.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	12	1	0	395	351	355	763	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	13	0	0	746	0	0	1118	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	
Median Width(ft)	12			0			0		0		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Number of Detectors	1			2		1	2				
Detector Template	Left			Thru		Left	Thru				
Leading Detector (ft)	20			100		20	100				
Trailing Detector (ft)	0			0		0	0				
Detector 1 Position(ft)	0			0		0	0				
Detector 1 Size(ft)	20			6		20	6				
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel											
Detector 1 Extend (s)	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot			NA		Perm	NA				
Protected Phases	4			2			6				8
Permitted Phases						6					
Detector Phase	4			2		6	6				
Switch Phase											
Minimum Initial (s)	5.0			5.0		5.0	5.0				5.0

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Minimum Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (s)	24.0			51.0		51.0	51.0				24.0
Total Split (%)	32.0%			68.0%		68.0%	68.0%				32%
Maximum Green (s)	19.5			46.5		46.5	46.5				19.5
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				
Total Lost Time (s)	4.5			4.5			4.5				
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0			3.0		3.0	3.0				3.0
Recall Mode	None			Max		Max	Max				None
Walk Time (s)	7.0			7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0			11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0			0		0	0				0
Act Effect Green (s)	18.3			46.6			46.6				
Actuated g/C Ratio	0.25			0.63			0.63				
v/c Ratio	0.03			0.34			0.88dl				
Control Delay	6.8			3.8			16.5				
Queue Delay	0.0			0.4			0.0				
Total Delay	6.8			4.2			16.5				
LOS	A			A			B				
Approach Delay	6.8			4.2			16.5				
Approach LOS	A			A			B				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 73.9
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 11.5 Intersection LOS: B
 Intersection Capacity Utilization 64.7% ICU Level of Service C
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: Jefferson Ave & Cherry St & EB On Ramp

#10 #11 ↑ ↑ Ø2	#10 ↖ Ø4
51 s	24 s
#10 #11 ↓ ↓ Ø6	#11 ← Ø8
51 s	24 s

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	245	12	103	45	326	0	0	794	19
Future Volume (vph)	0	0	0	245	12	103	45	326	0	0	794	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.961						0.996	
Flt Protected					0.967			0.994				
Satd. Flow (prot)	0	0	0	0	1731	0	0	3518	0	0	3525	0
Flt Permitted					0.967			0.802				
Satd. Flow (perm)	0	0	0	0	1731	0	0	2838	0	0	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					26						6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		567			384			271			880	
Travel Time (s)		12.9			8.7			6.2			20.0	
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
Adj. Flow (vph)	0	0	0	266	13	112	49	354	0	0	863	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	391	0	0	403	0	0	884	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		2	2			6	
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0			5.0	
Minimum Split (s)				22.5	22.5		22.5	22.5			22.5	
Total Split (s)				24.0	24.0		51.0	51.0			51.0	
Total Split (%)				32.0%	32.0%		68.0%	68.0%			68.0%	
Maximum Green (s)				19.5	19.5		46.5	46.5			46.5	
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	
Total Lost Time (s)					4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0			3.0	
Recall Mode				None	None		Max	Max			Max	
Walk Time (s)				7.0	7.0		7.0	7.0			7.0	
Flash Dont Walk (s)				11.0	11.0		11.0	11.0			11.0	
Pedestrian Calls (#/hr)				0	0		0	0			0	
Act Effct Green (s)					18.3			46.6			46.6	
Actuated g/C Ratio					0.25			0.63			0.63	
v/c Ratio					0.87			0.23			0.40	
Control Delay					46.7			4.1			7.5	
Queue Delay					0.2			0.2			0.2	
Total Delay					46.9			4.2			7.7	
LOS					D			A			A	
Approach Delay					46.9			4.2			7.7	
Approach LOS					D			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	73.9
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	16.0
Intersection LOS:	B
Intersection Capacity Utilization:	64.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: Jefferson Ave & BFNC Dr/WB Off Ramp

#10 #11 ↑ ↑ Ø2	#10 ↖ Ø4
51 s	24 s
#10 #11 ↓ ↓ Ø6	#11 ← Ø8
51 s	24 s

Lanes, Volumes, Timings
11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023

Lane Group	Ø4
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	24.0
Total Split (%)	32%
Maximum Green (s)	19.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 12: Jefferson Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	49	150	38	59	152	88	11	573	50	48	503	112
Future Volume (vph)	49	150	38	59	152	88	11	573	50	48	503	112
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.976			0.956			0.988			0.975	
Fl _t Protected		0.990			0.990			0.999			0.996	
Satd. Flow (prot)	0	3420	0	0	3350	0	0	3493	0	0	3437	0
Fl _t Permitted		0.819			0.835			0.941			0.877	
Satd. Flow (perm)	0	2829	0	0	2825	0	0	3290	0	0	3026	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		41			96			23			63	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		737			2886			735			328	
Travel Time (s)		16.8			65.6			16.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	163	41	64	165	96	12	623	54	52	547	122
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	257	0	0	325	0	0	689	0	0	721	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 12: Jefferson Ave & Genesee St

08/16/2023

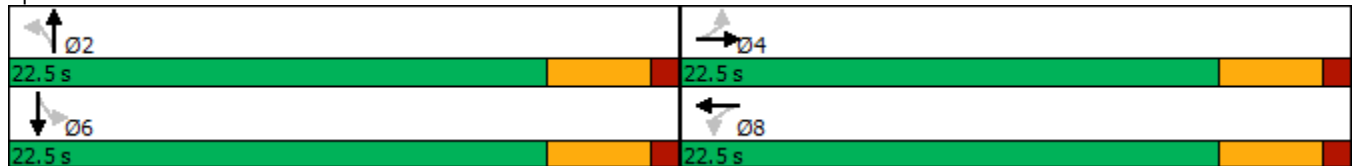


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		8.3			8.3			18.0			18.0	
Actuated g/C Ratio		0.23			0.23			0.51			0.51	
v/c Ratio		0.37			0.44			0.41			0.46	
Control Delay		10.9			9.9			6.5			6.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.9			9.9			6.5			6.6	
LOS		B			A			A			A	
Approach Delay		10.9			9.9			6.5			6.6	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.4
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 7.7
 Intersection LOS: A
 Intersection Capacity Utilization 67.1%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 12: Jefferson Ave & Genesee St



Lanes, Volumes, Timings
13: Herman St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	12	348	28	24	361	27	22	107	23	58	229	32
Future Volume (vph)	12	348	28	24	361	27	22	107	23	58	229	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.990			0.980			0.986	
Fl _t Protected		0.998			0.997			0.993			0.991	
Satd. Flow (prot)	0	3493	0	0	3493	0	0	1813	0	0	1820	0
Fl _t Permitted		0.939			0.921			0.928			0.911	
Satd. Flow (perm)	0	3287	0	0	3227	0	0	1694	0	0	1673	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			19			24			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2886			671			575			1329	
Travel Time (s)		65.6			15.3			13.1			30.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	378	30	26	392	29	24	116	25	63	249	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	421	0	0	447	0	0	165	0	0	347	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 13: Herman St & Genesee St

08/16/2023

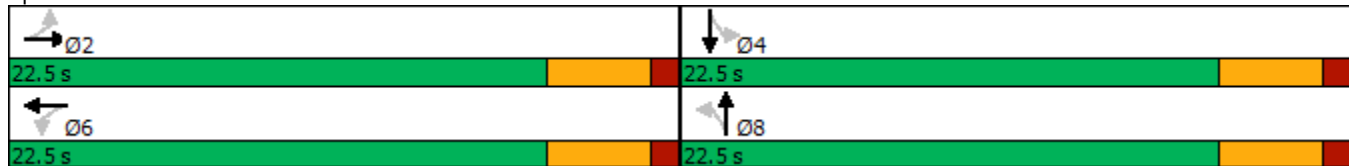


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.7			18.7			12.7			12.7	
Actuated g/C Ratio		0.46			0.46			0.31			0.31	
v/c Ratio		0.28			0.30			0.30			0.65	
Control Delay		7.8			8.0			10.0			17.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.8			8.0			10.0			17.2	
LOS		A			A			B			B	
Approach Delay		7.8			8.0			10.0			17.2	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.65
Intersection Signal Delay:	10.5
Intersection LOS:	B
Intersection Capacity Utilization	58.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 13: Herman St & Genesee St



Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	3	395	0	0	407	16	17	13	25	11	0	13
Future Volume (vph)	3	395	0	0	407	16	17	13	25	11	0	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.994			0.938			0.927	
Fl _t Protected								0.985			0.977	
Satd. Flow (prot)	0	3539	0	0	3518	0	0	1721	0	0	1687	0
Fl _t Permitted		0.953						0.888			0.974	
Satd. Flow (perm)	0	3373	0	0	3518	0	0	1552	0	0	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			27			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		671			961			780			839	
Travel Time (s)		15.3			21.8			17.7			19.1	
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)	3	429	0	0	442	17	18	14	27	12	0	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	432	0	0	459	0	0	59	0	0	26	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2			6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023

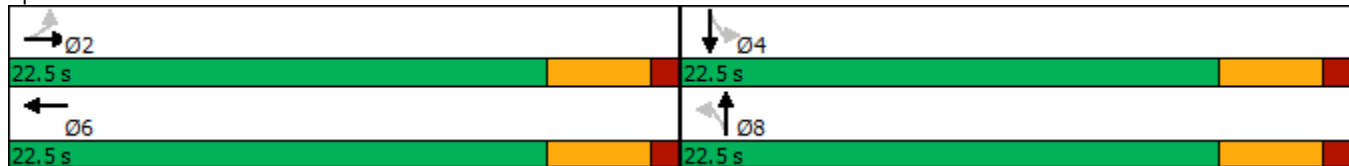


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	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	
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 Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max			Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		30.2			30.2			6.4			6.3	
Actuated g/C Ratio		0.82			0.82			0.17			0.17	
v/c Ratio		0.16			0.16			0.20			0.08	
Control Delay		2.7			2.7			10.0			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.7			2.7			10.0			5.0	
LOS		A			A			A			A	
Approach Delay		2.7			2.7			10.0			5.0	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.9
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.20
Intersection Signal Delay:	3.2
Intersection LOS:	A
Intersection Capacity Utilization:	24.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 14: Reed St/Rich St & Genesee St



Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	35	363	64	75	323	29	42	377	80	54	348	18
Future Volume (vph)	35	363	64	75	323	29	42	377	80	54	348	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.979			0.990			0.978			0.994	
Fl _t Protected		0.996			0.991			0.996			0.994	
Satd. Flow (prot)	0	3451	0	0	3472	0	0	1814	0	0	1840	0
Fl _t Permitted		0.891			0.778			0.940			0.893	
Satd. Flow (perm)	0	3087	0	0	2726	0	0	1712	0	0	1653	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40			17			25			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		961			671			704			490	
Travel Time (s)		21.8			15.3			16.0			11.1	
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)	38	395	70	82	351	32	46	410	87	59	378	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	503	0	0	465	0	0	543	0	0	457	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023

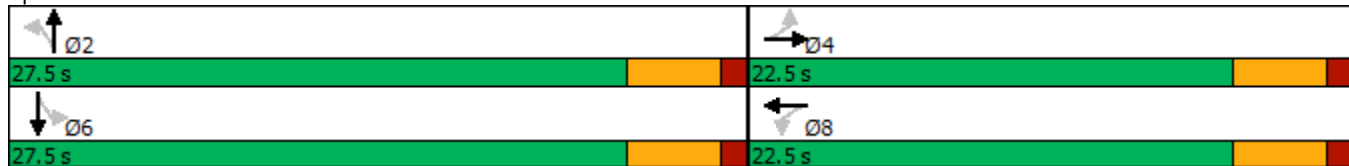


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		27.5	27.5		27.5	27.5	
Total Split (%)	45.0%	45.0%		45.0%	45.0%		55.0%	55.0%		55.0%	55.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		23.0	23.0		23.0	23.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.7			12.7			23.2			23.2	
Actuated g/C Ratio		0.28			0.28			0.52			0.52	
v/c Ratio		0.56			0.59			0.61			0.53	
Control Delay		14.9			16.5			11.9			11.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.9			16.5			11.9			11.1	
LOS		B			B			B			B	
Approach Delay		14.9			16.5			11.9			11.1	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 44.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 70.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 15: Fillmore Ave & Genesee St



Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	42	517	158	1	418	31	172	268	6	48	248	49
Future Volume (vph)	42	517	158	1	418	31	172	268	6	48	248	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.970			0.991			0.998				0.850
Fl _t Protected		0.997						0.981			0.992	
Satd. Flow (prot)	0	1801	0	0	1846	0	0	1824	0	0	1848	1583
Fl _t Permitted		0.953			0.999			0.629			0.888	
Satd. Flow (perm)	0	1722	0	0	1844	0	0	1169	0	0	1654	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			7			1				53
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1418			567			490				61
Travel Time (s)		32.2			12.9			11.1				1.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	46	562	172	1	454	34	187	291	7	52	270	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	780	0	0	489	0	0	485	0	0	322	53
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023

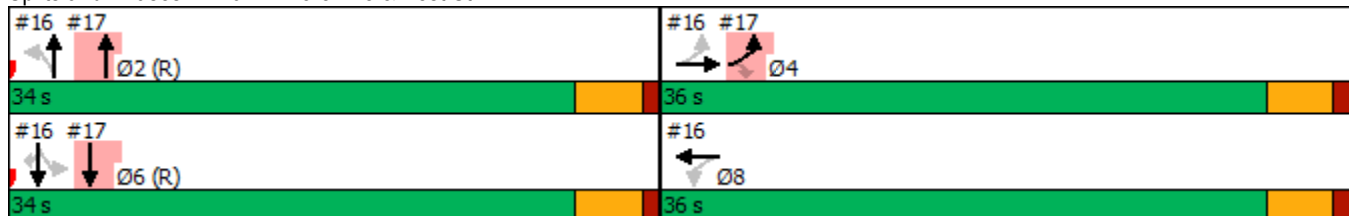


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	36.0	36.0		36.0	36.0		34.0	34.0		34.0	34.0	34.0
Total Split (%)	51.4%	51.4%		51.4%	51.4%		48.6%	48.6%		48.6%	48.6%	48.6%
Maximum Green (s)	31.5	31.5		31.5	31.5		29.5	29.5		29.5	29.5	29.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		31.5			31.5			29.5			29.5	29.5
Actuated g/C Ratio		0.45			0.45			0.42			0.42	0.42
v/c Ratio		0.99			0.59			0.98			0.46	0.08
Control Delay		50.7			17.7			60.3			5.2	0.2
Queue Delay		45.1			58.8			3.7			0.0	0.0
Total Delay		95.7			76.6			64.0			5.2	0.2
LOS		F			E			E			A	A
Approach Delay		95.7			76.6			64.0			4.5	
Approach LOS		F			E			E			A	

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	68.0
Intersection LOS:	E
Intersection Capacity Utilization	117.8%
ICU Level of Service	H
Analysis Period (min)	15

Splits and Phases: 16: Fillmore Ave & Best St



Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations	↶	↷		↶	↶↶		
Traffic Volume (vph)	10	9	0	337	333	0	
Future Volume (vph)	10	9	0	337	333	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0			100	
Storage Lanes	1	1	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	
Frt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	0	1863	3539	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	0	1863	3539	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		10					
Link Speed (mph)	30			30	30		
Link Distance (ft)	468			61	755		
Travel Time (s)	10.6			1.4	17.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	11	10	0	366	362	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	11	10	0	366	362	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Detector 1 Position(ft)	0	0		0	0		
Detector 1 Size(ft)	20	20		6	6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		8
Permitted Phases		4					

Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023

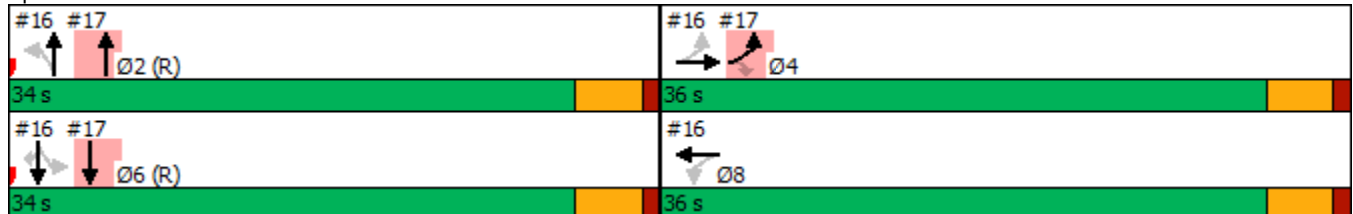


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Detector Phase	4	4		2	6		
Switch Phase							
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5
Total Split (s)	36.0	36.0		34.0	34.0		36.0
Total Split (%)	51.4%	51.4%		48.6%	48.6%		51%
Maximum Green (s)	31.5	31.5		29.5	29.5		31.5
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		
Total Lost Time (s)	4.5	4.5		4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None		C-Max	C-Max		None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0
Act Effct Green (s)	31.5	31.5		29.5	29.5		
Actuated g/C Ratio	0.45	0.45		0.42	0.42		
v/c Ratio	0.01	0.01		0.47	0.24		
Control Delay	10.8	6.2		7.0	13.6		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	10.8	6.2		7.0	13.6		
LOS	B	A		A	B		
Approach Delay	8.6			7.0	13.6		
Approach LOS	A			A	B		

Intersection Summary

Area Type:	Other
Cycle Length:	70
Actuated Cycle Length:	70
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.99
Intersection Signal Delay:	10.2
Intersection LOS:	B
Intersection Capacity Utilization:	29.4%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 17: Fillmore Ave & East Park



Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	13	0	354	314	0
Future Volume (vph)	4	13	0	354	314	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.850					
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	1583	0	1863	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		14				
Link Speed (mph)	30			30	30	
Link Distance (ft)	526			755	579	
Travel Time (s)	12.0			17.2	13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	14	0	385	341	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	14	0	385	341	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023

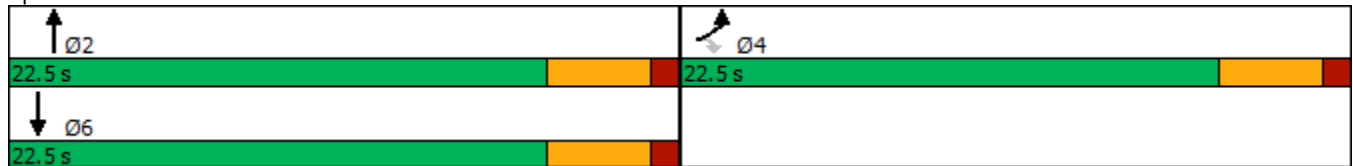


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	5.8	5.8		37.1	37.1	
Actuated g/C Ratio	0.15	0.15		0.93	0.93	
v/c Ratio	0.02	0.06		0.22	0.20	
Control Delay	16.5	10.5		1.5	1.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	16.5	10.5		1.5	1.4	
LOS	B	B		A	A	
Approach Delay	11.8			1.5	1.4	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.22
 Intersection Signal Delay: 1.7
 Intersection LOS: A
 Intersection Capacity Utilization 30.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 18: Fillmore Ave & MLK Park



Lanes, Volumes, Timings
 19: Fillmore Ave & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	18	80	20	15	37	16	20	345	9	7	311	48
Future Volume (vph)	18	80	20	15	37	16	20	345	9	7	311	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.977			0.969			0.997			0.982	
Fl _t Protected		0.992			0.989			0.997			0.999	
Satd. Flow (prot)	0	1805	0	0	1785	0	0	1852	0	0	1827	0
Fl _t Permitted		0.930			0.928			0.974			0.992	
Satd. Flow (perm)	0	1693	0	0	1675	0	0	1809	0	0	1815	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			17			3			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1089			291			579			735	
Travel Time (s)		24.8			6.6			13.2			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	20	87	22	16	40	17	22	375	10	8	338	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	73	0	0	407	0	0	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	0		1	0		1	0	
Detector Template	Left			Left			Left	Thru		Left		
Leading Detector (ft)	20	10		20	0		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	10		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	

Lanes, Volumes, Timings
 19: Fillmore Ave & Northhampton St

08/16/2023

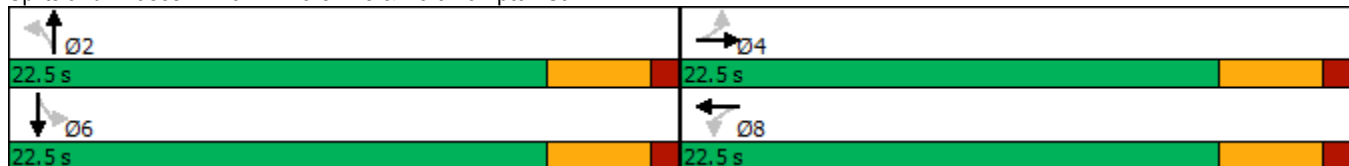


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.6			7.5			25.7			25.7	
Actuated g/C Ratio		0.21			0.21			0.70			0.70	
v/c Ratio		0.35			0.21			0.32			0.31	
Control Delay		12.6			10.4			5.6			5.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.6			10.4			5.6			5.3	
LOS		B			B			A			A	
Approach Delay		12.6			10.4			5.6			5.3	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.35
Intersection Signal Delay:	6.7
Intersection LOS:	A
Intersection Capacity Utilization:	44.6%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 19: Fillmore Ave & Northhampton St



Lanes, Volumes, Timings
21: Fillmore Ave & Riley St/Urban St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	0	7	9	0	27	3	390	4	17	334	9
Future Volume (vph)	4	0	7	9	0	27	3	390	4	17	334	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.910			0.900			0.999			0.997	
Fl _t Protected		0.984			0.987						0.998	
Satd. Flow (prot)	0	1668	0	0	1655	0	0	1861	0	0	1853	0
Fl _t Permitted								0.998			0.979	
Satd. Flow (perm)	0	1695	0	0	1676	0	0	1857	0	0	1818	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			36			1			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			639			735			422	
Travel Time (s)		24.6			14.5			16.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	8	10	0	29	3	424	4	18	363	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	39	0	0	431	0	0	391	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			50			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	20	100		20	100		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
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	

Lanes, Volumes, Timings
 21: Fillmore Ave & Riley St/Urban St

08/16/2023

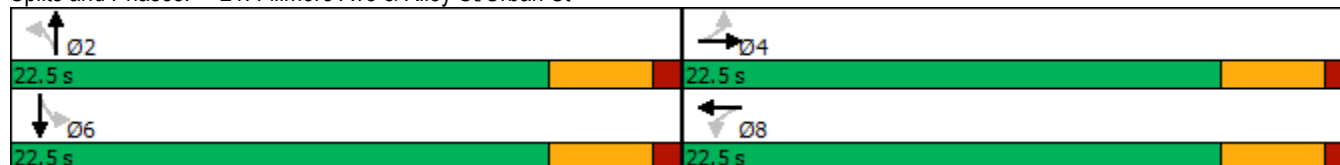


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		5.8			6.0			33.7			33.7	
Actuated g/C Ratio		0.16			0.16			0.91			0.91	
v/c Ratio		0.04			0.13			0.26			0.24	
Control Delay		2.5			7.1			2.2			2.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.5			7.1			2.2			2.1	
LOS		A			A			A			A	
Approach Delay		2.5			7.1			2.2			2.1	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 37.1
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 2.4
 Intersection LOS: A
 Intersection Capacity Utilization 41.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Fillmore Ave & Riley St/Urban St



Lanes, Volumes, Timings
22: Fillmore Ave & French St

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	12	59	380	12	74	330
Future Volume (vph)	12	59	380	12	74	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.996			
Flt Protected	0.992					0.991
Satd. Flow (prot)	1641	0	1855	0	0	1846
Flt Permitted	0.992					0.876
Satd. Flow (perm)	1641	0	1855	0	0	1632
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	64		4			
Link Speed (mph)	30		30			30
Link Distance (ft)	600		422			182
Travel Time (s)	13.6		9.6			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	64	413	13	80	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	0	426	0	0	439
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		0		1	0
Detector Template	Left				Left	
Leading Detector (ft)	20		0		20	0
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		27.5		27.5	27.5
Total Split (%)	45.0%		55.0%		55.0%	55.0%
Maximum Green (s)	18.0		23.0		23.0	23.0
Yellow Time (s)	3.5		3.5		3.5	3.5

Lanes, Volumes, Timings
 22: Fillmore Ave & French St

08/16/2023

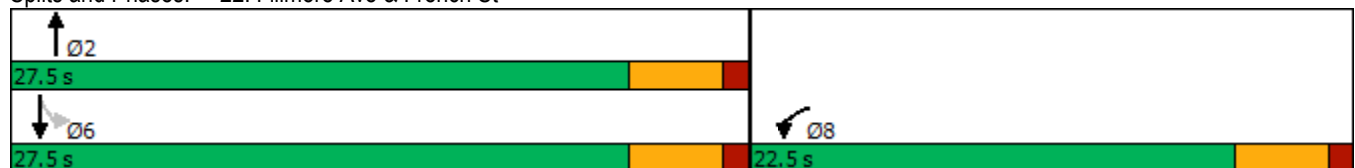


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.5		36.5			36.5
Actuated g/C Ratio	0.14		0.80			0.80
v/c Ratio	0.27		0.29			0.34
Control Delay	9.6		3.6			4.1
Queue Delay	0.0		0.0			0.8
Total Delay	9.6		3.6			4.9
LOS	A		A			A
Approach Delay	9.6		3.6			4.9
Approach LOS	A		A			A

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	45.8
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.34
Intersection Signal Delay:	4.7
Intersection LOS:	A
Intersection Capacity Utilization	57.7%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 22: Fillmore Ave & French St



Lanes, Volumes, Timings
23: Fillmore Ave & E Utica St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	85	110	74	373	311	65
Future Volume (vph)	85	110	74	373	311	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.924				0.977	
Fl _t Protected	0.979			0.992		
Satd. Flow (prot)	1685	0	0	1848	1820	0
Fl _t Permitted	0.979			0.887		
Satd. Flow (perm)	1685	0	0	1652	1820	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	120				28	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1083			182	1350	
Travel Time (s)	24.6			4.1	30.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	120	80	405	338	71
Shared Lane Traffic (%)						
Lane Group Flow (vph)	212	0	0	485	409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	0	0	
Detector Template	Left		Left			
Leading Detector (ft)	20		20	0	0	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		27.5	27.5	27.5	
Total Split (%)	45.0%		55.0%	55.0%	55.0%	
Maximum Green (s)	18.0		23.0	23.0	23.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	

Lanes, Volumes, Timings
 23: Fillmore Ave & E Utica St

08/16/2023

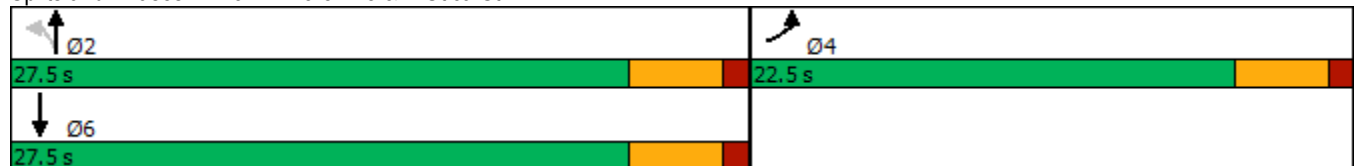


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	8.1			27.9	27.9	
Actuated g/C Ratio	0.19			0.66	0.66	
v/c Ratio	0.50			0.44	0.34	
Control Delay	11.4			7.1	5.6	
Queue Delay	0.0			1.2	0.0	
Total Delay	11.4			8.3	5.6	
LOS	B			A	A	
Approach Delay	11.4			8.3	5.6	
Approach LOS	B			A	A	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	42.1
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization	66.8%
ICU Level of Service	C
Analysis Period (min)	15

Splits and Phases: 23: Fillmore Ave & E Utica St



Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	37	269	83	54	253	49	41	288	61	42	290	75
Future Volume (vph)	37	269	83	54	253	49	41	288	61	42	290	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.968			0.979			0.977			0.972	
Flt Protected		0.995			0.992			0.995			0.995	
Satd. Flow (prot)	0	3409	0	0	3437	0	0	3441	0	0	3423	0
Flt Permitted		0.884			0.831			0.885			0.887	
Satd. Flow (perm)	0	3029	0	0	2879	0	0	3060	0	0	3051	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			47			56			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			797			1350			1620	
Travel Time (s)		24.6			18.1			30.7			36.8	
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)	40	292	90	59	275	53	45	313	66	46	315	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	422	0	0	387	0	0	424	0	0	443	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023

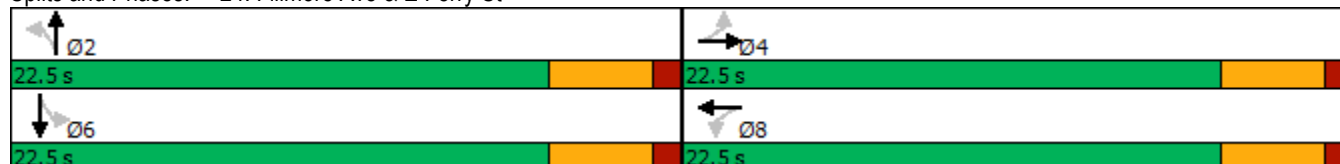


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.9			9.9			18.1			18.1	
Actuated g/C Ratio		0.27			0.27			0.49			0.49	
v/c Ratio		0.48			0.48			0.28			0.29	
Control Delay		10.6			11.9			6.0			5.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			11.9			6.0			5.9	
LOS		B			B			A			A	
Approach Delay		10.6			11.9			6.0			5.9	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.1
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.48
Intersection Signal Delay:	8.5
Intersection LOS:	A
Intersection Capacity Utilization	59.0%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 24: Fillmore Ave & E Ferry St



Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	28	21	48	57	19	12	328	31	27	346	20
Future Volume (vph)	4	28	21	48	57	19	12	328	31	27	346	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.946			0.979			0.989			0.993	
Fl _t Protected		0.997			0.981			0.998			0.997	
Satd. Flow (prot)	0	1757	0	0	1789	0	0	1839	0	0	1844	0
Fl _t Permitted		0.970			0.849			0.985			0.963	
Satd. Flow (perm)	0	1709	0	0	1548	0	0	1815	0	0	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			21			12			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1020			890			1620			1011	
Travel Time (s)		23.2			20.2			36.8			23.0	
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
Adj. Flow (vph)	4	30	23	52	62	21	13	357	34	29	376	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	135	0	0	404	0	0	427	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023

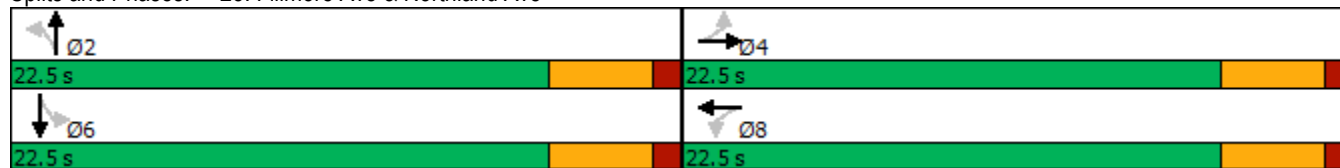


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.0			8.0			23.9			23.9	
Actuated g/C Ratio		0.21			0.21			0.63			0.63	
v/c Ratio		0.15			0.39			0.35			0.38	
Control Delay		8.4			13.9			6.3			6.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.4			13.9			6.3			6.7	
LOS		A			B			A			A	
Approach Delay		8.4			13.9			6.3			6.7	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.39
 Intersection Signal Delay: 7.6
 Intersection LOS: A
 Intersection Capacity Utilization 52.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 25: Fillmore Ave & Northland Ave



Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	90	200	46	31	163	40	36	302	30	58	315	70
Future Volume (vph)	90	200	46	31	163	40	36	302	30	58	315	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.982			0.977			0.989			0.979	
Fl _t Protected		0.987			0.993			0.995			0.993	
Satd. Flow (prot)	0	1805	0	0	1807	0	0	1833	0	0	1811	0
Fl _t Permitted		0.851			0.932			0.932			0.910	
Satd. Flow (perm)	0	1557	0	0	1696	0	0	1717	0	0	1660	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			23			12			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		928			735			1011			742	
Travel Time (s)		21.1			16.7			23.0			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	217	50	34	177	43	39	328	33	63	342	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	254	0	0	400	0	0	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 26: Fillmore Ave & E Delavan Ave

08/16/2023

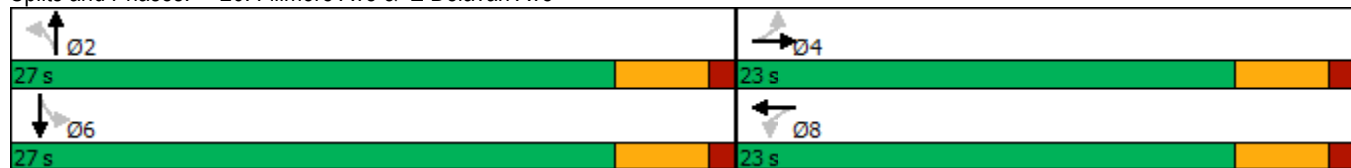


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	23.0	23.0		23.0	23.0		27.0	27.0		27.0	27.0	
Total Split (%)	46.0%	46.0%		46.0%	46.0%		54.0%	54.0%		54.0%	54.0%	
Maximum Green (s)	18.5	18.5		18.5	18.5		22.5	22.5		22.5	22.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		14.5			14.5			22.7			22.7	
Actuated g/C Ratio		0.31			0.31			0.49			0.49	
v/c Ratio		0.73			0.47			0.47			0.58	
Control Delay		22.7			14.2			10.9			12.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.7			14.2			10.9			12.5	
LOS		C			B			B			B	
Approach Delay		22.7			14.2			10.9			12.5	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46.2
Natural Cycle:	50
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.73
Intersection Signal Delay:	14.8
Intersection LOS:	B
Intersection Capacity Utilization:	75.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 26: Fillmore Ave & E Delavan Ave



Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↕			
Traffic Volume (vph)	240	271	0	0	271	30	68	211	133	0	0	0
Future Volume (vph)	240	271	0	0	271	30	68	211	133	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		150	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.985				0.850			
Flt Protected		0.977						0.988				
Satd. Flow (prot)	0	3458	0	0	3486	0	0	1840	1583	0	0	0
Flt Permitted		0.691						0.988				
Satd. Flow (perm)	0	2446	0	0	3486	0	0	1840	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					31				145			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		310			928			1019				213
Travel Time (s)		7.0			21.1			23.2				4.8
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)	261	295	0	0	295	33	74	229	145	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	556	0	0	328	0	0	303	145	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023

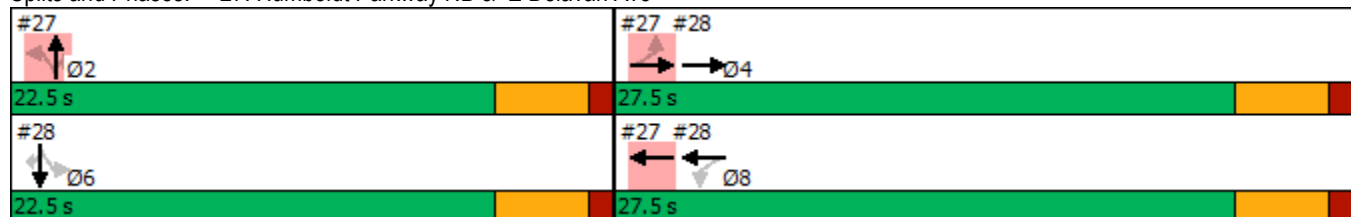


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	27.5	27.5			27.5		22.5	22.5	22.5			
Total Split (%)	55.0%	55.0%			55.0%		45.0%	45.0%	45.0%			
Maximum Green (s)	23.0	23.0			23.0		18.0	18.0	18.0			
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			
Total Lost Time (s)		4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	Max	Max			Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		24.2			24.2			12.7	12.7			
Actuated g/C Ratio		0.53			0.53			0.28	0.28			
v/c Ratio		0.43			0.18			0.60	0.27			
Control Delay		5.6			6.3			19.1	4.1			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		5.6			6.3			19.1	4.1			
LOS		A			A			B	A			
Approach Delay		5.6			6.3			14.2				
Approach LOS		A			A			B				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	8.7
Intersection Capacity Utilization	49.0%
Analysis Period (min)	15
Intersection LOS:	A
ICU Level of Service	A

Splits and Phases: 27: Humboldt Parkway NB & E Delavan Ave



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	45%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
28: Humboldt Parkway SB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↗	↖
Traffic Volume (vph)	0	461	49	100	239	0	0	0	0	42	63	26
Future Volume (vph)	0	461	49	100	239	0	0	0	0	42	63	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987										0.850
Flt Protected					0.985						0.980	
Satd. Flow (prot)	0	1839	0	0	3486	0	0	0	0	0	1825	1583
Flt Permitted					0.715						0.980	
Satd. Flow (perm)	0	1839	0	0	2531	0	0	0	0	0	1825	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14										33
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2669			310			684			864	
Travel Time (s)		60.7			7.0			15.5			19.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	501	53	109	260	0	0	0	0	46	68	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	554	0	0	369	0	0	0	0	0	114	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
 28: Humboldt Parkway SB & E Delavan Ave

08/16/2023

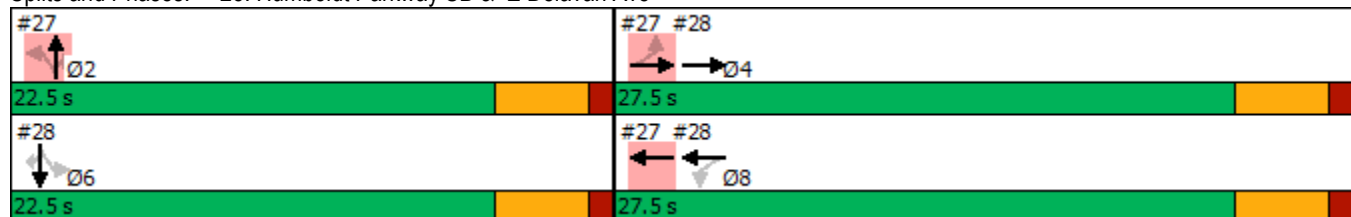


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		27.5		27.5	27.5					22.5	22.5	22.5
Total Split (%)		55.0%		55.0%	55.0%					45.0%	45.0%	45.0%
Maximum Green (s)		23.0		23.0	23.0					18.0	18.0	18.0
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
Total Lost Time (s)		4.5			4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		Max	Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		24.2			24.2						12.7	12.7
Actuated g/C Ratio		0.53			0.53						0.28	0.28
v/c Ratio		0.57			0.28						0.23	0.06
Control Delay		11.1			5.1						13.0	4.8
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		11.1			5.1						13.0	4.8
LOS		B			A						B	A
Approach Delay		11.1			5.1						11.4	
Approach LOS		B			A						B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	9.0
Intersection LOS:	A
Intersection Capacity Utilization	53.6%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 28: Humboldt Parkway SB & E Delavan Ave



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	45%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
29: Jefferson Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	88	333	54	57	148	23	47	144	70	12	108	43
Future Volume (vph)	88	333	54	57	148	23	47	144	70	12	108	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.985			0.986			0.964			0.964	
Fl _t Protected		0.991			0.988			0.991			0.996	
Satd. Flow (prot)	0	1818	0	0	1815	0	0	1780	0	0	1789	0
Fl _t Permitted		0.895			0.824			0.924			0.972	
Satd. Flow (perm)	0	1642	0	0	1513	0	0	1659	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			14			43			43	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			2669			1017			352	
Travel Time (s)		13.5			60.7			23.1			8.0	
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
Adj. Flow (vph)	96	362	59	62	161	25	51	157	76	13	117	47
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	517	0	0	248	0	0	284	0	0	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
29: Jefferson Ave & E Delavan Ave

08/16/2023

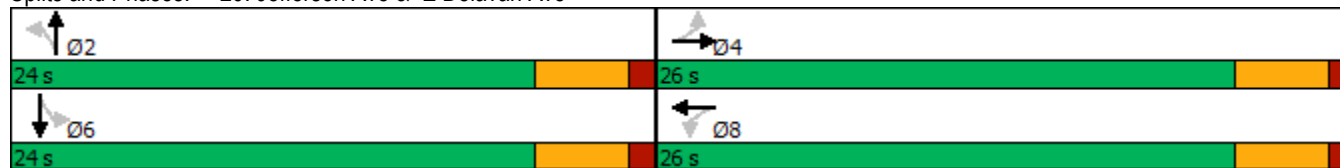


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	21.5	21.5		21.5	21.5		19.5	19.5		19.5	19.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.1			18.1			19.6			19.6	
Actuated g/C Ratio		0.39			0.39			0.42			0.42	
v/c Ratio		0.80			0.42			0.39			0.23	
Control Delay		23.4			12.0			11.0			8.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.4			12.0			11.0			8.8	
LOS		C			B			B			A	
Approach Delay		23.4			12.0			11.0			8.8	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	46.8
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.80
Intersection Signal Delay:	16.1
Intersection LOS:	B
Intersection Capacity Utilization:	65.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 29: Jefferson Ave & E Delavan Ave



Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	28	28	18	12	18	20	25	211	30	19	179	13
Future Volume (vph)	28	28	18	12	18	20	25	211	30	19	179	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.966			0.946			0.985			0.992	
Fl _t Protected		0.982			0.988			0.995			0.995	
Satd. Flow (prot)	0	1767	0	0	1741	0	0	1826	0	0	1839	0
Fl _t Permitted		0.853			0.895			0.967			0.967	
Satd. Flow (perm)	0	1535	0	0	1577	0	0	1774	0	0	1787	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			22			17			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		806			2743			848			1017	
Travel Time (s)		18.3			62.3			19.3			23.1	
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)	30	30	20	13	20	22	27	229	33	21	195	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	80	0	0	55	0	0	289	0	0	230	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023

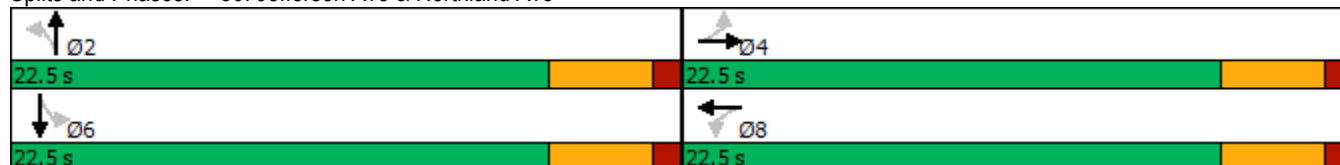


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.9			6.7			28.5			28.5	
Actuated g/C Ratio		0.19			0.19			0.81			0.81	
v/c Ratio		0.26			0.17			0.20			0.16	
Control Delay		11.2			9.2			3.5			3.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.2			9.2			3.5			3.5	
LOS		B			A			A			A	
Approach Delay		11.2			9.2			3.5			3.5	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.4
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 4.9
 Intersection Capacity Utilization 33.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 30: Jefferson Ave & Northland Ave



Lanes, Volumes, Timings
 31: Jefferson Ave & Brunswick Blvd

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	26	256	45	9	192
Future Volume (vph)	26	26	256	45	9	192
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.932		0.980			
Fl _t Protected	0.976					0.998
Satd. Flow (prot)	1694	0	1825	0	0	1859
Fl _t Permitted	0.976					0.986
Satd. Flow (perm)	1694	0	1825	0	0	1837
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	28		24			
Link Speed (mph)	30		30			30
Link Distance (ft)	2734		751			848
Travel Time (s)	62.1		17.1			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	28	278	49	10	209
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	327	0	0	219
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lanes, Volumes, Timings
31: Jefferson Ave & Brunswick Blvd

08/16/2023

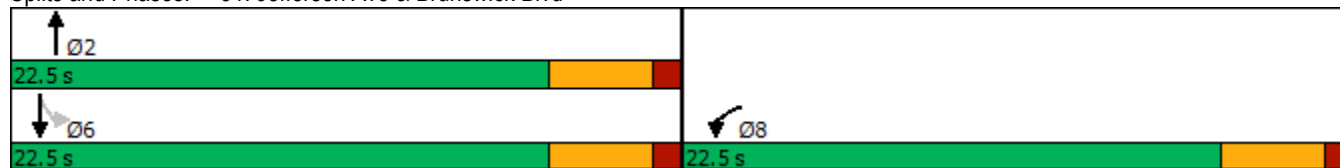


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.4		34.3			34.3
Actuated g/C Ratio	0.16		0.85			0.85
v/c Ratio	0.19		0.21			0.14
Control Delay	11.7		2.7			2.7
Queue Delay	0.0		0.0			0.0
Total Delay	11.7		2.7			2.7
LOS	B		A			A
Approach Delay	11.7		2.7			2.7
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40.4
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 3.5
 Intersection LOS: A
 Intersection Capacity Utilization 29.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 31: Jefferson Ave & Brunswick Blvd



Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	25	240	55	60	395	65	66	210	73	49	196	27
Future Volume (vph)	25	240	55	60	395	65	66	210	73	49	196	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.977			0.983			0.972			0.987	
Fl _t Protected		0.996			0.994			0.991			0.991	
Satd. Flow (prot)	0	1813	0	0	1820	0	0	1794	0	0	1822	0
Fl _t Permitted		0.946			0.926			0.887			0.886	
Satd. Flow (perm)	0	1722	0	0	1696	0	0	1606	0	0	1629	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			18			27			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			194			1406			751	
Travel Time (s)		7.5			4.4			32.0			17.1	
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)	27	261	60	65	429	71	72	228	79	53	213	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	348	0	0	565	0	0	379	0	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 32: Jefferson Ave & E Ferry St

08/16/2023

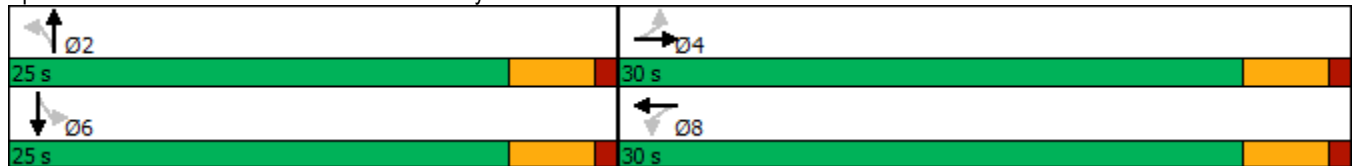


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	30.0	30.0		30.0	30.0		25.0	25.0		25.0	25.0	
Total Split (%)	54.5%	54.5%		54.5%	54.5%		45.5%	45.5%		45.5%	45.5%	
Maximum Green (s)	25.5	25.5		25.5	25.5		20.5	20.5		20.5	20.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		20.3			20.3			20.7			20.7	
Actuated g/C Ratio		0.41			0.41			0.41			0.41	
v/c Ratio		0.49			0.81			0.56			0.43	
Control Delay		12.4			23.0			15.7			14.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			23.0			15.7			14.1	
LOS		B			C			B			B	
Approach Delay		12.4			23.0			15.7			14.1	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 50.1
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 17.2
 Intersection Capacity Utilization 74.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

Splits and Phases: 32: Jefferson Ave & E Ferry St



Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	105	42	50	102	35	39	297	38	16	277	20
Future Volume (vph)	13	105	42	50	102	35	39	297	38	16	277	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.964			0.975			0.986			0.991	
Fl _t Protected		0.996			0.987			0.995			0.998	
Satd. Flow (prot)	0	1789	0	0	1793	0	0	1827	0	0	1842	0
Fl _t Permitted		0.967			0.892			0.944			0.976	
Satd. Flow (perm)	0	1736	0	0	1620	0	0	1734	0	0	1802	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			31			15			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1023			1295			630			1406	
Travel Time (s)		23.3			29.4			14.3			32.0	
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
Adj. Flow (vph)	14	114	46	54	111	38	42	323	41	17	301	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	174	0	0	203	0	0	406	0	0	340	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.1			9.2			21.9			21.9	
Actuated g/C Ratio		0.24			0.25			0.59			0.59	
v/c Ratio		0.38			0.48			0.40			0.32	
Control Delay		10.8			13.6			7.7			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			13.6			7.7			7.1	
LOS		B			B			A			A	
Approach Delay		10.8			13.6			7.7			7.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 37.2

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 9.1

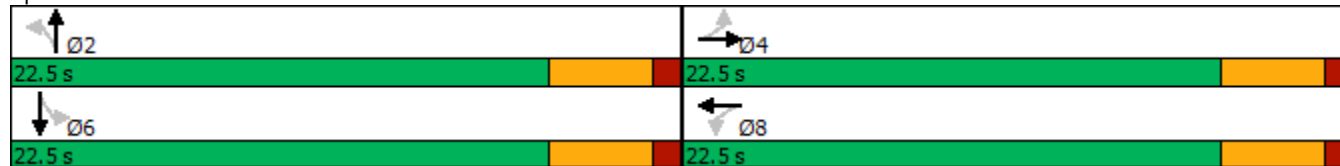
Intersection LOS: A

Intersection Capacity Utilization 62.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 33: Jefferson Ave & E Utica St



Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	12	29	11	17	21	18	7	324	41	11	326	19
Future Volume (vph)	12	29	11	17	21	18	7	324	41	11	326	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.972			0.956			0.985			0.993	
Fl _t Protected		0.989			0.985			0.999			0.998	
Satd. Flow (prot)	0	1791	0	0	1754	0	0	1833	0	0	1846	0
Fl _t Permitted		0.904			0.880			0.993			0.988	
Satd. Flow (perm)	0	1637	0	0	1567	0	0	1822	0	0	1828	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			20			17			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		870			1108			418			630	
Travel Time (s)		19.8			25.2			9.5			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	32	12	18	23	20	8	352	45	12	354	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	57	0	0	61	0	0	405	0	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023

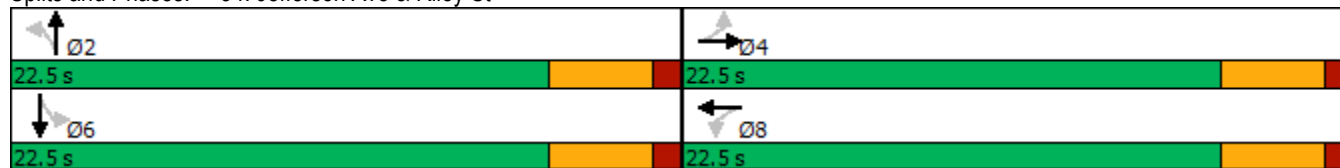


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.5			6.5			28.8			28.8	
Actuated g/C Ratio		0.18			0.18			0.81			0.81	
v/c Ratio		0.18			0.20			0.27			0.26	
Control Delay		11.0			10.3			3.7			3.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			10.3			3.7			3.7	
LOS		B			B			A			A	
Approach Delay		11.0			10.3			3.7			3.7	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.6
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 4.6
 Intersection LOS: A
 Intersection Capacity Utilization 36.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 34: Jefferson Ave & Riley St



Lanes, Volumes, Timings
35: Jefferson Ave & Northampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Volume (vph)	20	47	25	12	46	21	22	333	14	28	294	31
Future Volume (vph)	20	47	25	12	46	21	22	333	14	28	294	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.964			0.964			0.995			0.988	
Fl _t Protected		0.989			0.992			0.997			0.996	
Satd. Flow (prot)	0	1776	0	0	1781	0	0	1848	0	0	1833	0
Fl _t Permitted		0.900			0.926			0.971			0.959	
Satd. Flow (perm)	0	1616	0	0	1663	0	0	1800	0	0	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			23			5			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			1290			1156			278	
Travel Time (s)		30.5			29.3			26.3			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	51	27	13	50	23	24	362	15	30	320	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	100	0	0	86	0	0	401	0	0	384	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 35: Jefferson Ave & Northhampton St

08/16/2023

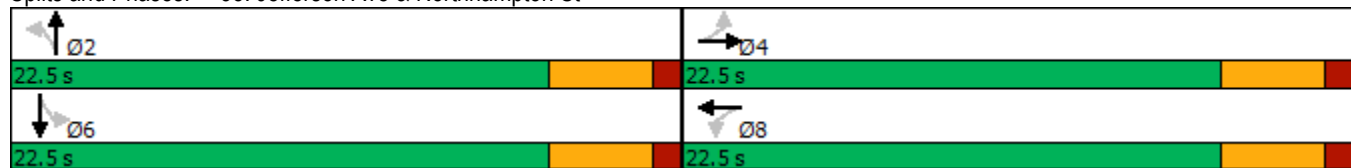


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			7.0			25.5			25.5	
Actuated g/C Ratio		0.20			0.19			0.71			0.71	
v/c Ratio		0.29			0.25			0.31			0.31	
Control Delay		11.3			10.8			5.2			5.1	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		11.3			10.8			5.2			5.2	
LOS		B			B			A			A	
Approach Delay		11.3			10.8			5.2			5.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.9
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 6.3
 Intersection LOS: A
 Intersection Capacity Utilization 41.5%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 35: Jefferson Ave & Northhampton St



Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇄			⇄			⇄			⇄	
Traffic Volume (vph)	16	490	49	41	335	68	28	284	87	72	242	24
Future Volume (vph)	16	490	49	41	335	68	28	284	87	72	242	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.987			0.977			0.967			0.989	
Fl _t Protected		0.999			0.995			0.997			0.989	
Satd. Flow (prot)	0	3490	0	0	3441	0	0	3412	0	0	3462	0
Fl _t Permitted		0.935			0.861			0.917			0.809	
Satd. Flow (perm)	0	3266	0	0	2977	0	0	3138	0	0	2832	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			55			95			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			169			156			165	
Travel Time (s)		3.8			3.8			3.5			3.8	
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	533	53	45	364	74	30	309	95	78	263	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	603	0	0	483	0	0	434	0	0	367	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		13.0			13.0			18.1			18.1	
Actuated g/C Ratio		0.32			0.32			0.45			0.45	
v/c Ratio		0.56			0.48			0.30			0.28	
Control Delay		12.7			11.1			6.7			8.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.7			11.1			6.7			8.1	
LOS		B			B			A			A	
Approach Delay		12.7			11.1			6.7			8.1	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 40.2

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 10.0

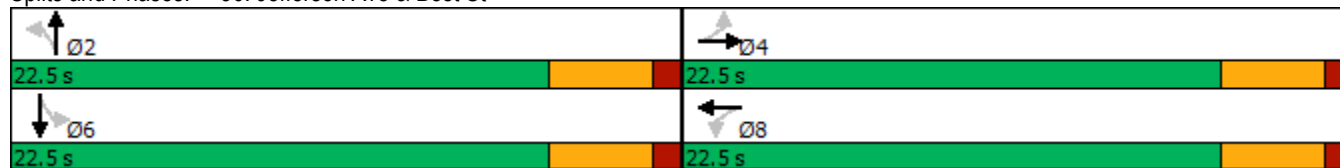
Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 36: Jefferson Ave & Best St



Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	83	146	47	307	318	22
Future Volume (vph)	83	146	47	307	318	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	0.914				0.991	
Flt Protected	0.982			0.993		
Satd. Flow (prot)	1672	0	0	1850	1846	0
Flt Permitted	0.982			0.923		
Satd. Flow (perm)	1672	0	0	1719	1846	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	159				9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			684	486	
Travel Time (s)	20.0			15.5	11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	90	159	51	334	346	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	249	0	0	385	370	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023

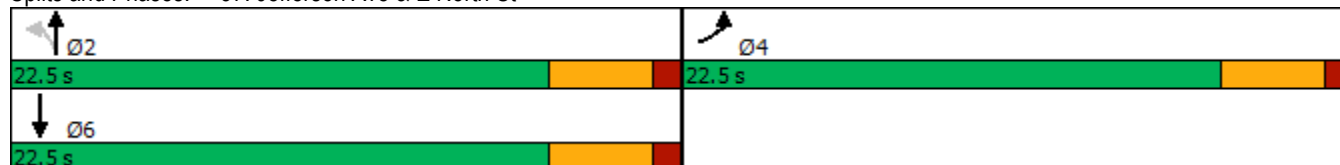


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	7.9			22.2	22.2	
Actuated g/C Ratio	0.22			0.61	0.61	
v/c Ratio	0.51			0.37	0.33	
Control Delay	8.9			7.0	6.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	8.9			7.0	6.4	
LOS	A			A	A	
Approach Delay	8.9			7.0	6.4	
Approach LOS	A			A	A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.3
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	7.2
Intersection LOS:	A
Intersection Capacity Utilization	61.6%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 37: Jefferson Ave & E North St



Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	64	125	33	60	33	50	301	21	23	421	9
Future Volume (vph)	14	64	125	33	60	33	50	301	21	23	421	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.917			0.965			0.992			0.997	
Fl _t Protected		0.997			0.987			0.993			0.997	
Satd. Flow (prot)	0	1703	0	0	1774	0	0	1835	0	0	1852	0
Fl _t Permitted		0.966			0.865			0.903			0.973	
Satd. Flow (perm)	0	1650	0	0	1555	0	0	1669	0	0	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136			36			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			1233			880			684	
Travel Time (s)		19.1			28.0			20.0			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	70	136	36	65	36	54	327	23	25	458	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	221	0	0	137	0	0	404	0	0	493	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023

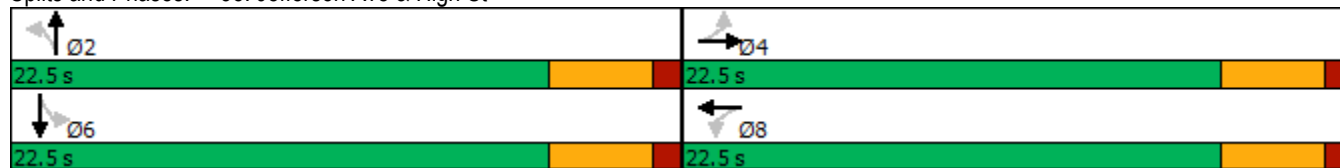


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.9			7.9			21.8			21.8	
Actuated g/C Ratio		0.22			0.22			0.61			0.61	
v/c Ratio		0.47			0.37			0.40			0.45	
Control Delay		8.8			11.8			7.1			7.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.8			11.8			7.1			7.6	
LOS		A			B			A			A	
Approach Delay		8.8			11.8			7.1			7.6	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.9
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 8.1
 Intersection LOS: A
 Intersection Capacity Utilization 59.4%
 ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 38: Jefferson Ave & High St



Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	59	392	18	16	497	94	10	59	58	0	0	0
Future Volume (vph)	59	392	18	16	497	94	10	59	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.979			0.938				
Fl _t Protected		0.994			0.999			0.996				
Satd. Flow (prot)	0	1842	0	0	1822	0	0	1740	0	0	0	0
Fl _t Permitted		0.881			0.984			0.996				
Satd. Flow (perm)	0	1633	0	0	1794	0	0	1740	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			24			63				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		280			1179			1336				278
Travel Time (s)		6.4			26.8			30.4				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	426	20	17	540	102	11	64	63	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	510	0	0	659	0	0	138	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				

Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023

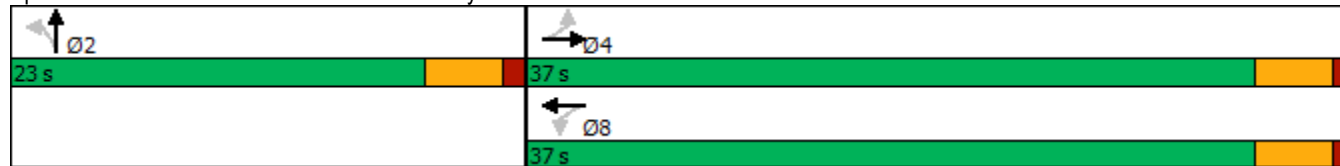


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0				
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%				
Maximum Green (s)	32.5	32.5		32.5	32.5		18.5	18.5				
Yellow Time (s)	3.5	3.5		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				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Max	Max				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		23.2			23.2			18.8				
Actuated g/C Ratio		0.45			0.45			0.37				
v/c Ratio		0.69			0.80			0.20				
Control Delay		15.9			19.3			9.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		15.9			19.3			9.5				
LOS		B			B			A				
Approach Delay		15.9			19.3			9.5				
Approach LOS		B			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 51.2
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 16.9
 Intersection Capacity Utilization 65.9%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 39: Wohlers Ave & E Ferry St



Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	167	7	13	144	30	22	55	28	8	23	10
Future Volume (vph)	13	167	7	13	144	30	22	55	28	8	23	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.978			0.964			0.967	
Fl _t Protected		0.997			0.997			0.990			0.990	
Satd. Flow (prot)	0	1848	0	0	1816	0	0	1778	0	0	1783	0
Fl _t Permitted		0.972			0.972			0.956			0.961	
Satd. Flow (perm)	0	1802	0	0	1771	0	0	1717	0	0	1731	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			26			30			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		274			1173			1331			1336	
Travel Time (s)		6.2			26.7			30.3			30.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	182	8	14	157	33	24	60	30	9	25	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	204	0	0	204	0	0	114	0	0	45	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.2			9.2			21.9			21.9	
Actuated g/C Ratio		0.25			0.25			0.59			0.59	
v/c Ratio		0.45			0.45			0.11			0.04	
Control Delay		14.4			13.1			4.9			4.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.4			13.1			4.9			4.9	
LOS		B			B			A			A	
Approach Delay		14.4			13.1			4.9			4.9	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 37.2

Natural Cycle: 45

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 11.3

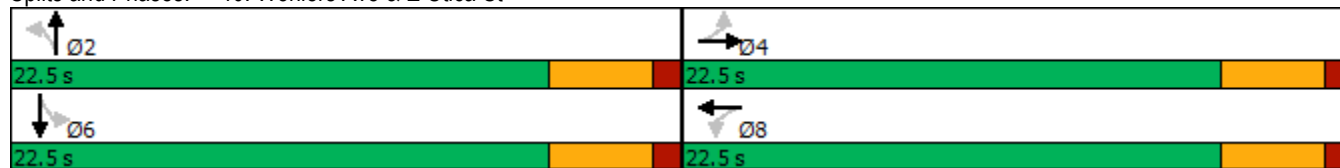
Intersection LOS: B

Intersection Capacity Utilization 28.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 40: Wohlers Ave & E Utica St



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	40	0	0	496	0
Future Vol, veh/h	0	40	0	0	496	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	43	0	0	539	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	539	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	542	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	542	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	542	-
HCM Lane V/C Ratio	0.08	-
HCM Control Delay (s)	12.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

HCM 6th TWSC
43: Humboldt Parkway SB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	16	22	22	16	0	0	0	0	22	401	22
Future Vol, veh/h	0	16	22	22	16	0	0	0	0	22	401	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	17	24	24	17	0	0	0	0	24	436	24

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	496	448	517	508	-	0	0	0
Stage 1	-	496	-	0	0	-	-	-	-
Stage 2	-	0	-	517	508	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	475	611	469	468	0	-	-	-
Stage 1	0	545	-	-	-	0	-	-	-
Stage 2	0	-	-	541	539	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	475	611	438	468	-	-	-	-
Mov Cap-2 Maneuver	-	475	-	438	468	-	-	-	-
Stage 1	-	545	-	-	-	-	-	-	-
Stage 2	-	-	-	503	539	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12.1		13.8			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	545	450	-	-	-
HCM Lane V/C Ratio	0.076	0.092	-	-	-
HCM Control Delay (s)	12.1	13.8	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	13	0	0	443	4
Future Vol, veh/h	0	13	0	0	443	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	14	0	0	482	4

Major/Minor	Minor2	Major2
Conflicting Flow All	- 484	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 583	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 583	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	583	-	-
HCM Lane V/C Ratio	0.024	-	-
HCM Control Delay (s)	11.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	162	133	0	5	3
Future Vol, veh/h	0	162	133	0	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	176	145	0	5	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.1	7.9	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	62%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	162	133	8
LT Vol	0	0	5
Through Vol	162	133	0
RT Vol	0	0	3
Lane Flow Rate	176	145	9
Geometry Grp	1	1	1
Degree of Util (X)	0.198	0.164	0.011
Departure Headway (Hd)	4.058	4.081	4.518
Convergence, Y/N	Yes	Yes	Yes
Cap	882	876	797
Service Time	2.093	2.121	2.518
HCM Lane V/C Ratio	0.2	0.166	0.011
HCM Control Delay	8.1	7.9	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.7	0.6	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	7	6	131	0	2
Future Vol, veh/h	160	7	6	131	0	2
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	2	2	2	2
Mvmt Flow	174	8	7	142	0	2
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	182	0	334	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	156	-
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	-	-	1393	-	661	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	872	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1393	-	658	865
Mov Cap-2 Maneuver	-	-	-	-	658	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	868	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.3	9.2			
HCM LOS				A		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	865	-	-	1393	-	
HCM Lane V/C Ratio	0.003	-	-	0.005	-	
HCM Control Delay (s)	9.2	-	-	7.6	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0	-	-	0	-	

HCM 6th TWSC
47: Humboldt Parkway NB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	16	22	0	0	22	16	16	289	16	0	0	0
Future Vol, veh/h	16	22	0	0	22	16	16	289	16	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	24	0	0	24	17	17	314	17	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	377	365	-	-	357	323	0	0	0		
Stage 1	0	0	-	-	357	-	-	-	-		
Stage 2	377	365	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	580	563	0	0	569	718	-	-	-		
Stage 1	-	-	0	0	628	-	-	-	-		
Stage 2	644	623	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	548	563	-	-	569	718	-	-	-		
Mov Cap-2 Maneuver	548	563	-	-	569	-	-	-	-		
Stage 1	-	-	-	-	628	-	-	-	-		
Stage 2	604	623	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	12		11.2				
HCM LOS	B		B				



Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	557	623
HCM Lane V/C Ratio	-	-	-	0.074	0.066
HCM Control Delay (s)	-	-	-	12	11.2
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	7	340	12	0	0
Future Vol, veh/h	0	7	340	12	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	8	370	13	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	377	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	670	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	670	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.4	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 670
HCM Lane V/C Ratio	-	- 0.011
HCM Control Delay (s)	-	- 10.4
HCM Lane LOS	-	- B
HCM 95th %tile Q(veh)	-	- 0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	21	336	3	0	0
Future Vol, veh/h	0	21	336	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	23	365	3	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	367	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	678	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	678	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 678
HCM Lane V/C Ratio	-	- 0.034
HCM Control Delay (s)	-	- 10.5
HCM Lane LOS	-	- B
HCM 95th %tile Q(veh)	-	- 0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	40	0	0	216	17
Future Vol, veh/h	0	40	0	0	216	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	43	0	0	235	18

Major/Minor	Minor2	Major2
Conflicting Flow All	- 244	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 795	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 795	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.8	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	795	-	-
HCM Lane V/C Ratio	0.055	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	67	0	0	233	32
Future Vol, veh/h	0	67	0	0	233	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	73	0	0	253	35

Major/Minor	Minor2	Major2
Conflicting Flow All	- 271	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 768	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 768	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	10.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	768	-	-
HCM Lane V/C Ratio	0.095	-	-
HCM Control Delay (s)	10.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Intersection Delay, s/veh	9
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	71	0	0	275	28
Future Vol, veh/h	0	71	0	0	275	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	77	0	0	299	30
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	7.4	9.4
HCM LOS	A	A

Lane	EBLn1	SBLn1
Vol Left, %	0%	0%
Vol Thru, %	0%	91%
Vol Right, %	100%	9%
Sign Control	Stop	Stop
Traffic Vol by Lane	71	303
LT Vol	0	0
Through Vol	0	275
RT Vol	71	28
Lane Flow Rate	77	329
Geometry Grp	1	1
Degree of Util (X)	0.087	0.367
Departure Headway (Hd)	4.052	4.014
Convergence, Y/N	Yes	Yes
Cap	890	893
Service Time	2.052	2.05
HCM Lane V/C Ratio	0.087	0.368
HCM Control Delay	7.4	9.4
HCM Lane LOS	A	A
HCM 95th-tile Q	0.3	1.7

HCM 6th TWSC
 53: Humboldt Parkway SB & Goulding Ave

08/16/2023

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↕	
Traffic Vol, veh/h	0	66	0	0	935	0
Future Vol, veh/h	0	66	0	0	935	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	72	0	0	1016	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	508	-	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	510	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	510	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	13.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	510	-
HCM Lane V/C Ratio	0.141	-
HCM Control Delay (s)	13.2	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

HCM 6th TWSC
54: Humboldt Parkway NB & Sydney St



08/16/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↗			↖				
Traffic Vol, veh/h	0	0	0	0	48	48	0	569	0	0	0	0
Future Vol, veh/h	0	0	0	0	48	48	0	569	0	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	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	0	0	0	0	52	52	0	618	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	618	618	-	0
Stage 1	-	618	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.52	6.22	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-
Pot Cap-1 Maneuver	0	405	489	0	-
Stage 1	0	481	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	489	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	14.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 489
HCM Lane V/C Ratio	- 0.213
HCM Control Delay (s)	- 14.3
HCM Lane LOS	- B
HCM 95th %tile Q(veh)	- 0.8

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	64	549	66	0	0
Future Vol, veh/h	0	64	549	66	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	70	597	72	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	633	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	480	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	480	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	13.8	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	480
HCM Lane V/C Ratio	-	0.145
HCM Control Delay (s)	-	13.8
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.5

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	428	15	28	486	17	42
Future Vol, veh/h	428	15	28	486	17	42
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	2	2	2	2
Mvmt Flow	465	16	30	528	18	46

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	481	0	1061
Stage 1	-	-	-	-	473
Stage 2	-	-	-	-	588
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1082	-	248
Stage 1	-	-	-	-	627
Stage 2	-	-	-	-	555
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1082	-	238
Mov Cap-2 Maneuver	-	-	-	-	238
Stage 1	-	-	-	-	627
Stage 2	-	-	-	-	533

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	15.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	-	-	1082	-
HCM Lane V/C Ratio	0.155	-	-	0.028	-
HCM Control Delay (s)	15.3	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.7
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	161	9	7	155	16	16	26	17	10	29	8
Future Vol, veh/h	11	161	9	7	155	16	16	26	17	10	29	8
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	2	2	2	2	2	2
Mvmt Flow	12	175	10	8	168	17	17	28	18	11	32	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.8	8.2	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	6%	4%	21%
Vol Thru, %	44%	89%	87%	62%
Vol Right, %	29%	5%	9%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	181	178	47
LT Vol	16	11	7	10
Through Vol	26	161	155	29
RT Vol	17	9	16	8
Lane Flow Rate	64	197	193	51
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.241	0.235	0.069
Departure Headway (Hd)	4.752	4.404	4.38	4.829
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	816	820	741
Service Time	2.784	2.427	2.404	2.861
HCM Lane V/C Ratio	0.085	0.241	0.235	0.069
HCM Control Delay	8.2	8.8	8.8	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.9	0.9	0.2

Intersection												
Intersection Delay, s/veh	8.5											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	112	11	7	94	18	15	98	15	19	36	9
Future Vol, veh/h	8	112	11	7	94	18	15	98	15	19	36	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	9	122	12	8	102	20	16	107	16	21	39	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.6	8.4	8.6	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	6%	6%	30%
Vol Thru, %	77%	85%	79%	56%
Vol Right, %	12%	8%	15%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	128	131	119	64
LT Vol	15	8	7	19
Through Vol	98	112	94	36
RT Vol	15	11	18	9
Lane Flow Rate	139	142	129	70
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.18	0.162	0.091
Departure Headway (Hd)	4.599	4.539	4.513	4.704
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	779	790	794	761
Service Time	2.629	2.568	2.545	2.739
HCM Lane V/C Ratio	0.178	0.18	0.162	0.092
HCM Control Delay	8.6	8.6	8.4	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.7	0.6	0.3

Intersection

Intersection Delay, s/veh	7.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	109	7	6	89	14	6	25	1	9	38	2
Future Vol, veh/h	7	109	7	6	89	14	6	25	1	9	38	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	118	8	7	97	15	7	27	1	10	41	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	7.9	7.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	6%	6%	18%
Vol Thru, %	78%	89%	82%	78%
Vol Right, %	3%	6%	13%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	32	123	109	49
LT Vol	6	7	6	9
Through Vol	25	109	89	38
RT Vol	1	7	14	2
Lane Flow Rate	35	134	118	53
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.154	0.136	0.067
Departure Headway (Hd)	4.571	4.154	4.123	4.543
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	850	855	793
Service Time	2.573	2.247	2.219	2.543
HCM Lane V/C Ratio	0.044	0.158	0.138	0.067
HCM Control Delay	7.8	8	7.9	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.5	0.5	0.2

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	652	469	39	17	11
Future Vol, veh/h	15	652	469	39	17	11
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	2	2	2	2
Mvmt Flow	16	709	510	42	18	12

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	552	0	-	0	1272 531
Stage 1	-	-	-	-	531 -
Stage 2	-	-	-	-	741 -
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	1018	-	-	-	185 548
Stage 1	-	-	-	-	590 -
Stage 2	-	-	-	-	471 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1018	-	-	-	180 548
Mov Cap-2 Maneuver	-	-	-	-	180 -
Stage 1	-	-	-	-	575 -
Stage 2	-	-	-	-	471 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	21.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1018	-	-	-	245
HCM Lane V/C Ratio	0.016	-	-	-	0.124
HCM Control Delay (s)	8.6	0	-	-	21.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	12	662	462	15	23	13
Future Vol, veh/h	12	662	462	15	23	13
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	2	2	2	2
Mvmt Flow	13	720	502	16	25	14

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	518	0	-	0	1256 510
Stage 1	-	-	-	-	510 -
Stage 2	-	-	-	-	746 -
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	1048	-	-	-	189 563
Stage 1	-	-	-	-	603 -
Stage 2	-	-	-	-	469 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1048	-	-	-	185 563
Mov Cap-2 Maneuver	-	-	-	-	185 -
Stage 1	-	-	-	-	590 -
Stage 2	-	-	-	-	469 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	22.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	244
HCM Lane V/C Ratio	0.012	-	-	-	0.16
HCM Control Delay (s)	8.5	0	-	-	22.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	16	12	18	8	11	13	6	321	2	10	327	9
Future Volume (vph)	16	12	18	8	11	13	6	321	2	10	327	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.946			0.946			0.999			0.996	
Fl _t Protected		0.983			0.987			0.999			0.999	
Satd. Flow (prot)	0	1732	0	0	1739	0	0	1859	0	0	1853	0
Fl _t Permitted								0.994			0.990	
Satd. Flow (perm)	0	1762	0	0	1762	0	0	1850	0	0	1837	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			14			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		911			1129			278			418	
Travel Time (s)		20.7			25.7			6.3			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	17	13	20	9	12	14	7	349	2	11	355	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	35	0	0	358	0	0	376	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-50			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023

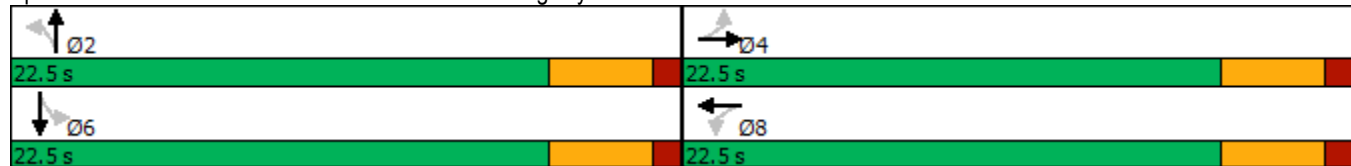


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.3			6.2			32.1			32.1	
Actuated g/C Ratio		0.18			0.17			0.90			0.90	
v/c Ratio		0.15			0.11			0.21			0.23	
Control Delay		9.1			9.2			2.2			2.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.1			9.2			2.2			2.2	
LOS		A			A			A			A	
Approach Delay		9.1			9.2			2.2			2.2	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.23
Intersection Signal Delay:	2.9
Intersection LOS:	A
Intersection Capacity Utilization:	34.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 62: Jefferson Ave & Eaton St/Kingsley St



Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	17	25	25	17	0	0	0	0	25	448	25
Future Vol, veh/h	0	17	25	25	17	0	0	0	0	25	448	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	18	27	27	18	0	0	0	0	27	487	27

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	555	501	577	568	-	0	0	0
Stage 1	-	555	-	0	0	-	-	-	-
Stage 2	-	0	-	577	568	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	440	570	428	432	0	-	-	-
Stage 1	0	513	-	-	-	0	-	-	-
Stage 2	0	-	-	502	506	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	440	570	395	432	-	-	-	-
Mov Cap-2 Maneuver	-	440	-	395	432	-	-	-	-
Stage 1	-	513	-	-	-	-	-	-	-
Stage 2	-	-	-	461	506	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12.8		14.9			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	509	409	-	-	-
HCM Lane V/C Ratio	0.09	0.112	-	-	-
HCM Control Delay (s)	12.8	14.9	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.3	0.4	-	-	-

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	17	25	0	0	25	17	17	313	17	0	0	0
Future Vol, veh/h	17	25	0	0	25	17	17	313	17	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	18	27	0	0	27	18	18	340	18	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	408	394	-	-	385	349	0	0	0	
Stage 1	0	0	-	-	385	-	-	-	-	
Stage 2	408	394	-	-	0	-	-	-	-	
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-	
Pot Cap-1 Maneuver	554	542	0	0	549	694	-	-	-	
Stage 1	-	-	0	0	611	-	-	-	-	
Stage 2	620	605	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	519	542	-	-	549	694	-	-	-	
Mov Cap-2 Maneuver	519	542	-	-	549	-	-	-	-	
Stage 1	-	-	-	-	611	-	-	-	-	
Stage 2	577	605	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	12.4		11.5			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	532	600
HCM Lane V/C Ratio	-	-	-	0.086	0.076
HCM Control Delay (s)	-	-	-	12.4	11.5
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.3	0.2

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	103	59	90	28	170	43
Future Vol, veh/h	103	59	90	28	170	43
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	112	64	98	30	185	47

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	435	209	232	0	0
Stage 1	209	-	-	-	-
Stage 2	226	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	578	831	1336	-	-
Stage 1	826	-	-	-	-
Stage 2	812	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	535	831	1336	-	-
Mov Cap-2 Maneuver	535	-	-	-	-
Stage 1	764	-	-	-	-
Stage 2	812	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	615	-	-
HCM Lane V/C Ratio	0.073	-	0.286	-	-
HCM Control Delay (s)	7.9	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↕						↑		↕	
Traffic Vol, veh/h	0	0	0	24	24	0	0	0	0	0	346	0	565	0
Future Vol, veh/h	0	0	0	24	24	0	0	0	0	0	346	0	565	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	0	0	0	26	26	0	0	0	0	0	376	0	614	0




















Major/Minor	Minor1			Major2		
Conflicting Flow All	376	376	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	376	376	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	625	555	0	0	-	0
Stage 1	-	-	0	0	-	0
Stage 2	694	616	0	0	-	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	625	0	-	-	-	-
Mov Cap-2 Maneuver	625	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	694	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	11.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	625	-
HCM Lane V/C Ratio	0.083	-
HCM Control Delay (s)	11.3	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

Lanes, Volumes, Timings
1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	415	666	0	0	334	476	65	197	226	0	0	0
Future Volume (vph)	415	666	0	0	334	476	65	197	226	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	75		0	0		0	0		250	0		0
Storage Lanes	1		0	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.91	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.912				0.850			
Flt Protected	0.950	0.995						0.988				
Satd. Flow (prot)	1610	3373	0	0	3228	0	0	1840	1583	0	0	0
Flt Permitted	0.950	0.995						0.988				
Satd. Flow (perm)	1610	3373	0	0	3228	0	0	1840	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					289				246			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		249			205			354			335	
Travel Time (s)		5.7			4.7			8.0			7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	451	724	0	0	363	517	71	214	246	0	0	0
Shared Lane Traffic (%)	16%											
Lane Group Flow (vph)	379	796	0	0	880	0	0	285	246	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Split	NA			NA		Perm	NA	Perm			
Protected Phases	6	6			3			4				
Permitted Phases							4		4			

Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	1	2	8
Permitted Phases			

Lanes, Volumes, Timings

1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

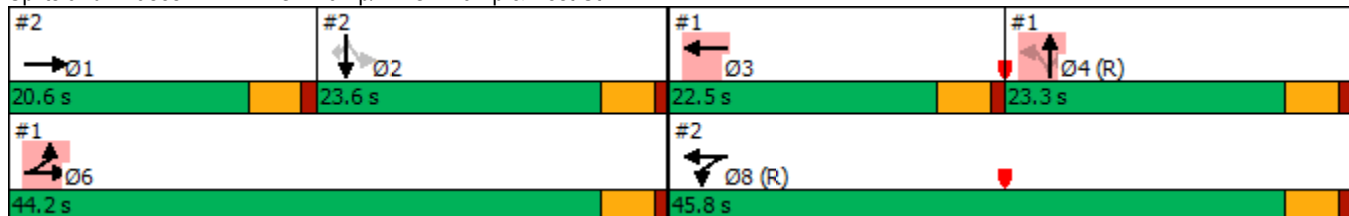


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	6			3		4	4	4			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	44.2	44.2			22.5		23.3	23.3	23.3			
Total Split (%)	49.1%	49.1%			25.0%		25.9%	25.9%	25.9%			
Maximum Green (s)	39.7	39.7			18.0		18.8	18.8	18.8			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag					Lead		Lag	Lag	Lag			
Lead-Lag Optimize?					Yes		Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			Max		C-Max	C-Max	C-Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	39.7	39.7			18.0			18.8	18.8			
Actuated g/C Ratio	0.44	0.44			0.20			0.21	0.21			
v/c Ratio	0.53	0.54			1.00			0.74	0.47			
Control Delay	4.8	4.3			57.1			46.7	7.4			
Queue Delay	7.4	4.9			34.5			0.0	0.0			
Total Delay	12.2	9.2			91.6			46.7	7.4			
LOS	B	A			F			D	A			
Approach Delay		10.2			91.6			28.5				
Approach LOS		B			F			C				

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 1: EB Off Ramp/EB On Ramp & Best St



Lanes, Volumes, Timings
 1: EB Off Ramp/EB On Ramp & Best St

08/16/2023

Lane Group	Ø1	Ø2	Ø8
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5
Total Split (s)	20.6	23.6	45.8
Total Split (%)	23%	26%	51%
Maximum Green (s)	16.1	19.1	41.3
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	None	None	C-Max
Walk Time (s)		7.0	7.0
Flash Dont Walk (s)		11.0	11.0
Pedestrian Calls (#/hr)		0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
2: WB On Ramp/WB Off Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖	↖
Traffic Volume (vph)	0	721	49	102	272	0	0	0	0	351	1	487
Future Volume (vph)	0	721	49	102	272	0	0	0	0	351	1	487
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		150	75		0	0		0	0		75
Storage Lanes	0		1	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991										0.850
Flt Protected				0.950							0.952	
Satd. Flow (prot)	0	3507	0	1770	3539	0	0	0	0	0	1773	1583
Flt Permitted				0.950							0.952	
Satd. Flow (perm)	0	3507	0	1770	3539	0	0	0	0	0	1773	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7										281
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		473			249			324			375	
Travel Time (s)		10.8			5.7			7.4			8.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	784	53	111	296	0	0	0	0	382	1	529
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	837	0	111	296	0	0	0	0	0	383	529
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Split	NA					Perm	NA	Perm
Protected Phases		1		8	8							2
Permitted Phases										2		2

Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Detector 2 Position(ft)			
Detector 2 Size(ft)			
Detector 2 Type			
Detector 2 Channel			
Detector 2 Extend (s)			
Turn Type			
Protected Phases	3	4	6
Permitted Phases			

Lanes, Volumes, Timings

2: WB On Ramp/WB Off Ramp & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		1		8	8					2	2	2
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		9.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		20.6		45.8	45.8					23.6	23.6	23.6
Total Split (%)		22.9%		50.9%	50.9%					26.2%	26.2%	26.2%
Maximum Green (s)		16.1		41.3	41.3					19.1	19.1	19.1
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	Lag	Lag
Lead-Lag Optimize?		Yes								Yes	Yes	Yes
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		None		C-Max	C-Max					None	None	None
Walk Time (s)				7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)				11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)				0	0					0	0	0
Act Effct Green (s)		16.1		41.3	41.3					19.1	19.1	19.1
Actuated g/C Ratio		0.18		0.46	0.46					0.21	0.21	0.21
v/c Ratio		1.32		0.14	0.18					1.02	0.95	0.95
Control Delay		187.9		5.4	5.3					88.4	45.6	45.6
Queue Delay		0.0		0.0	0.6					0.0	0.0	0.0
Total Delay		187.9		5.4	5.9					88.4	45.6	45.6
LOS		F		A	A					F	F	D
Approach Delay		187.9			5.8					63.6		
Approach LOS		F			A					E		

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	0 (0%), Referenced to phase 4:NBTL and 8:, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	100.9
Intersection LOS:	F
Intersection Capacity Utilization:	95.7%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 2: WB On Ramp/WB Off Ramp & Best St

#2 → Ø1 20.6 s	#2 ↓ Ø2 23.6 s	#1 ← Ø3 22.5 s	#1 ↑ Ø4 (R) 23.3 s
#1 ↗ Ø6 44.2 s	#2 ↘ Ø8 (R) 45.8 s		

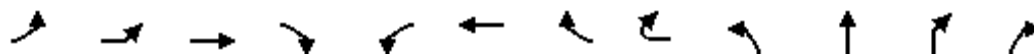
Lanes, Volumes, Timings
 2: WB On Ramp/WB Off Ramp & Best St

08/16/2023

Lane Group	Ø3	Ø4	Ø6
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	23.3	44.2
Total Split (%)	25%	26%	49%
Maximum Green (s)	18.0	18.8	39.7
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	Max	C-Max	None
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Lanes, Volumes, Timings
3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Lane Configurations												
Traffic Volume (vph)	20	16	634	160	2	615	66	14	105	42	11	1
Future Volume (vph)	20	16	634	160	2	615	66	14	105	42	11	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		75		0	0		0		0		0	
Storage Lanes		1		1	0		0		0		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850		0.984				0.990		
Flt Protected		0.950								0.968		
Satd. Flow (prot)	0	1770	1863	1583	0	1833	0	0	0	1785	0	0
Flt Permitted		0.230				0.999				0.711		
Satd. Flow (perm)	0	428	1863	1583	0	1831	0	0	0	1311	0	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				174		2						
Link Speed (mph)			30			30				30		
Link Distance (ft)			205			1418				1329		
Travel Time (s)			4.7			32.2				30.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	22	17	689	174	2	668	72	15	114	46	12	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	39	689	174	0	757	0	0	0	173	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Left	Right	Right	Left	Left	Right	Right
Median Width(ft)			12			12				0		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	15		9	15		9	9	15		9	9
Number of Detectors	1	1	2	1	1	2			1	2		
Detector Template	Left	Left	Thru	Right	Left	Thru			Left	Thru		
Leading Detector (ft)	20	20	100	20	20	100			20	100		
Trailing Detector (ft)	0	0	0	0	0	0			0	0		
Detector 1 Position(ft)	0	0	0	0	0	0			0	0		
Detector 1 Size(ft)	20	20	6	20	20	6			20	6		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex		
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0		
Detector 2 Position(ft)			94			94				94		
Detector 2 Size(ft)			6			6				6		
Detector 2 Type			Cl+Ex			Cl+Ex				Cl+Ex		
Detector 2 Channel												
Detector 2 Extend (s)			0.0			0.0				0.0		
Turn Type	pm+pt	pm+pt	NA	Perm	Perm	NA			Perm	NA		
Protected Phases	7	7	4			8				2		
Permitted Phases	4	4		4	8				2			

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

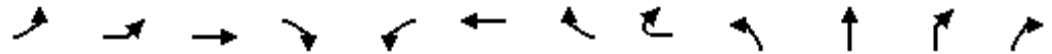
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Lane Group	SBL	SBT	SBR
Lane Configurations		↕	↗
Traffic Volume (vph)	107	48	85
Future Volume (vph)	107	48	85
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	0		100
Storage Lanes	0		1
Taper Length (ft)	25		
Lane Util. Factor	1.00	1.00	1.00
Frt			0.850
Flt Protected		0.967	
Satd. Flow (prot)	0	1801	1583
Flt Permitted		0.725	
Satd. Flow (perm)	0	1350	1583
Right Turn on Red			Yes
Satd. Flow (RTOR)			101
Link Speed (mph)		30	
Link Distance (ft)		659	
Travel Time (s)		15.0	
Peak Hour Factor	0.92	0.92	0.92
Adj. Flow (vph)	116	52	92
Shared Lane Traffic (%)			
Lane Group Flow (vph)	0	168	92
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		0	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Number of Detectors	1	2	1
Detector Template	Left	Thru	Right
Leading Detector (ft)	20	100	20
Trailing Detector (ft)	0	0	0
Detector 1 Position(ft)	0	0	0
Detector 1 Size(ft)	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel			
Detector 1 Extend (s)	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0
Detector 2 Position(ft)		94	
Detector 2 Size(ft)		6	
Detector 2 Type		Cl+Ex	
Detector 2 Channel			
Detector 2 Extend (s)		0.0	
Turn Type	Perm	NA	Perm
Protected Phases		6	
Permitted Phases	6		6

Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023

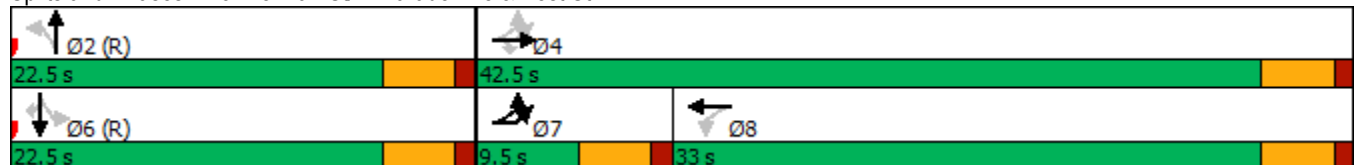


Lane Group	EBL2	EBL	EBT	EBR	WBL	WBT	WBR	WBR2	NBL	NBT	NBR	NBR2
Detector Phase	7	7	4	4	8	8			2	2		
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0			5.0	5.0		
Minimum Split (s)	9.5	9.5	22.5	22.5	22.5	22.5			22.5	22.5		
Total Split (s)	9.5	9.5	42.5	42.5	33.0	33.0			22.5	22.5		
Total Split (%)	14.6%	14.6%	65.4%	65.4%	50.8%	50.8%			34.6%	34.6%		
Maximum Green (s)	5.0	5.0	38.0	38.0	28.5	28.5			18.0	18.0		
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		
Total Lost Time (s)		4.5	4.5	4.5			4.5			4.5		
Lead/Lag	Lead	Lead			Lag	Lag						
Lead-Lag Optimize?	Yes	Yes			Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0		
Recall Mode	None	None	None	None	None	None			C-Max	C-Max		
Walk Time (s)			7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)			11.0	11.0	11.0	11.0			11.0	11.0		
Pedestrian Calls (#/hr)			0	0	0	0			0	0		
Act Effct Green (s)		33.7	33.7	33.7		29.9				22.3		
Actuated g/C Ratio		0.52	0.52	0.52		0.46				0.34		
v/c Ratio		0.12	0.71	0.19		0.90				0.39		
Control Delay		7.1	16.1	1.7		33.2				21.2		
Queue Delay		0.0	28.4	0.5		0.0				0.0		
Total Delay		7.1	44.5	2.2		33.2				21.2		
LOS		A	D	A		C				C		
Approach Delay			34.7			33.2				21.2		
Approach LOS			C			C				C		

Intersection Summary

Area Type: Other
 Cycle Length: 65
 Actuated Cycle Length: 65
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 30.6
 Intersection LOS: C
 Intersection Capacity Utilization 66.9%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Herman St/W Parade Ave & Best St



Lanes, Volumes, Timings
 3: Herman St/W Parade Ave & Best St

08/16/2023



Lane Group	SBL	SBT	SBR
Detector Phase	6	6	6
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	22.5	22.5	22.5
Total Split (s)	22.5	22.5	22.5
Total Split (%)	34.6%	34.6%	34.6%
Maximum Green (s)	18.0	18.0	18.0
Yellow Time (s)	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0
Total Lost Time (s)		4.5	4.5
Lead/Lag			
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0
Act Effct Green (s)		22.3	22.3
Actuated g/C Ratio		0.34	0.34
v/c Ratio		0.36	0.15
Control Delay		20.7	4.8
Queue Delay		0.0	0.0
Total Delay		20.7	4.8
LOS		C	A
Approach Delay		15.1	
Approach LOS		B	
Intersection Summary			

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	35	140	5	13	103	0	2	133	2	201	224	54
Future Volume (vph)	35	140	5	13	103	0	2	133	2	201	224	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.997						0.998			0.985	
Fl _t Protected		0.990			0.994			0.999			0.979	
Satd. Flow (prot)	0	1839	0	0	1852	0	0	1857	0	0	1796	0
Fl _t Permitted		0.926			0.960			0.995			0.797	
Satd. Flow (perm)	0	1720	0	0	1788	0	0	1850	0	0	1462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3						2			16	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		199			208			680			110	
Travel Time (s)		4.5			4.7			15.5			2.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	152	5	14	112	0	2	145	2	218	243	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	195	0	0	126	0	0	149	0	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		60	60		9	60		60	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
4: Humboldt Parkway SB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	24.0	24.0		24.0	24.0		31.0	31.0		31.0	31.0	
Total Split (%)	43.6%	43.6%		43.6%	43.6%		56.4%	56.4%		56.4%	56.4%	
Maximum Green (s)	19.5	19.5		19.5	19.5		26.5	26.5		26.5	26.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.1			15.1			26.7			26.7	
Actuated g/C Ratio		0.30			0.30			0.52			0.52	
v/c Ratio		0.38			0.24			0.15			0.67	
Control Delay		15.8			5.8			7.8			15.8	
Queue Delay		0.8			0.0			0.0			0.2	
Total Delay		16.6			5.8			7.8			15.9	
LOS		B			A			A			B	
Approach Delay		16.6			5.8			7.8			15.9	
Approach LOS		B			A			A			B	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 50.9

Natural Cycle: 55

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.6

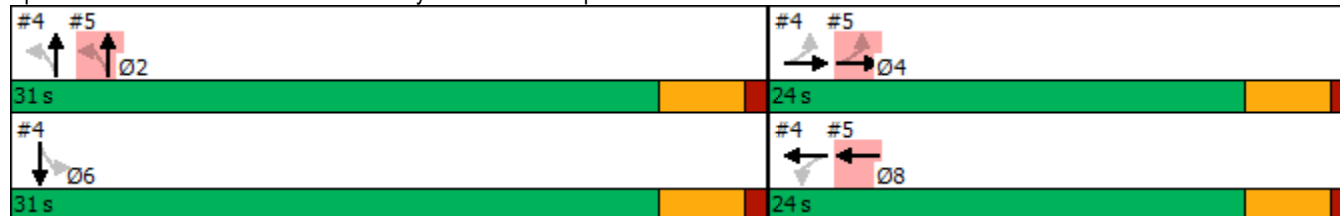
Intersection LOS: B

Intersection Capacity Utilization 60.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 4: Humboldt Parkway SB & Northhampton St



Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	341	0	0	114	39	2	13	6	0	0	0
Future Volume (vph)	2	341	0	0	114	39	2	13	6	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.966			0.959				
Fl _t Protected								0.996				
Satd. Flow (prot)	0	1863	0	0	1799	0	0	1779	0	0	0	0
Fl _t Permitted		0.999						0.996				
Satd. Flow (perm)	0	1861	0	0	1799	0	0	1779	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					34			7				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		208			1089			152				290
Travel Time (s)		4.7			24.8			3.5				6.6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	371	0	0	124	42	2	14	7	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	373	0	0	166	0	0	23	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2				
Detector Template	Left	Thru			Thru		Left	Thru				
Leading Detector (ft)	20	100			100		20	100				
Trailing Detector (ft)	0	0			0		0	0				
Detector 1 Position(ft)	0	0			0		0	0				
Detector 1 Size(ft)	20	6			6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Detector Phase	4	4			8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0				

Lanes, Volumes, Timings
 5: Humboldt Parkway NB & Northhampton St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
5: Humboldt Parkway NB & Northhampton St

08/16/2023

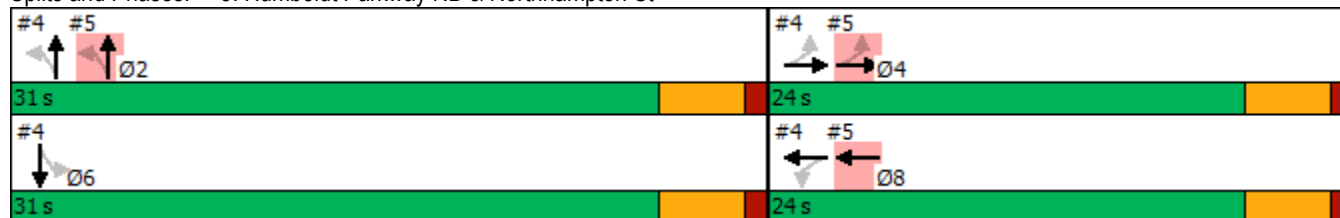


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5				
Total Split (s)	24.0	24.0			24.0		31.0	31.0				
Total Split (%)	43.6%	43.6%			43.6%		56.4%	56.4%				
Maximum Green (s)	19.5	19.5			19.5		26.5	26.5				
Yellow Time (s)	3.5	3.5			3.5		3.5	3.5				
All-Red Time (s)	1.0	1.0			1.0		1.0	1.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Recall Mode	None	None			None		Max	Max				
Walk Time (s)	7.0	7.0			7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0			0		0	0				
Act Effct Green (s)		15.1			15.1			26.7				
Actuated g/C Ratio		0.30			0.30			0.52				
v/c Ratio		0.67			0.30			0.02				
Control Delay		19.0			12.1			6.3				
Queue Delay		0.8			0.0			0.0				
Total Delay		19.8			12.1			6.3				
LOS		B			B			A				
Approach Delay		19.8			12.1			6.3				
Approach LOS		B			B			A				

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 50.9
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 17.0
 Intersection LOS: B
 Intersection Capacity Utilization 31.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 5: Humboldt Parkway NB & Northhampton St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	31.0
Total Split (%)	56%
Maximum Green (s)	26.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	205	35	45	93	0	0	0	0	94	388	70
Future Volume (vph)	0	205	35	45	93	0	0	0	0	94	388	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		50
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.980										0.983
Flt Protected				0.950								0.992
Satd. Flow (prot)	0	1825	0	1770	1863	0	0	0	0	0	1816	0
Flt Permitted				0.552								0.992
Satd. Flow (perm)	0	1825	0	1028	1863	0	0	0	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19										19
Link Speed (mph)		30			30			30				30
Link Distance (ft)		1173			153			636				456
Travel Time (s)		26.7			3.5			14.5				10.4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	223	38	49	101	0	0	0	0	102	422	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	261	0	49	101	0	0	0	0	0	600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1		2
Detector Template		Thru		Left	Thru					Left		Thru
Leading Detector (ft)		100		20	100					20		100
Trailing Detector (ft)		0		0	0					0		0
Detector 1 Position(ft)		0		0	0					0		0
Detector 1 Size(ft)		6		20	6					20		6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0		0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm		NA
Protected Phases		4			8							6
Permitted Phases				8						6		

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
6: Humboldt Parkway SB & E Utica St

08/16/2023

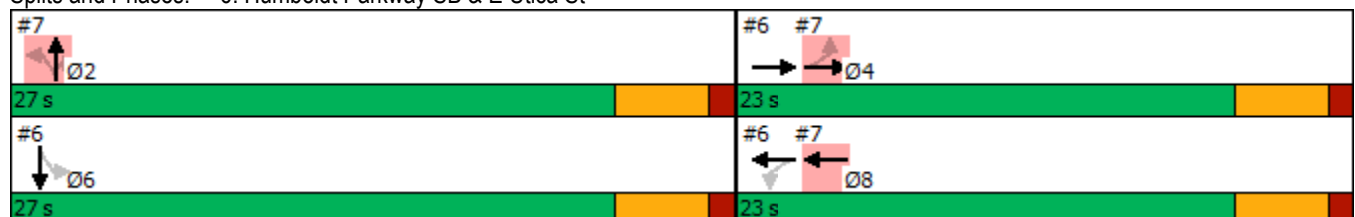


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	
Total Split (s)		23.0		23.0	23.0					27.0	27.0	
Total Split (%)		46.0%		46.0%	46.0%					54.0%	54.0%	
Maximum Green (s)		18.5		18.5	18.5					22.5	22.5	
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	
Total Lost Time (s)		4.5		4.5	4.5						4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	
Recall Mode		None		None	None					Max	Max	
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	
Pedestrian Calls (#/hr)		0		0	0					0	0	
Act Effct Green (s)		12.0		12.0	12.0						23.0	
Actuated g/C Ratio		0.27		0.27	0.27						0.52	
v/c Ratio		0.51		0.17	0.20						0.63	
Control Delay		15.7		10.3	9.9						12.7	
Queue Delay		0.0		0.2	0.2						0.0	
Total Delay		15.7		10.4	10.1						12.7	
LOS		B		B	B						B	
Approach Delay		15.7			10.2						12.7	
Approach LOS		B			B						B	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	44.1
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	13.1
Intersection LOS:	B
Intersection Capacity Utilization:	73.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 6: Humboldt Parkway SB & E Utica St



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	27.0
Total Split (%)	54%
Maximum Green (s)	22.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 7: Humboldt Parkway NB & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	184	0	0	111	34	67	181	57	0	0	0
Future Volume (vph)	131	184	0	0	111	34	67	181	57	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.968				0.850			
Fl _t Protected	0.950							0.987				
Satd. Flow (prot)	1770	1863	0	0	1803	0	0	1839	1583	0	0	0
Fl _t Permitted	0.657							0.987				
Satd. Flow (perm)	1224	1863	0	0	1803	0	0	1839	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					35				62			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		153			1083			610				294
Travel Time (s)		3.5			24.6			13.9				6.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	142	200	0	0	121	37	73	197	62	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	142	200	0	0	158	0	0	270	62	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			

Lanes, Volumes, Timings
 7: Humboldt Parkway NB & E Utica St

08/16/2023

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr1	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
7: Humboldt Parkway NB & E Utica St

08/16/2023

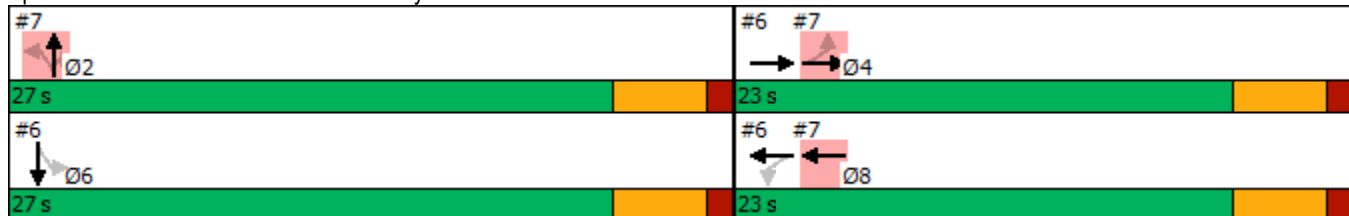


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	23.0	23.0			23.0		27.0	27.0	27.0			
Total Split (%)	46.0%	46.0%			46.0%		54.0%	54.0%	54.0%			
Maximum Green (s)	18.5	18.5			18.5		22.5	22.5	22.5			
Yellow Time (s)	3.5	3.5			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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	12.0	12.0			12.0			23.0	23.0			
Actuated g/C Ratio	0.27	0.27			0.27			0.52	0.52			
v/c Ratio	0.43	0.39			0.31			0.28	0.07			
Control Delay	10.8	9.2			11.2			8.2	3.0			
Queue Delay	0.3	0.3			0.0			0.0	0.0			
Total Delay	11.1	9.5			11.2			8.2	3.0			
LOS	B	A			B			A	A			
Approach Delay		10.2			11.2			7.2				
Approach LOS		B			B			A				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	44.1
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.63
Intersection Signal Delay:	9.2
Intersection LOS:	A
Intersection Capacity Utilization:	73.1%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 7: Humboldt Parkway NB & E Utica St



Lane Group	Ø6
Minimum Split (s)	22.5
Total Split (s)	27.0
Total Split (%)	54%
Maximum Green (s)	22.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
8: Humboldt Parkway SB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	430	76	110	242	0	0	0	0	299	414	387
Future Volume (vph)	0	430	76	110	242	0	0	0	0	299	414	387
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.980										0.850
Fl _t Protected				0.950							0.979	
Satd. Flow (prot)	0	1825	0	1770	1863	0	0	0	0	0	1824	1583
Fl _t Permitted				0.249							0.979	
Satd. Flow (perm)	0	1825	0	464	1863	0	0	0	0	0	1824	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21										421
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1179			147			319			270	
Travel Time (s)		26.8			3.3			7.3			6.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	467	83	120	263	0	0	0	0	325	450	421
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	120	263	0	0	0	0	0	775	421
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Lane Util. Factor	
Fr't	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0

Lanes, Volumes, Timings
 8: Humboldt Parkway SB & E Ferry St

08/16/2023

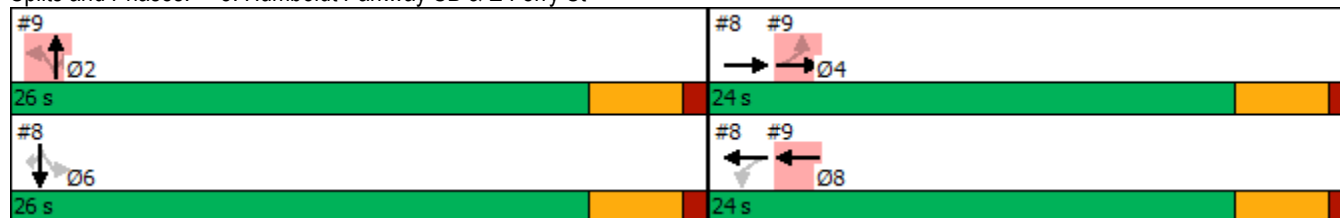


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		24.0		24.0	24.0					26.0	26.0	26.0
Total Split (%)		48.0%		48.0%	48.0%					52.0%	52.0%	52.0%
Maximum Green (s)		19.5		19.5	19.5					21.5	21.5	21.5
Yellow Time (s)		3.5		3.5	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
Total Lost Time (s)		4.5		4.5	4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		None		None	None					Max	Max	Max
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		19.5		19.5	19.5						21.5	21.5
Actuated g/C Ratio		0.39		0.39	0.39						0.43	0.43
v/c Ratio		0.76		0.67	0.36						0.99	0.46
Control Delay		21.8		26.7	6.5						47.8	3.1
Queue Delay		5.7		0.3	1.4						38.2	0.0
Total Delay		27.5		27.0	7.9						86.0	3.1
LOS		C		C	A						F	A
Approach Delay		27.5			13.9						56.8	
Approach LOS		C			B						E	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	41.5
Intersection LOS:	D
Intersection Capacity Utilization:	114.1%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 8: Humboldt Parkway SB & E Ferry St



Lane Group	Ø2
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
9: Humboldt Parkway NB & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	404	0	0	309	79	75	262	63	0	0	0
Future Volume (vph)	305	404	0	0	309	79	75	262	63	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	75		0	0		0
Storage Lanes	1		0	0		0	1		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.972				0.850			
Flt Protected	0.950							0.989				
Satd. Flow (prot)	1770	1863	0	0	1811	0	0	1842	1583	0	0	0
Flt Permitted	0.388							0.989				
Satd. Flow (perm)	723	1863	0	0	1811	0	0	1842	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					30				68			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		147			1082			312			608	
Travel Time (s)		3.3			24.6			7.1			13.8	
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)	332	439	0	0	336	86	82	285	68	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	332	439	0	0	422	0	0	367	68	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 9: Humboldt Parkway NB & E Ferry St

08/16/2023

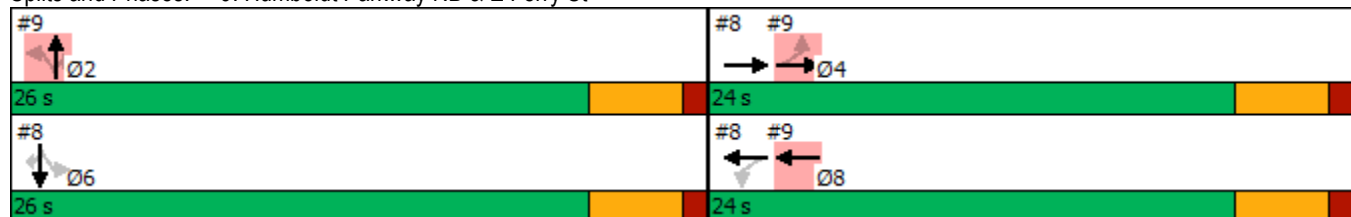


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	24.0	24.0			24.0		26.0	26.0	26.0			
Total Split (%)	48.0%	48.0%			48.0%		52.0%	52.0%	52.0%			
Maximum Green (s)	19.5	19.5			19.5		21.5	21.5	21.5			
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			
Total Lost Time (s)	4.5	4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	None	None			None		Max	Max	Max			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)	19.5	19.5			19.5			21.5	21.5			
Actuated g/C Ratio	0.39	0.39			0.39			0.43	0.43			
v/c Ratio	1.18	0.60			0.58			0.46	0.09			
Control Delay	118.5	10.9			15.1			12.6	3.3			
Queue Delay	0.5	38.2			0.2			0.0	0.0			
Total Delay	119.0	49.1			15.2			12.6	3.3			
LOS	F	D			B			B	A			
Approach Delay		79.2			15.3			11.1				
Approach LOS		E			B			B				

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Natural Cycle:	70
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.18
Intersection Signal Delay:	44.4
Intersection LOS:	D
Intersection Capacity Utilization:	114.1%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 9: Humboldt Parkway NB & E Ferry St



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	26.0
Total Split (%)	52%
Maximum Green (s)	21.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	Max
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Lane Configurations											
Traffic Volume (vph)	12	1	0	382	339	344	738	0	0	0	
Future Volume (vph)	12	1	0	382	339	344	738	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	
Fr _t	0.990			0.930							
Fl _t Protected	0.956						0.984				
Satd. Flow (prot)	1763	0	0	3291	0	0	3483	0	0	0	
Fl _t Permitted	0.956						0.588				
Satd. Flow (perm)	1763	0	0	3291	0	0	2081	0	0	0	
Right Turn on Red		Yes			Yes			Yes			
Satd. Flow (RTOR)	22			368							
Link Speed (mph)	30			30			30		30		
Link Distance (ft)	537			328			271		387		
Travel Time (s)	12.2			7.5			6.2		8.8		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	13	1	0	415	368	374	802	0	0	0	
Shared Lane Traffic (%)											
Lane Group Flow (vph)	14	0	0	783	0	0	1176	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right	
Median Width(ft)	12			0			0		0		
Link Offset(ft)	0			0			0		0		
Crosswalk Width(ft)	16			16			16		16		
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15		9	15		9	15	9	
Number of Detectors	1			2		1	2				
Detector Template	Left			Thru		Left	Thru				
Leading Detector (ft)	20			100		20	100				
Trailing Detector (ft)	0			0		0	0				
Detector 1 Position(ft)	0			0		0	0				
Detector 1 Size(ft)	20			6		20	6				
Detector 1 Type	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel											
Detector 1 Extend (s)	0.0			0.0		0.0	0.0				
Detector 1 Queue (s)	0.0			0.0		0.0	0.0				
Detector 1 Delay (s)	0.0			0.0		0.0	0.0				
Detector 2 Position(ft)				94			94				
Detector 2 Size(ft)				6			6				
Detector 2 Type				Cl+Ex			Cl+Ex				
Detector 2 Channel											
Detector 2 Extend (s)				0.0			0.0				
Turn Type	Prot			NA		Perm	NA				
Protected Phases	4			2			6				8
Permitted Phases						6					
Detector Phase	4			2		6	6				
Switch Phase											
Minimum Initial (s)	5.0			5.0		5.0	5.0				5.0

Lanes, Volumes, Timings
 10: Jefferson Ave & Cherry St & EB On Ramp

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR	Ø8
Minimum Split (s)	22.5			22.5		22.5	22.5				22.5
Total Split (s)	23.0			52.0		52.0	52.0				23.0
Total Split (%)	30.7%			69.3%		69.3%	69.3%				31%
Maximum Green (s)	18.5			47.5		47.5	47.5				18.5
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				
Total Lost Time (s)	4.5			4.5			4.5				
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	3.0			3.0		3.0	3.0				3.0
Recall Mode	None			Max		Max	Max				None
Walk Time (s)	7.0			7.0		7.0	7.0				7.0
Flash Dont Walk (s)	11.0			11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)	0			0		0	0				0
Act Effect Green (s)	18.2			47.5			47.5				
Actuated g/C Ratio	0.24			0.64			0.64				
v/c Ratio	0.03			0.35			0.96dl				
Control Delay	7.6			3.6			19.8				
Queue Delay	0.0			0.5			0.0				
Total Delay	7.6			4.1			19.8				
LOS	A			A			B				
Approach Delay	7.6			4.1			19.8				
Approach LOS	A			A			B				

Intersection Summary

Area Type: Other
 Cycle Length: 75
 Actuated Cycle Length: 74.7
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 13.5 Intersection LOS: B
 Intersection Capacity Utilization 67.3% ICU Level of Service C
 Analysis Period (min) 15
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 10: Jefferson Ave & Cherry St & EB On Ramp

#10 #11 ↑ ↑ Ø2	#10 ↘ Ø4
52 s	23 s
#10 #11 ↓ ↓ Ø6	#11 ← Ø8
52 s	23 s

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Volume (vph)	0	0	0	257	13	108	47	343	0	0	834	20
Future Volume (vph)	0	0	0	257	13	108	47	343	0	0	834	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Frt					0.961						0.996	
Flt Protected					0.967			0.994				
Satd. Flow (prot)	0	0	0	0	1731	0	0	3518	0	0	3525	0
Flt Permitted					0.967			0.794				
Satd. Flow (perm)	0	0	0	0	1731	0	0	2810	0	0	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					25						6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		567			384			271			880	
Travel Time (s)		12.9			8.7			6.2			20.0	
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
Adj. Flow (vph)	0	0	0	279	14	117	51	373	0	0	907	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	410	0	0	424	0	0	929	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1	2		1	2				2
Detector Template				Left	Thru		Left	Thru				Thru
Leading Detector (ft)				20	100		20	100				100
Trailing Detector (ft)				0	0		0	0				0
Detector 1 Position(ft)				0	0		0	0				0
Detector 1 Size(ft)				20	6		20	6				6
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Queue (s)				0.0	0.0		0.0	0.0				0.0
Detector 1 Delay (s)				0.0	0.0		0.0	0.0				0.0
Detector 2 Position(ft)					94			94				94
Detector 2 Size(ft)					6			6				6
Detector 2 Type					Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0				0.0
Turn Type				Perm	NA		Perm	NA				NA
Protected Phases					8			2				6
Permitted Phases				8			2					

Lane Group	Ø4
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	4
Permitted Phases	

Lanes, Volumes, Timings
 11: Jefferson Ave & BFNC Dr/WB Off Ramp

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase				8	8		2	2				6
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0				5.0
Minimum Split (s)				22.5	22.5		22.5	22.5				22.5
Total Split (s)				23.0	23.0		52.0	52.0				52.0
Total Split (%)				30.7%	30.7%		69.3%	69.3%				69.3%
Maximum Green (s)				18.5	18.5		47.5	47.5				47.5
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
Total Lost Time (s)					4.5			4.5				4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0				3.0
Recall Mode				None	None		Max	Max				Max
Walk Time (s)				7.0	7.0		7.0	7.0				7.0
Flash Dont Walk (s)				11.0	11.0		11.0	11.0				11.0
Pedestrian Calls (#/hr)				0	0		0	0				0
Act Effct Green (s)					18.2			47.5				47.5
Actuated g/C Ratio					0.24			0.64				0.64
v/c Ratio					0.93			0.24				0.41
Control Delay					57.1			4.0				7.4
Queue Delay					0.6			0.2				0.2
Total Delay					57.7			4.2				7.6
LOS					E			A				A
Approach Delay					57.7			4.2				7.6
Approach LOS					E			A				A

Intersection Summary

Area Type:	Other
Cycle Length:	75
Actuated Cycle Length:	74.7
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.93
Intersection Signal Delay:	18.5
Intersection LOS:	B
Intersection Capacity Utilization:	67.3%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 11: Jefferson Ave & BFNC Dr/WB Off Ramp

#10 ↑	#11 ↑	Ø2	#10 ↖	Ø4
52 s			23 s	
#10 ↓	#11 ↓	Ø6	#11 ←	Ø8
52 s			23 s	

Lane Group	Ø4
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	23.0
Total Split (%)	31%
Maximum Green (s)	18.5
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
12: Jefferson Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	51	158	39	62	160	93	12	602	52	50	529	117
Future Volume (vph)	51	158	39	62	160	93	12	602	52	50	529	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.977			0.956			0.988			0.975	
Fl _t Protected		0.990			0.990			0.999			0.996	
Satd. Flow (prot)	0	3423	0	0	3350	0	0	3493	0	0	3437	0
Fl _t Permitted		0.816			0.832			0.940			0.873	
Satd. Flow (perm)	0	2822	0	0	2815	0	0	3287	0	0	3012	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			101			23			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		737			2886			735			328	
Travel Time (s)		16.8			65.6			16.7			7.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	172	42	67	174	101	13	654	57	54	575	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	269	0	0	342	0	0	724	0	0	756	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 12: Jefferson Ave & Genesee St

08/16/2023

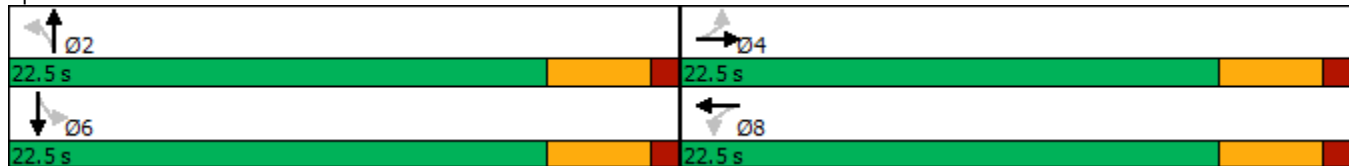


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.5			8.5			18.1			18.1	
Actuated g/C Ratio		0.24			0.24			0.51			0.51	
v/c Ratio		0.38			0.46			0.43			0.49	
Control Delay		11.0			10.0			6.8			7.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			10.0			6.8			7.0	
LOS		B			A			A			A	
Approach Delay		11.0			10.0			6.8			7.0	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	35.6
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.49
Intersection Signal Delay:	7.9
Intersection LOS:	A
Intersection Capacity Utilization:	69.7%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 12: Jefferson Ave & Genesee St



Lanes, Volumes, Timings
13: Herman St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	13	366	30	26	380	29	23	112	25	61	241	34
Future Volume (vph)	13	366	30	26	380	29	23	112	25	61	241	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.989			0.990			0.979			0.986	
Fl _t Protected		0.998			0.997			0.993			0.991	
Satd. Flow (prot)	0	3493	0	0	3493	0	0	1811	0	0	1820	0
Fl _t Permitted		0.938			0.918			0.928			0.910	
Satd. Flow (perm)	0	3283	0	0	3217	0	0	1692	0	0	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			20			24			15	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2886			671			575			1329	
Travel Time (s)		65.6			15.3			13.1			30.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	398	33	28	413	32	25	122	27	66	262	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	445	0	0	473	0	0	174	0	0	365	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 13: Herman St & Genesee St

08/16/2023

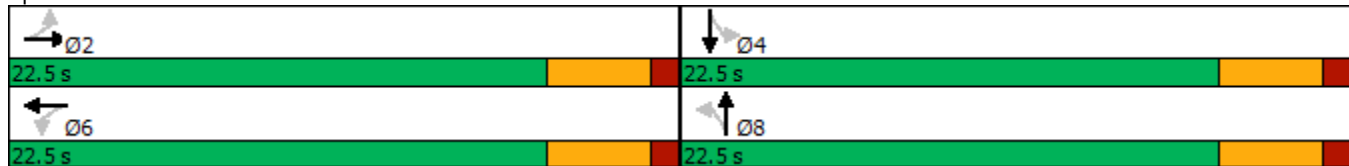


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		18.3			18.3			13.0			13.0	
Actuated g/C Ratio		0.45			0.45			0.32			0.32	
v/c Ratio		0.30			0.32			0.31			0.66	
Control Delay		8.1			8.4			10.0			17.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.1			8.4			10.0			17.5	
LOS		A			A			B			B	
Approach Delay		8.1			8.4			10.0			17.5	
Approach LOS		A			A			B			B	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	10.8
Intersection LOS:	B
Intersection Capacity Utilization:	61.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 13: Herman St & Genesee St



Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	3	415	0	0	428	17	18	14	27	12	0	14
Future Volume (vph)	3	415	0	0	428	17	18	14	27	12	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.994			0.939			0.928	
Fl _t Protected								0.985			0.977	
Satd. Flow (prot)	0	3539	0	0	3518	0	0	1723	0	0	1689	0
Fl _t Permitted		0.953						0.885			0.945	
Satd. Flow (perm)	0	3373	0	0	3518	0	0	1548	0	0	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					10			29			36	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		671			961			780			839	
Travel Time (s)		15.3			21.8			17.7			19.1	
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)	3	451	0	0	465	18	20	15	29	13	0	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	454	0	0	483	0	0	64	0	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			50	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2		1	2	
Detector Template	Left	Thru			Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100			100		20	100		20	100	
Trailing Detector (ft)	0	0			0		0	0		0	0	
Detector 1 Position(ft)	0	0			0		0	0		0	0	
Detector 1 Size(ft)	20	6			6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2						8			4		
Detector Phase	2	2			6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
 14: Reed St/Rich St & Genesee St

08/16/2023

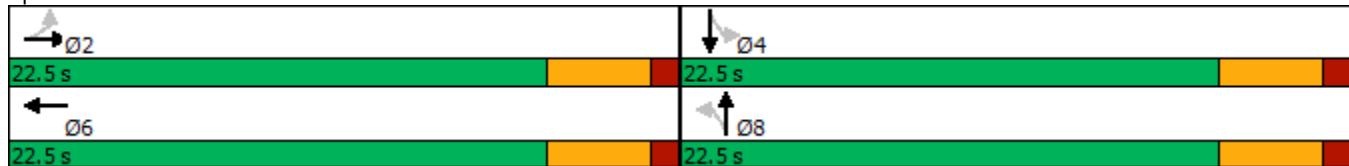


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5			22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	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	
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 Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Recall Mode	Max	Max			Max		None	None		None	None	
Walk Time (s)	7.0	7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0			0		0	0		0	0	
Act Effct Green (s)		29.9			29.9			6.5			6.3	
Actuated g/C Ratio		0.81			0.81			0.18			0.17	
v/c Ratio		0.17			0.17			0.22			0.09	
Control Delay		2.8			2.7			9.9			5.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.8			2.7			9.9			5.2	
LOS		A			A			A			A	
Approach Delay		2.8			2.7			9.9			5.2	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.7
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.22
Intersection Signal Delay:	3.3
Intersection LOS:	A
Intersection Capacity Utilization:	25.2%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 14: Reed St/Rich St & Genesee St



Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕			↕	
Traffic Volume (vph)	36	382	67	79	339	31	44	396	84	57	366	19
Future Volume (vph)	36	382	67	79	339	31	44	396	84	57	366	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.979			0.990			0.978			0.994	
Fl _t Protected		0.996			0.991			0.996			0.994	
Satd. Flow (prot)	0	3451	0	0	3472	0	0	1814	0	0	1840	0
Fl _t Permitted		0.891			0.785			0.934			0.897	
Satd. Flow (perm)	0	3087	0	0	2751	0	0	1702	0	0	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			20			25			6	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		961			671			704			490	
Travel Time (s)		21.8			15.3			16.0			11.1	
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)	39	415	73	86	368	34	48	430	91	62	398	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	0	0	488	0	0	569	0	0	481	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
15: Fillmore Ave & Genesee St

08/16/2023

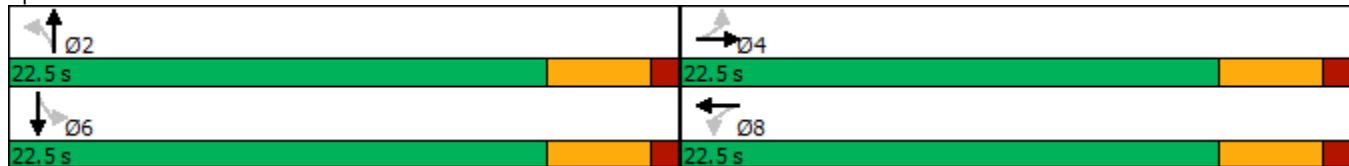


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.3			12.3			18.1			18.1	
Actuated g/C Ratio		0.31			0.31			0.46			0.46	
v/c Ratio		0.53			0.56			0.72			0.63	
Control Delay		11.9			13.3			17.4			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			13.3			17.4			14.7	
LOS		B			B			B			B	
Approach Delay		11.9			13.3			17.4			14.7	
Approach LOS		B			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.5
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 14.4
 Intersection LOS: B
 Intersection Capacity Utilization 73.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 15: Fillmore Ave & Genesee St



Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↕
Traffic Volume (vph)	44	543	166	1	440	33	180	282	6	50	260	51
Future Volume (vph)	44	543	166	1	440	33	180	282	6	50	260	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.970			0.991			0.998				0.850
Fl _t Protected		0.997						0.981			0.992	
Satd. Flow (prot)	0	1801	0	0	1846	0	0	1824	0	0	1848	1583
Fl _t Permitted		0.955			0.999			0.637			0.888	
Satd. Flow (perm)	0	1726	0	0	1844	0	0	1184	0	0	1654	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			9			2				55
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1418			567			490			61	
Travel Time (s)		32.2			12.9			11.1			1.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	590	180	1	478	36	196	307	7	54	283	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	818	0	0	515	0	0	510	0	0	337	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0

Lanes, Volumes, Timings
16: Fillmore Ave & Best St

08/16/2023

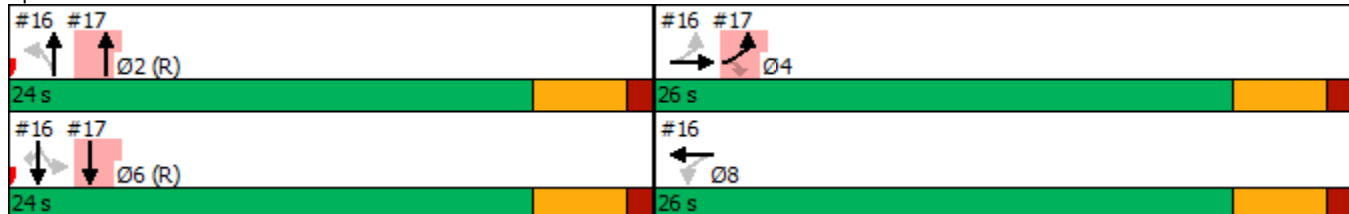


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	22.5
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	24.0
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	48.0%
Maximum Green (s)	21.5	21.5		21.5	21.5		19.5	19.5		19.5	19.5	19.5
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)		4.5			4.5			4.5			4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effct Green (s)		21.5			21.5			19.5			19.5	19.5
Actuated g/C Ratio		0.43			0.43			0.39			0.39	0.39
v/c Ratio		1.07			0.65			1.10			0.52	0.08
Control Delay		72.7			15.7			94.3			5.7	0.3
Queue Delay		17.3			57.1			0.2			0.0	0.0
Total Delay		90.0			72.8			94.5			5.7	0.3
LOS		F			E			F			A	A
Approach Delay		90.0			72.8			94.5			4.9	
Approach LOS		F			E			F			A	

Intersection Summary

Area Type:	Other
Cycle Length:	50
Actuated Cycle Length:	50
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.10
Intersection Signal Delay:	72.1
Intersection LOS:	E
Intersection Capacity Utilization:	122.9%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 16: Fillmore Ave & Best St



Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	11	10	0	354	350	0	
Future Volume (vph)	11	10	0	354	350	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Storage Length (ft)	0	0	0			100	
Storage Lanes	1	1	0			1	
Taper Length (ft)	25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	
Flt		0.850					
Flt Protected	0.950						
Satd. Flow (prot)	1770	1583	0	1863	3539	0	
Flt Permitted	0.950						
Satd. Flow (perm)	1770	1583	0	1863	3539	0	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)		11					
Link Speed (mph)	30			30	30		
Link Distance (ft)	468			61	755		
Travel Time (s)	10.6			1.4	17.2		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	12	11	0	385	380	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	12	11	0	385	380	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(ft)	12			0	0		
Link Offset(ft)	0			0	0		
Crosswalk Width(ft)	16			16	16		
Two way Left Turn Lane							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Turning Speed (mph)	15	9	15			9	
Number of Detectors	1	1		2	2		
Detector Template	Left	Right		Thru	Thru		
Leading Detector (ft)	20	20		100	100		
Trailing Detector (ft)	0	0		0	0		
Detector 1 Position(ft)	0	0		0	0		
Detector 1 Size(ft)	20	20		6	6		
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)				94	94		
Detector 2 Size(ft)				6	6		
Detector 2 Type				Cl+Ex	Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)				0.0	0.0		
Turn Type	Prot	Perm		NA	NA		
Protected Phases	4			2	6		8
Permitted Phases		4					

Lanes, Volumes, Timings
17: Fillmore Ave & East Park

08/16/2023

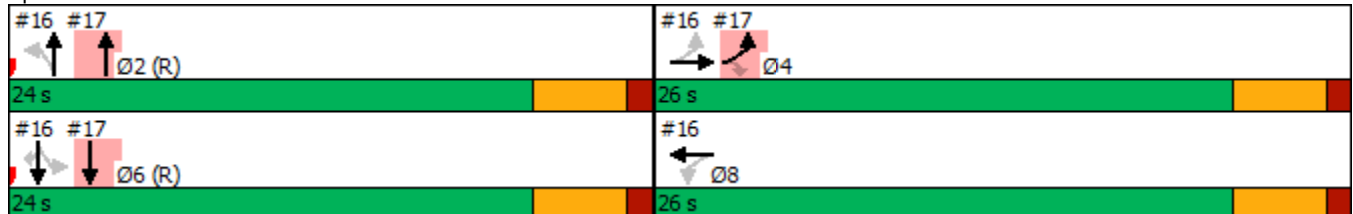


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø8
Detector Phase	4	4		2	6		
Switch Phase							
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5
Total Split (s)	26.0	26.0		24.0	24.0		26.0
Total Split (%)	52.0%	52.0%		48.0%	48.0%		52%
Maximum Green (s)	21.5	21.5		19.5	19.5		21.5
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		
Total Lost Time (s)	4.5	4.5		4.5	4.5		
Lead/Lag							
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0
Recall Mode	None	None		C-Max	C-Max		None
Walk Time (s)	7.0	7.0		7.0	7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0
Pedestrian Calls (#/hr)	0	0		0	0		0
Act Effct Green (s)	21.5	21.5		19.5	19.5		
Actuated g/C Ratio	0.43	0.43		0.39	0.39		
v/c Ratio	0.02	0.02		0.53	0.28		
Control Delay	8.4	5.1		5.5	11.1		
Queue Delay	0.0	0.0		0.0	0.0		
Total Delay	8.4	5.1		5.5	11.1		
LOS	A	A		A	B		
Approach Delay	6.8			5.5	11.1		
Approach LOS	A			A	B		

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 50
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 8.3
 Intersection LOS: A
 Intersection Capacity Utilization 30.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 17: Fillmore Ave & East Park



Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	4	14	0	372	330	0
Future Volume (vph)	4	14	0	372	330	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr't	0.850					
Flt Protected	0.950					
Satd. Flow (prot)	1770	1583	0	1863	1863	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	1583	0	1863	1863	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		15				
Link Speed (mph)	30			30	30	
Link Distance (ft)	526			755	579	
Travel Time (s)	12.0			17.2	13.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	15	0	404	359	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	15	0	404	359	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (ft)	20	20		100	100	
Trailing Detector (ft)	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	
Detector 1 Size(ft)	20	20		6	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						
Minimum Initial (s)	5.0	5.0		5.0	5.0	

Lanes, Volumes, Timings
18: Fillmore Ave & MLK Park

08/16/2023

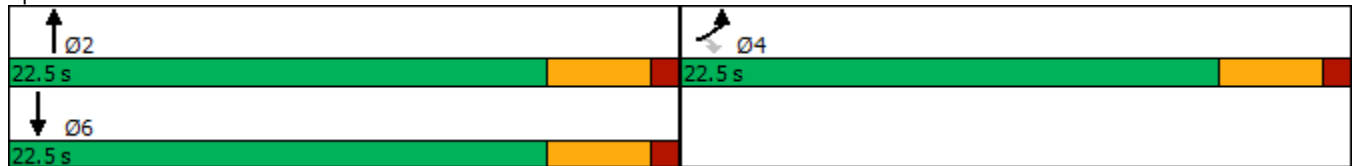


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	
Act Effect Green (s)	5.8	5.8		37.1	37.1	
Actuated g/C Ratio	0.15	0.15		0.93	0.93	
v/c Ratio	0.02	0.06		0.23	0.21	
Control Delay	16.5	10.4		1.5	1.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	16.5	10.4		1.5	1.4	
LOS	B	B		A	A	
Approach Delay	11.7			1.5	1.4	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 39.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 1.7
 Intersection LOS: A
 Intersection Capacity Utilization 31.2%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 18: Fillmore Ave & MLK Park



Lanes, Volumes, Timings
19: Fillmore Ave & Northhampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	19	84	21	16	38	17	21	363	10	7	327	50
Future Volume (vph)	19	84	21	16	38	17	21	363	10	7	327	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.977			0.968			0.997			0.983	
Fl _t Protected		0.992			0.989			0.997			0.999	
Satd. Flow (prot)	0	1805	0	0	1783	0	0	1852	0	0	1829	0
Fl _t Permitted		0.929			0.929			0.972			0.992	
Satd. Flow (perm)	0	1691	0	0	1675	0	0	1805	0	0	1816	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			18			4			20	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1089			291			579			735	
Travel Time (s)		24.8			6.6			13.2			16.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	91	23	17	41	18	23	395	11	8	355	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	135	0	0	76	0	0	429	0	0	417	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	0		1	0		1	0	
Detector Template	Left			Left			Left	Thru		Left		
Leading Detector (ft)	20	10		20	0		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	10		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
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)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	

Lanes, Volumes, Timings
 19: Fillmore Ave & Northhampton St

08/16/2023

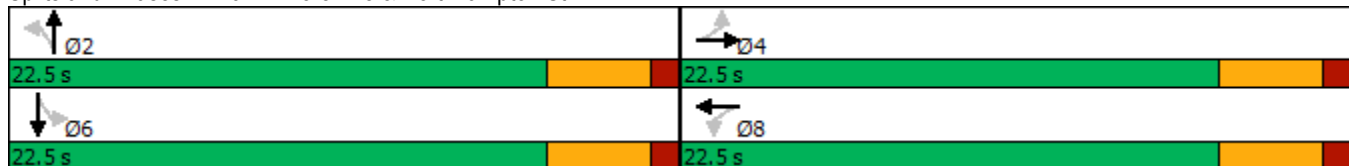


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.7			7.6			25.6			25.6	
Actuated g/C Ratio		0.21			0.21			0.70			0.70	
v/c Ratio		0.36			0.21			0.34			0.33	
Control Delay		12.7			10.4			5.8			5.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.7			10.4			5.8			5.5	
LOS		B			B			A			A	
Approach Delay		12.7			10.4			5.8			5.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.4
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.36
Intersection Signal Delay:	6.9
Intersection LOS:	A
Intersection Capacity Utilization:	46.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 19: Fillmore Ave & Northhampton St



Lanes, Volumes, Timings
21: Fillmore Ave & Riley St/Urban St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	0	7	10	0	29	3	410	4	18	351	10
Future Volume (vph)	4	0	7	10	0	29	3	410	4	18	351	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.910			0.900			0.999			0.996	
Fl _t Protected		0.984			0.987						0.998	
Satd. Flow (prot)	0	1668	0	0	1655	0	0	1861	0	0	1852	0
Fl _t Permitted		0.988			0.930			0.998			0.976	
Satd. Flow (perm)	0	1675	0	0	1559	0	0	1857	0	0	1811	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		36			36			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			639			735			422	
Travel Time (s)		24.6			14.5			16.7			9.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	0	8	11	0	32	3	446	4	20	382	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	43	0	0	453	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			50			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	0		1	0	
Detector Template	Left	Thru		Left	Thru		Left			Left		
Leading Detector (ft)	20	100		20	100		20	0		20	0	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
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	

Lanes, Volumes, Timings
 21: Fillmore Ave & Riley St/Urban St

08/16/2023

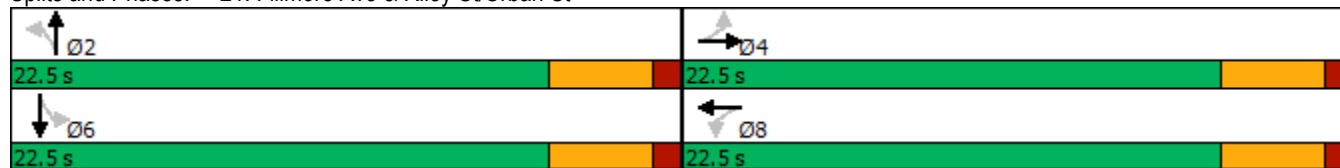


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.0			6.0			32.0			32.0	
Actuated g/C Ratio		0.16			0.16			0.84			0.84	
v/c Ratio		0.04			0.16			0.29			0.27	
Control Delay		2.4			8.2			3.3			3.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.4			8.2			3.3			3.2	
LOS		A			A			A			A	
Approach Delay		2.4			8.2			3.3			3.2	
Approach LOS		A			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 38.2
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 3.5
 Intersection LOS: A
 Intersection Capacity Utilization 43.0%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 21: Fillmore Ave & Riley St/Urban St



Lanes, Volumes, Timings
22: Fillmore Ave & French St

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	62	399	13	78	347
Future Volume (vph)	13	62	399	13	78	347
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.888		0.996			
Flt Protected	0.991					0.991
Satd. Flow (prot)	1639	0	1855	0	0	1846
Flt Permitted	0.991					0.869
Satd. Flow (perm)	1639	0	1855	0	0	1619
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	67		4			
Link Speed (mph)	30		30			30
Link Distance (ft)	600		422			182
Travel Time (s)	13.6		9.6			4.1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	67	434	14	85	377
Shared Lane Traffic (%)						
Lane Group Flow (vph)	81	0	448	0	0	462
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		0		1	0
Detector Template	Left				Left	
Leading Detector (ft)	20		0		20	0
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5

Lanes, Volumes, Timings
 22: Fillmore Ave & French St

08/16/2023

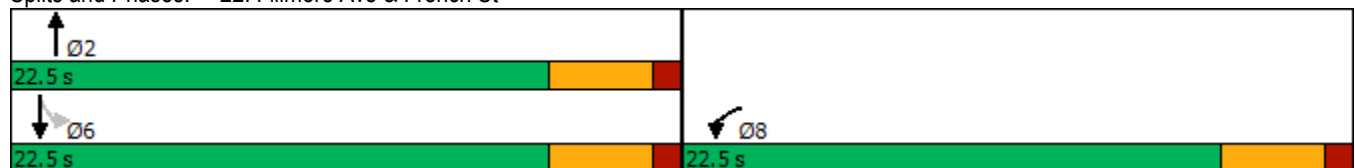


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effct Green (s)	6.4		30.9			30.9
Actuated g/C Ratio	0.16		0.77			0.77
v/c Ratio	0.26		0.31			0.37
Control Delay	8.0		4.2			4.8
Queue Delay	0.0		0.0			0.8
Total Delay	8.0		4.2			5.6
LOS	A		A			A
Approach Delay	8.0		4.2			5.6
Approach LOS	A		A			A

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.2
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.37
Intersection Signal Delay:	5.2
Intersection LOS:	A
Intersection Capacity Utilization	60.2%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 22: Fillmore Ave & French St



Lanes, Volumes, Timings
23: Fillmore Ave & E Utica St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	90	115	78	392	327	68
Future Volume (vph)	90	115	78	392	327	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.924				0.977	
Fl _t Protected	0.978			0.992		
Satd. Flow (prot)	1683	0	0	1848	1820	0
Fl _t Permitted	0.978			0.879		
Satd. Flow (perm)	1683	0	0	1637	1820	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	125				28	
Link Speed (mph)	30			30	30	
Link Distance (ft)	1083			182	1350	
Travel Time (s)	24.6			4.1	30.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	125	85	426	355	74
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	511	429	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	0	0	
Detector Template	Left		Left			
Leading Detector (ft)	20		20	0	0	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		22.5	22.5	22.5	
Total Split (%)	50.0%		50.0%	50.0%	50.0%	
Maximum Green (s)	18.0		18.0	18.0	18.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	

Lanes, Volumes, Timings
 23: Fillmore Ave & E Utica St

08/16/2023

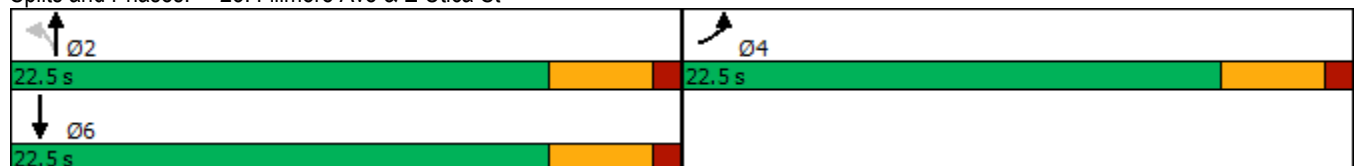


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effct Green (s)	7.9			22.7	22.7	
Actuated g/C Ratio	0.21			0.62	0.62	
v/c Ratio	0.48			0.51	0.38	
Control Delay	9.6			9.0	6.5	
Queue Delay	0.0			1.0	0.0	
Total Delay	9.6			10.0	6.5	
LOS	A			A	A	
Approach Delay	9.6			10.0	6.5	
Approach LOS	A			A	A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	36.8
Natural Cycle:	55
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.51
Intersection Signal Delay:	8.6
Intersection LOS:	A
Intersection Capacity Utilization:	69.6%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 23: Fillmore Ave & E Utica St



Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	38	283	87	57	266	51	43	303	64	44	305	79
Future Volume (vph)	38	283	87	57	266	51	43	303	64	44	305	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		200	0		0	0		150	0		0
Storage Lanes	0		1	0		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.968			0.980			0.976			0.972	
Flt Protected		0.995			0.992			0.995			0.995	
Satd. Flow (prot)	0	3409	0	0	3441	0	0	3437	0	0	3423	0
Flt Permitted		0.883			0.826			0.881			0.884	
Satd. Flow (perm)	0	3025	0	0	2865	0	0	3043	0	0	3041	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		91			46			57			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1082			797			1350			1620	
Travel Time (s)		24.6			18.1			30.7			36.8	
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)	41	308	95	62	289	55	47	329	70	48	332	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	444	0	0	406	0	0	446	0	0	466	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		

Lanes, Volumes, Timings
24: Fillmore Ave & E Ferry St

08/16/2023

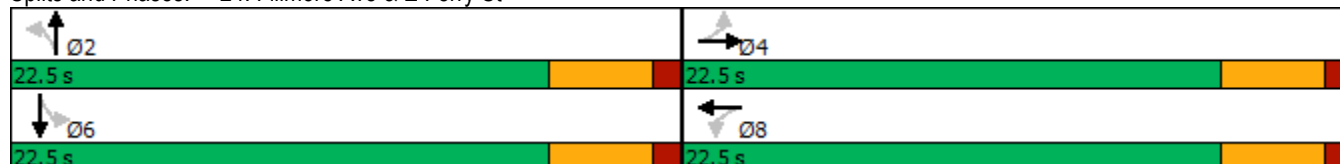


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		10.2			10.2			18.1			18.1	
Actuated g/C Ratio		0.27			0.27			0.48			0.48	
v/c Ratio		0.50			0.50			0.30			0.31	
Control Delay		10.8			12.0			6.3			6.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.8			12.0			6.3			6.2	
LOS		B			B			A			A	
Approach Delay		10.8			12.0			6.3			6.2	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.4
Natural Cycle:	45
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	8.7
Intersection LOS:	A
Intersection Capacity Utilization:	61.2%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 24: Fillmore Ave & E Ferry St



Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	4	30	22	50	60	20	13	345	33	29	364	21
Future Volume (vph)	4	30	22	50	60	20	13	345	33	29	364	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.947			0.979			0.989			0.993	
Fl _t Protected		0.997			0.981			0.998			0.996	
Satd. Flow (prot)	0	1759	0	0	1789	0	0	1839	0	0	1842	0
Fl _t Permitted		0.972			0.848			0.984			0.959	
Satd. Flow (perm)	0	1715	0	0	1546	0	0	1813	0	0	1774	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			22			12			7	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1020			890			1620			1011	
Travel Time (s)		23.2			20.2			36.8			23.0	
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
Adj. Flow (vph)	4	33	24	54	65	22	14	375	36	32	396	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	141	0	0	425	0	0	451	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
25: Fillmore Ave & Northland Ave

08/16/2023

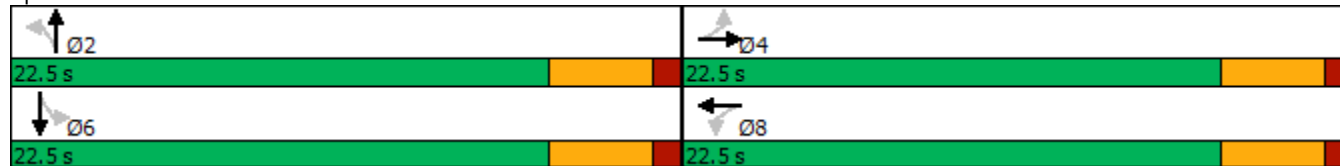


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		8.2			8.2			23.6			23.6	
Actuated g/C Ratio		0.22			0.22			0.62			0.62	
v/c Ratio		0.16			0.40			0.37			0.41	
Control Delay		8.4			13.8			6.6			7.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.4			13.8			6.6			7.1	
LOS		A			B			A			A	
Approach Delay		8.4			13.8			6.6			7.1	
Approach LOS		A			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 37.9
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 7.9
 Intersection Capacity Utilization 54.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

Splits and Phases: 25: Fillmore Ave & Northland Ave



Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	95	210	48	33	172	42	37	318	32	61	331	74
Future Volume (vph)	95	210	48	33	172	42	37	318	32	61	331	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.982			0.977			0.989			0.979	
Fl _t Protected		0.987			0.993			0.995			0.994	
Satd. Flow (prot)	0	1805	0	0	1807	0	0	1833	0	0	1813	0
Fl _t Permitted		0.838			0.928			0.930			0.906	
Satd. Flow (perm)	0	1533	0	0	1689	0	0	1713	0	0	1652	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			23			12			25	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		928			735			1011			742	
Travel Time (s)		21.1			16.7			23.0			16.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	228	52	36	187	46	40	346	35	66	360	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	383	0	0	269	0	0	421	0	0	506	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
26: Fillmore Ave & E Delavan Ave

08/16/2023

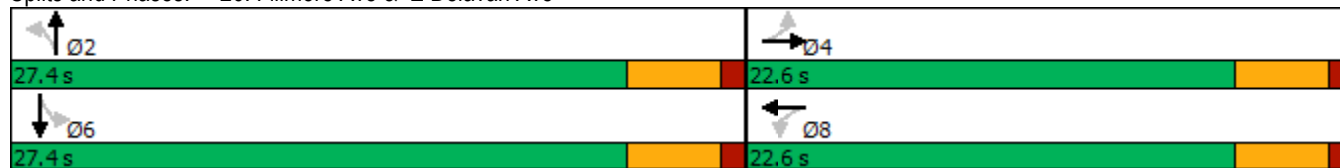


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		27.4	27.4		27.4	27.4	
Total Split (%)	45.2%	45.2%		45.2%	45.2%		54.8%	54.8%		54.8%	54.8%	
Maximum Green (s)	18.1	18.1		18.1	18.1		22.9	22.9		22.9	22.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)		14.8			14.8			23.0			23.0	
Actuated g/C Ratio		0.32			0.32			0.49			0.49	
v/c Ratio		0.77			0.49			0.50			0.61	
Control Delay		25.6			14.9			11.2			13.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.6			14.9			11.2			13.2	
LOS		C			B			B			B	
Approach Delay		25.6			14.9			11.2			13.2	
Approach LOS		C			B			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 50
 Actuated Cycle Length: 46.9
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.0
 Intersection LOS: B
 Intersection Capacity Utilization 78.8%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 26: Fillmore Ave & E Delavan Ave



Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕	↕			
Traffic Volume (vph)	252	285	0	0	285	32	71	222	140	0	0	0
Future Volume (vph)	252	285	0	0	285	32	71	222	140	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		150	0		150	0		0
Storage Lanes	0		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.985				0.850			
Flt Protected		0.977						0.988				
Satd. Flow (prot)	0	3458	0	0	3486	0	0	1840	1583	0	0	0
Flt Permitted		0.690						0.988				
Satd. Flow (perm)	0	2442	0	0	3486	0	0	1840	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					32				152			
Link Speed (mph)		30			30			30				30
Link Distance (ft)		310			928			1019				213
Travel Time (s)		7.0			21.1			23.2				4.8
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)	274	310	0	0	310	35	77	241	152	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	584	0	0	345	0	0	318	152	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2		1	2	1			
Detector Template	Left	Thru			Thru		Left	Thru	Right			
Leading Detector (ft)	20	100			100		20	100	20			
Trailing Detector (ft)	0	0			0		0	0	0			
Detector 1 Position(ft)	0	0			0		0	0	0			
Detector 1 Size(ft)	20	6			6		20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0		0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			

Lane Group	Ø6
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	6
Permitted Phases	

Lanes, Volumes, Timings
 27: Humboldt Parkway NB & E Delavan Ave

08/16/2023

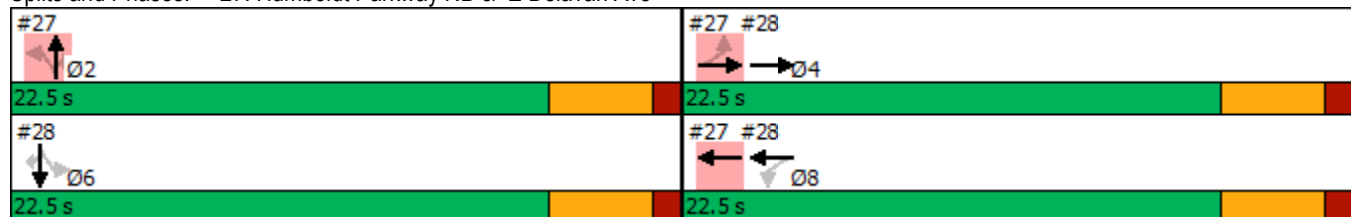


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4			8		2	2	2			
Switch Phase												
Minimum Initial (s)	5.0	5.0			5.0		5.0	5.0	5.0			
Minimum Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (s)	22.5	22.5			22.5		22.5	22.5	22.5			
Total Split (%)	50.0%	50.0%			50.0%		50.0%	50.0%	50.0%			
Maximum Green (s)	18.0	18.0			18.0		18.0	18.0	18.0			
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			
Total Lost Time (s)		4.5			4.5			4.5	4.5			
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0	3.0			
Recall Mode	Max	Max			Max		None	None	None			
Walk Time (s)	7.0	7.0			7.0		7.0	7.0	7.0			
Flash Dont Walk (s)	11.0	11.0			11.0		11.0	11.0	11.0			
Pedestrian Calls (#/hr)	0	0			0		0	0	0			
Act Effct Green (s)		19.3			19.3			12.4	12.4			
Actuated g/C Ratio		0.47			0.47			0.30	0.30			
v/c Ratio		0.51			0.21			0.57	0.26			
Control Delay		7.8			7.0			15.5	3.5			
Queue Delay		0.0			0.0			0.0	0.0			
Total Delay		7.8			7.0			15.5	3.5			
LOS		A			A			B	A			
Approach Delay		7.8			7.0			11.6				
Approach LOS		A			A			B				

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.8
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	8.9
Intersection LOS:	A
Intersection Capacity Utilization:	51.0%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 27: Humboldt Parkway NB & E Delavan Ave



Lane Group	Ø6
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
28: Humboldt Parkway SB & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖						↗	↖
Traffic Volume (vph)	0	484	51	106	251	0	0	0	0	44	66	28
Future Volume (vph)	0	484	51	106	251	0	0	0	0	44	66	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	0		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987										0.850
Flt Protected					0.985						0.980	
Satd. Flow (prot)	0	1839	0	0	3486	0	0	0	0	0	1825	1583
Flt Permitted					0.674						0.980	
Satd. Flow (perm)	0	1839	0	0	2385	0	0	0	0	0	1825	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14										36
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2669			310			684			864	
Travel Time (s)		60.7			7.0			15.5			19.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	526	55	115	273	0	0	0	0	48	72	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	581	0	0	388	0	0	0	0	0	120	30
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94							94
Detector 2 Size(ft)		6			6							6
Detector 2 Type		Cl+Ex			Cl+Ex							Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							0.0
Turn Type		NA		Perm	NA					Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases				8						6		6

Lane Group	Ø2
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Enter Blocked Intersection	
Lane Alignment	
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	
Turning Speed (mph)	
Number of Detectors	
Detector Template	
Leading Detector (ft)	
Trailing Detector (ft)	
Detector 1 Position(ft)	
Detector 1 Size(ft)	
Detector 1 Type	
Detector 1 Channel	
Detector 1 Extend (s)	
Detector 1 Queue (s)	
Detector 1 Delay (s)	
Detector 2 Position(ft)	
Detector 2 Size(ft)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	
Protected Phases	2
Permitted Phases	

Lanes, Volumes, Timings
 28: Humboldt Parkway SB & E Delavan Ave

08/16/2023

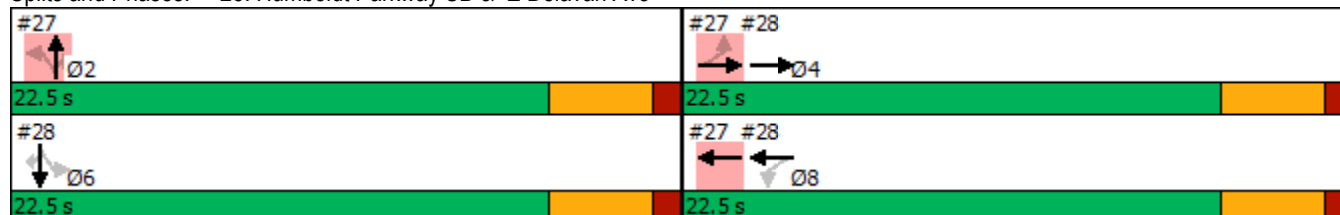


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase		4		8	8					6	6	6
Switch Phase												
Minimum Initial (s)		5.0		5.0	5.0					5.0	5.0	5.0
Minimum Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (s)		22.5		22.5	22.5					22.5	22.5	22.5
Total Split (%)		50.0%		50.0%	50.0%					50.0%	50.0%	50.0%
Maximum Green (s)		18.0		18.0	18.0					18.0	18.0	18.0
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
Total Lost Time (s)		4.5			4.5						4.5	4.5
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0		3.0	3.0					3.0	3.0	3.0
Recall Mode		Max		Max	Max					None	None	None
Walk Time (s)		7.0		7.0	7.0					7.0	7.0	7.0
Flash Dont Walk (s)		11.0		11.0	11.0					11.0	11.0	11.0
Pedestrian Calls (#/hr)		0		0	0					0	0	0
Act Effct Green (s)		19.3			19.3						12.4	12.4
Actuated g/C Ratio		0.47			0.47						0.30	0.30
v/c Ratio		0.66			0.34						0.22	0.06
Control Delay		15.3			5.8						10.5	3.9
Queue Delay		0.0			0.0						0.0	0.0
Total Delay		15.3			5.8						10.5	3.9
LOS		B			A						B	A
Approach Delay		15.3			5.8						9.2	
Approach LOS		B			A						A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	40.8
Natural Cycle:	50
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.66
Intersection Signal Delay:	11.2
Intersection LOS:	B
Intersection Capacity Utilization:	55.7%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 28: Humboldt Parkway SB & E Delavan Ave



Lane Group	Ø2
Detector Phase	
Switch Phase	
Minimum Initial (s)	5.0
Minimum Split (s)	22.5
Total Split (s)	22.5
Total Split (%)	50%
Maximum Green (s)	18.0
Yellow Time (s)	3.5
All-Red Time (s)	1.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None
Walk Time (s)	7.0
Flash Dont Walk (s)	11.0
Pedestrian Calls (#/hr)	0
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	
Intersection Summary	

Lanes, Volumes, Timings
29: Jefferson Ave & E Delavan Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	93	350	57	60	156	25	49	152	74	13	113	45
Future Volume (vph)	93	350	57	60	156	25	49	152	74	13	113	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.985			0.986			0.964			0.964	
Fl _t Protected		0.991			0.988			0.991			0.996	
Satd. Flow (prot)	0	1818	0	0	1815	0	0	1780	0	0	1789	0
Fl _t Permitted		0.896			0.812			0.922			0.969	
Satd. Flow (perm)	0	1644	0	0	1491	0	0	1656	0	0	1740	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			15			49			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		592			2669			1017			352	
Travel Time (s)		13.5			60.7			23.1			8.0	
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
Adj. Flow (vph)	101	380	62	65	170	27	53	165	80	14	123	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	543	0	0	262	0	0	298	0	0	186	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 29: Jefferson Ave & E Delavan Ave

08/16/2023

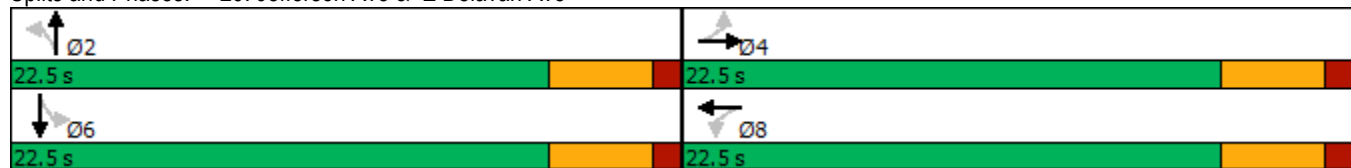


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		16.7			16.7			18.1			18.1	
Actuated g/C Ratio		0.38			0.38			0.41			0.41	
v/c Ratio		0.85			0.45			0.42			0.25	
Control Delay		28.1			12.4			10.2			7.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		28.1			12.4			10.2			7.9	
LOS		C			B			B			A	
Approach Delay		28.1			12.4			10.2			7.9	
Approach LOS		C			B			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 43.8
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 17.9
 Intersection LOS: B
 Intersection Capacity Utilization 68.0%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 29: Jefferson Ave & E Delavan Ave



Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	30	30	19	13	19	21	27	222	32	20	188	14
Future Volume (vph)	30	30	19	13	19	21	27	222	32	20	188	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.967			0.946			0.985			0.992	
Fl _t Protected		0.981			0.988			0.995			0.995	
Satd. Flow (prot)	0	1767	0	0	1741	0	0	1826	0	0	1839	0
Fl _t Permitted		0.851			0.891			0.964			0.964	
Satd. Flow (perm)	0	1533	0	0	1570	0	0	1769	0	0	1781	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			23			17			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		806			2743			848			1017	
Travel Time (s)		18.3			62.3			19.3			23.1	
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)	33	33	21	14	21	23	29	241	35	22	204	15
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	58	0	0	305	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
30: Jefferson Ave & Northland Ave

08/16/2023

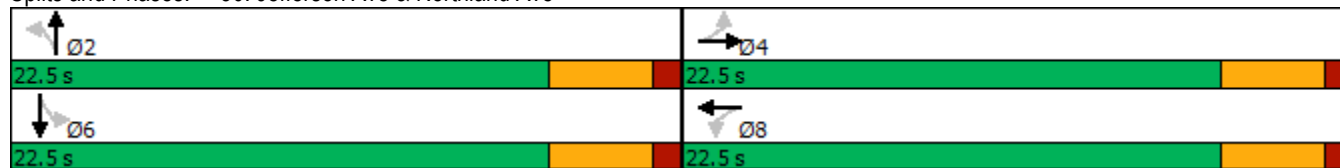


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.0			6.9			26.3			26.3	
Actuated g/C Ratio		0.19			0.19			0.72			0.72	
v/c Ratio		0.28			0.18			0.24			0.19	
Control Delay		11.9			9.5			4.5			4.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			9.5			4.5			4.4	
LOS		B			A			A			A	
Approach Delay		11.9			9.5			4.5			4.4	
Approach LOS		B			A			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.6
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.28
 Intersection Signal Delay: 5.8
 Intersection LOS: A
 Intersection Capacity Utilization 34.8%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 30: Jefferson Ave & Northland Ave



Lanes, Volumes, Timings
31: Jefferson Ave & Brunswick Blvd

08/16/2023



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	28	269	47	10	202
Future Volume (vph)	28	28	269	47	10	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.932		0.980			
Fl _t Protected	0.976					0.998
Satd. Flow (prot)	1694	0	1825	0	0	1859
Fl _t Permitted	0.976					0.984
Satd. Flow (perm)	1694	0	1825	0	0	1833
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)	30		23			
Link Speed (mph)	30		30			30
Link Distance (ft)	2734		751			848
Travel Time (s)	62.1		17.1			19.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	30	292	51	11	220
Shared Lane Traffic (%)						
Lane Group Flow (vph)	60	0	343	0	0	231
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1		2		1	2
Detector Template	Left		Thru		Left	Thru
Leading Detector (ft)	20		100		20	100
Trailing Detector (ft)	0		0		0	0
Detector 1 Position(ft)	0		0		0	0
Detector 1 Size(ft)	20		6		20	6
Detector 1 Type	Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0		0.0	0.0
Detector 1 Queue (s)	0.0		0.0		0.0	0.0
Detector 1 Delay (s)	0.0		0.0		0.0	0.0
Detector 2 Position(ft)			94			94
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot		NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases					6	
Detector Phase	8		2		6	6
Switch Phase						
Minimum Initial (s)	5.0		5.0		5.0	5.0

Lanes, Volumes, Timings
 31: Jefferson Ave & Brunswick Blvd

08/16/2023

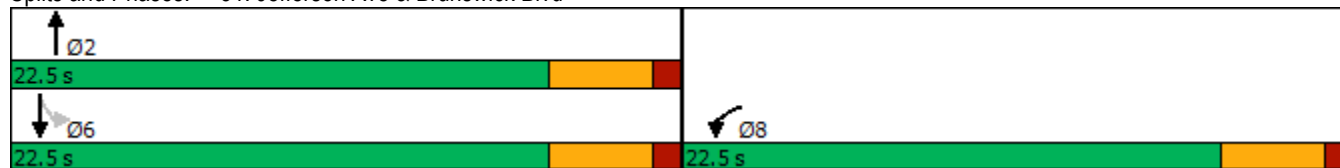


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Minimum Split (s)	22.5		22.5		22.5	22.5
Total Split (s)	22.5		22.5		22.5	22.5
Total Split (%)	50.0%		50.0%		50.0%	50.0%
Maximum Green (s)	18.0		18.0		18.0	18.0
Yellow Time (s)	3.5		3.5		3.5	3.5
All-Red Time (s)	1.0		1.0		1.0	1.0
Lost Time Adjust (s)	0.0		0.0			0.0
Total Lost Time (s)	4.5		4.5			4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Recall Mode	None		Max		Max	Max
Walk Time (s)	7.0		7.0		7.0	7.0
Flash Dont Walk (s)	11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)	0		0		0	0
Act Effect Green (s)	6.5		33.9			33.9
Actuated g/C Ratio	0.16		0.85			0.85
v/c Ratio	0.20		0.22			0.15
Control Delay	11.4		2.8			2.8
Queue Delay	0.0		0.0			0.0
Total Delay	11.4		2.8			2.8
LOS	B		A			A
Approach Delay	11.4		2.8			2.8
Approach LOS	B		A			A

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 40
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.22
 Intersection Signal Delay: 3.6
 Intersection LOS: A
 Intersection Capacity Utilization 30.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 31: Jefferson Ave & Brunswick Blvd



Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	27	252	58	63	415	68	69	221	77	51	206	29
Future Volume (vph)	27	252	58	63	415	68	69	221	77	51	206	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.977			0.983			0.972			0.986	
Fl _t Protected		0.996			0.994			0.991			0.991	
Satd. Flow (prot)	0	1813	0	0	1820	0	0	1794	0	0	1820	0
Fl _t Permitted		0.940			0.921			0.892			0.895	
Satd. Flow (perm)	0	1711	0	0	1686	0	0	1615	0	0	1644	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			18			27			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		332			194			1406			751	
Travel Time (s)		7.5			4.4			32.0			17.1	
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)	29	274	63	68	451	74	75	240	84	55	224	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	366	0	0	593	0	0	399	0	0	311	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
32: Jefferson Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	31.0	31.0		31.0	31.0		24.0	24.0		24.0	24.0	
Total Split (%)	56.4%	56.4%		56.4%	56.4%		43.6%	43.6%		43.6%	43.6%	
Maximum Green (s)	26.5	26.5		26.5	26.5		19.5	19.5		19.5	19.5	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		21.3			21.3			19.7			19.7	
Actuated g/C Ratio		0.43			0.43			0.39			0.39	
v/c Ratio		0.49			0.82			0.61			0.48	
Control Delay		11.8			22.5			18.0			15.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			22.5			18.0			15.4	
LOS		B			C			B			B	
Approach Delay		11.8			22.5			18.0			15.4	
Approach LOS		B			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 55

Actuated Cycle Length: 50.1

Natural Cycle: 50

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 17.8

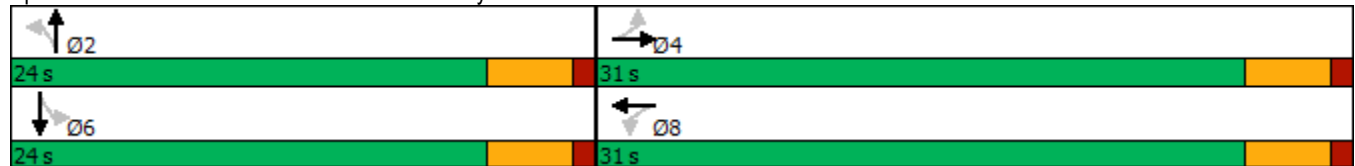
Intersection LOS: B

Intersection Capacity Utilization 78.1%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 32: Jefferson Ave & E Ferry St



Lanes, Volumes, Timings
33: Jefferson Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	110	44	52	107	36	41	313	39	17	291	21
Future Volume (vph)	14	110	44	52	107	36	41	313	39	17	291	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.965			0.975			0.987			0.991	
Fl _t Protected		0.996			0.987			0.995			0.997	
Satd. Flow (prot)	0	1790	0	0	1793	0	0	1829	0	0	1840	0
Fl _t Permitted		0.966			0.886			0.940			0.974	
Satd. Flow (perm)	0	1736	0	0	1609	0	0	1728	0	0	1798	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			30			15			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1023			1295			630			1406	
Travel Time (s)		23.3			29.4			14.3			32.0	
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
Adj. Flow (vph)	15	120	48	57	116	39	45	340	42	18	316	23
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	183	0	0	212	0	0	427	0	0	357	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 33: Jefferson Ave & E Utica St

08/16/2023

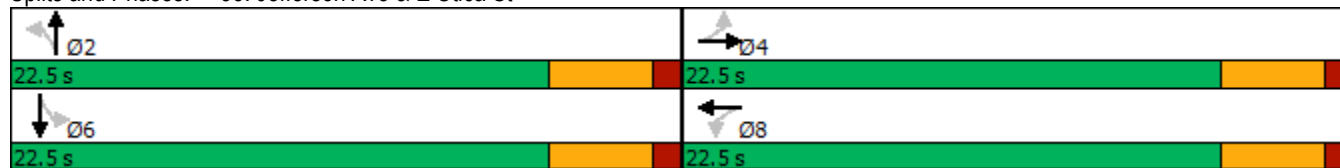


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.4			9.5			22.0			22.0	
Actuated g/C Ratio		0.25			0.25			0.59			0.59	
v/c Ratio		0.39			0.50			0.42			0.34	
Control Delay		10.9			13.9			8.2			7.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.9			13.9			8.2			7.4	
LOS		B			B			A			A	
Approach Delay		10.9			13.9			8.2			7.4	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	45
Actuated Cycle Length:	37.5
Natural Cycle:	45
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	9.4
Intersection LOS:	A
Intersection Capacity Utilization:	64.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 33: Jefferson Ave & E Utica St



Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	13	31	12	18	22	19	7	340	43	12	343	20
Future Volume (vph)	13	31	12	18	22	19	7	340	43	12	343	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.971			0.956			0.985			0.993	
Fl _t Protected		0.989			0.985			0.999			0.998	
Satd. Flow (prot)	0	1789	0	0	1754	0	0	1833	0	0	1846	0
Fl _t Permitted		0.902			0.874			0.993			0.986	
Satd. Flow (perm)	0	1631	0	0	1556	0	0	1822	0	0	1824	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			21			17			8	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		870			1108			418			630	
Travel Time (s)		19.8			25.2			9.5			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	14	34	13	20	24	21	8	370	47	13	373	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	61	0	0	65	0	0	425	0	0	408	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
34: Jefferson Ave & Riley St

08/16/2023

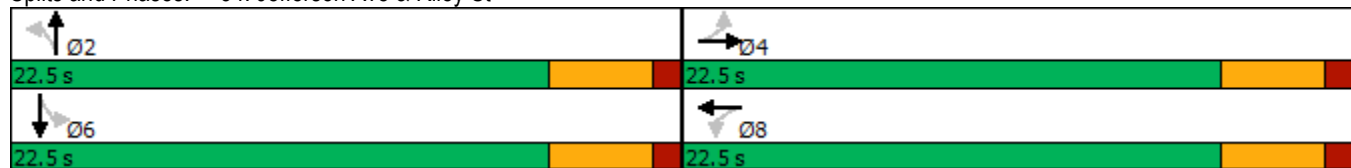


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.6			6.5			28.6			28.6	
Actuated g/C Ratio		0.19			0.18			0.81			0.81	
v/c Ratio		0.20			0.21			0.29			0.28	
Control Delay		11.0			10.3			3.8			3.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			10.3			3.8			3.8	
LOS		B			B			A			A	
Approach Delay		11.0			10.3			3.8			3.8	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 35.4
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 4.7
 Intersection LOS: A
 Intersection Capacity Utilization 38.1%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 34: Jefferson Ave & Riley St



Lanes, Volumes, Timings
35: Jefferson Ave & Northampton St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	21	49	27	13	48	22	23	350	15	30	309	33
Future Volume (vph)	21	49	27	13	48	22	23	350	15	30	309	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.963			0.964			0.995			0.988	
Fl _t Protected		0.989			0.992			0.997			0.996	
Satd. Flow (prot)	0	1774	0	0	1781	0	0	1848	0	0	1833	0
Fl _t Permitted		0.899			0.927			0.970			0.954	
Satd. Flow (perm)	0	1613	0	0	1665	0	0	1798	0	0	1756	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			24			5			13	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1340			1290			1156			278	
Travel Time (s)		30.5			29.3			26.3			6.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	53	29	14	52	24	25	380	16	33	336	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	105	0	0	90	0	0	421	0	0	405	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
 35: Jefferson Ave & Northhampton St

08/16/2023

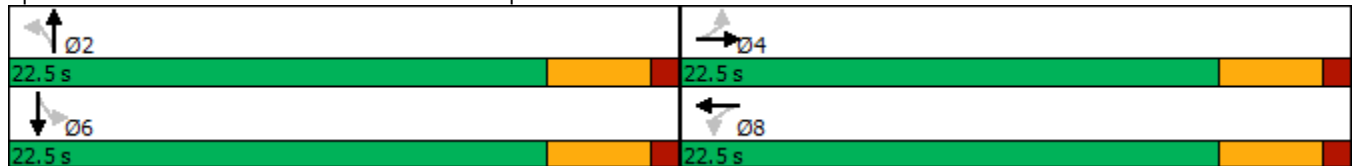


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		7.1			7.1			25.5			25.5	
Actuated g/C Ratio		0.20			0.20			0.71			0.71	
v/c Ratio		0.31			0.26			0.33			0.32	
Control Delay		11.4			10.9			5.4			5.3	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		11.4			10.9			5.4			5.3	
LOS		B			B			A			A	
Approach Delay		11.4			10.9			5.4			5.3	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.33
 Intersection Signal Delay: 6.5
 Intersection LOS: A
 Intersection Capacity Utilization 43.4%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 35: Jefferson Ave & Northhampton St



Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕			↕↕			↕↕	
Traffic Volume (vph)	17	515	51	43	352	71	30	299	92	76	254	26
Future Volume (vph)	17	515	51	43	352	71	30	299	92	76	254	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. 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
Fr _t		0.987			0.977			0.967			0.989	
Fl _t Protected		0.999			0.995			0.996			0.989	
Satd. Flow (prot)	0	3490	0	0	3441	0	0	3409	0	0	3462	0
Fl _t Permitted		0.934			0.857			0.912			0.799	
Satd. Flow (perm)	0	3263	0	0	2963	0	0	3121	0	0	2797	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			54			95			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		169			169			156			165	
Travel Time (s)		3.8			3.8			3.5			3.8	
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)	18	560	55	47	383	77	33	325	100	83	276	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	0	0	507	0	0	458	0	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
36: Jefferson Ave & Best St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		13.5			13.5			18.1			18.1	
Actuated g/C Ratio		0.33			0.33			0.44			0.44	
v/c Ratio		0.57			0.50			0.32			0.31	
Control Delay		12.8			11.2			7.1			8.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.8			11.2			7.1			8.5	
LOS		B			B			A			A	
Approach Delay		12.8			11.2			7.1			8.5	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other

Cycle Length: 45

Actuated Cycle Length: 40.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.57

Intersection Signal Delay: 10.2

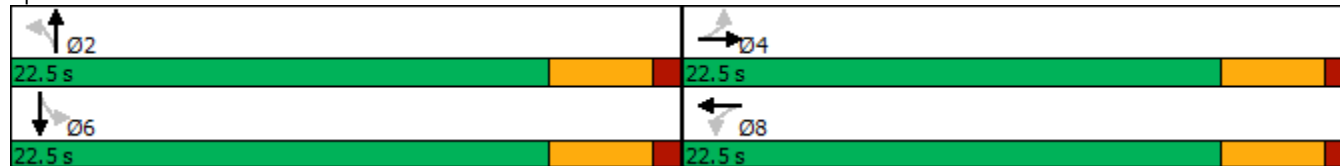
Intersection LOS: B

Intersection Capacity Utilization 66.7%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 36: Jefferson Ave & Best St



Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	87	154	49	322	334	23
Future Volume (vph)	87	154	49	322	334	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.914				0.991	
Fl _t Protected	0.982			0.993		
Satd. Flow (prot)	1672	0	0	1850	1846	0
Fl _t Permitted	0.982			0.921		
Satd. Flow (perm)	1672	0	0	1716	1846	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	167				9	
Link Speed (mph)	30			30	30	
Link Distance (ft)	879			684	486	
Travel Time (s)	20.0			15.5	11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	95	167	53	350	363	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	262	0	0	403	388	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Number of Detectors	1		1	2	2	
Detector Template	Left		Left	Thru	Thru	
Leading Detector (ft)	20		20	100	100	
Trailing Detector (ft)	0		0	0	0	
Detector 1 Position(ft)	0		0	0	0	
Detector 1 Size(ft)	20		20	6	6	
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	
Detector 2 Position(ft)				94	94	
Detector 2 Size(ft)				6	6	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot		Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases			2			
Detector Phase	4		2	2	6	
Switch Phase						
Minimum Initial (s)	5.0		5.0	5.0	5.0	

Lanes, Volumes, Timings
37: Jefferson Ave & E North St

08/16/2023

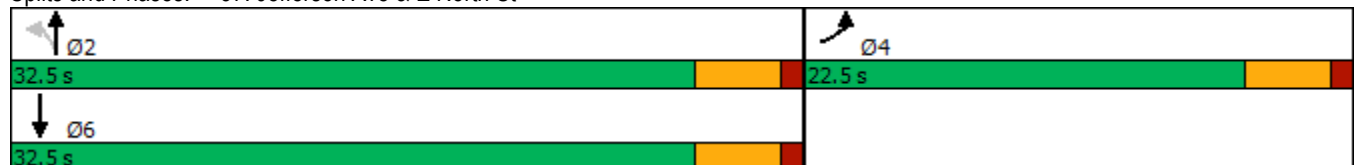


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Split (s)	22.5		22.5	22.5	22.5	
Total Split (s)	22.5		32.5	32.5	32.5	
Total Split (%)	40.9%		59.1%	59.1%	59.1%	
Maximum Green (s)	18.0		28.0	28.0	28.0	
Yellow Time (s)	3.5		3.5	3.5	3.5	
All-Red Time (s)	1.0		1.0	1.0	1.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	4.5			4.5	4.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	
Recall Mode	None		Max	Max	Max	
Walk Time (s)	7.0		7.0	7.0	7.0	
Flash Dont Walk (s)	11.0		11.0	11.0	11.0	
Pedestrian Calls (#/hr)	0		0	0	0	
Act Effect Green (s)	8.8			30.9	30.9	
Actuated g/C Ratio	0.18			0.63	0.63	
v/c Ratio	0.60			0.37	0.33	
Control Delay	12.7			6.3	5.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	12.7			6.3	5.8	
LOS	B			A	A	
Approach Delay	12.7			6.3	5.8	
Approach LOS	B			A	A	

Intersection Summary

Area Type: Other
 Cycle Length: 55
 Actuated Cycle Length: 48.8
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.60
 Intersection Signal Delay: 7.7
 Intersection LOS: A
 Intersection Capacity Utilization 64.2%
 ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 37: Jefferson Ave & E North St



Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	15	67	131	35	63	35	52	317	22	25	443	10
Future Volume (vph)	15	67	131	35	63	35	52	317	22	25	443	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.917			0.964			0.992			0.997	
Fl _t Protected		0.997			0.987			0.993			0.997	
Satd. Flow (prot)	0	1703	0	0	1772	0	0	1835	0	0	1852	0
Fl _t Permitted		0.974			0.785			0.898			0.971	
Satd. Flow (perm)	0	1664	0	0	1410	0	0	1659	0	0	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137			31			8			3	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		840			1233			880			684	
Travel Time (s)		19.1			28.0			20.0			15.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	73	142	38	68	38	57	345	24	27	482	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	231	0	0	144	0	0	426	0	0	520	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
38: Jefferson Ave & High St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.6	22.6		22.6	22.6		37.4	37.4		37.4	37.4	
Total Split (%)	37.7%	37.7%		37.7%	37.7%		62.3%	62.3%		62.3%	62.3%	
Maximum Green (s)	18.1	18.1		18.1	18.1		32.9	32.9		32.9	32.9	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.3			9.3			34.8			34.8	
Actuated g/C Ratio		0.18			0.18			0.66			0.66	
v/c Ratio		0.57			0.53			0.39			0.44	
Control Delay		14.4			22.3			6.1			6.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.4			22.3			6.1			6.5	
LOS		B			C			A			A	
Approach Delay		14.4			22.3			6.1			6.5	
Approach LOS		B			C			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 53.1
 Natural Cycle: 50
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 61.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 38: Jefferson Ave & High St



Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Traffic Volume (vph)	62	412	19	17	523	99	11	62	61	0	0	0
Future Volume (vph)	62	412	19	17	523	99	11	62	61	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.979			0.939				
Fl _t Protected		0.994			0.999			0.996				
Satd. Flow (prot)	0	1842	0	0	1822	0	0	1742	0	0	0	0
Fl _t Permitted		0.874			0.983			0.996				
Satd. Flow (perm)	0	1620	0	0	1793	0	0	1742	0	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			24			66				
Link Speed (mph)		30			30			30				30
Link Distance (ft)		280			1179			1336				278
Travel Time (s)		6.4			26.8			30.4				6.3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	448	21	18	568	108	12	67	66	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	0	694	0	0	145	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0				0
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2				
Detector Template	Left	Thru		Left	Thru		Left	Thru				
Leading Detector (ft)	20	100		20	100		20	100				
Trailing Detector (ft)	0	0		0	0		0	0				
Detector 1 Position(ft)	0	0		0	0		0	0				
Detector 1 Size(ft)	20	6		20	6		20	6				
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex				
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0				
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4			8			2					
Detector Phase	4	4		8	8		2	2				
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0				

Lanes, Volumes, Timings
39: Wohlers Ave & E Ferry St

08/16/2023

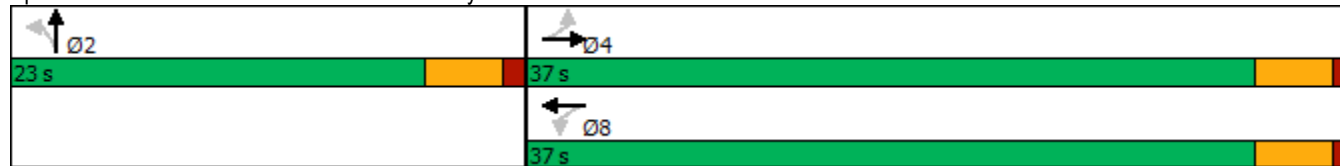


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5				
Total Split (s)	37.0	37.0		37.0	37.0		23.0	23.0				
Total Split (%)	61.7%	61.7%		61.7%	61.7%		38.3%	38.3%				
Maximum Green (s)	32.5	32.5		32.5	32.5		18.5	18.5				
Yellow Time (s)	3.5	3.5		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				
Total Lost Time (s)		4.5			4.5			4.5				
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0				
Recall Mode	None	None		None	None		Max	Max				
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0				
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0				
Pedestrian Calls (#/hr)	0	0		0	0		0	0				
Act Effct Green (s)		24.5			24.5			18.9				
Actuated g/C Ratio		0.47			0.47			0.36				
v/c Ratio		0.71			0.82			0.22				
Control Delay		16.4			20.1			9.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		16.4			20.1			9.9				
LOS		B			C			A				
Approach Delay		16.4			20.1			9.9				
Approach LOS		B			C			A				

Intersection Summary

Area Type: Other
 Cycle Length: 60
 Actuated Cycle Length: 52.5
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 68.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 39: Wohlers Ave & E Ferry St



Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	14	176	7	14	152	32	23	58	30	9	25	11
Future Volume (vph)	14	176	7	14	152	32	23	58	30	9	25	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.995			0.978			0.963			0.967	
Fl _t Protected		0.997			0.997			0.990			0.990	
Satd. Flow (prot)	0	1848	0	0	1816	0	0	1776	0	0	1783	0
Fl _t Permitted		0.972			0.972			0.955			0.958	
Satd. Flow (perm)	0	1802	0	0	1771	0	0	1713	0	0	1726	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			26			33			12	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		274			1173			1331			1336	
Travel Time (s)		6.2			26.7			30.3			30.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	191	8	15	165	35	25	63	33	10	27	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	214	0	0	215	0	0	121	0	0	49	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
40: Wohlers Ave & E Utica St

08/16/2023

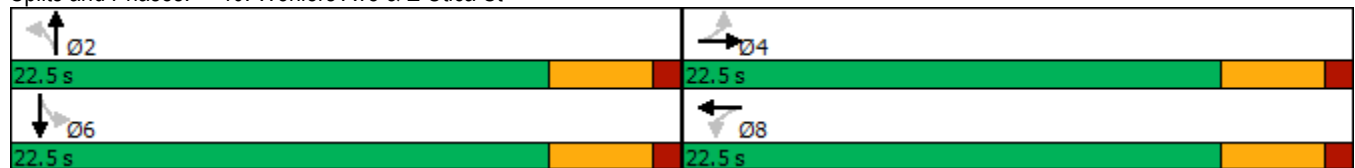


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		9.5			9.4			21.9			21.9	
Actuated g/C Ratio		0.25			0.25			0.59			0.59	
v/c Ratio		0.47			0.46			0.12			0.05	
Control Delay		14.6			13.3			5.0			5.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.6			13.3			5.0			5.0	
LOS		B			B			A			A	
Approach Delay		14.6			13.3			5.0			5.0	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 37.4
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 11.4
 Intersection Capacity Utilization 29.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service A

Splits and Phases: 40: Wohlers Ave & E Utica St



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↖	
Traffic Vol, veh/h	0	42	0	0	522	0
Future Vol, veh/h	0	42	0	0	522	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	46	0	0	567	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	567	-	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	523	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	523	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	12.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	523	-
HCM Lane V/C Ratio	0.087	-
HCM Control Delay (s)	12.5	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-

HCM 6th TWSC
43: Humboldt Parkway SB & Riley St

08/16/2023

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	17	23	23	17	0	0	0	0	23	421	23
Future Vol, veh/h	0	17	23	23	17	0	0	0	0	23	421	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	18	25	25	18	0	0	0	0	25	458	25

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	521	471	542	533	-	0	0	0
Stage 1	-	521	-	0	0	-	-	-	-
Stage 2	-	0	-	542	533	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	460	593	451	453	0	-	-	-
Stage 1	0	532	-	-	-	0	-	-	-
Stage 2	0	-	-	525	525	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	460	593	419	453	-	-	-	-
Mov Cap-2 Maneuver	-	460	-	419	453	-	-	-	-
Stage 1	-	532	-	-	-	-	-	-	-
Stage 2	-	-	-	485	525	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	12.4		14.2			
HCM LOS	B		B			

Minor Lane/Major Mvmt	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	433	-	-	-
HCM Lane V/C Ratio	0.082	0.1	-	-	-
HCM Control Delay (s)	12.4	14.2	-	-	-
HCM Lane LOS	B	B	-	-	-
HCM 95th %tile Q(veh)	0.3	0.3	-	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	14	0	0	465	4
Future Vol, veh/h	0	14	0	0	465	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	15	0	0	505	4

Major/Minor	Minor2	Major2
Conflicting Flow All	- 507	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 566	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 566	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	566	-	-
HCM Lane V/C Ratio	0.027	-	-
HCM Control Delay (s)	11.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-

Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	
Traffic Vol, veh/h	0	171	140	0	5	3
Future Vol, veh/h	0	171	140	0	5	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	186	152	0	5	3
Number of Lanes	0	1	1	0	1	0

Approach	EB	WB	SB
Opposing Approach	WB	EB	
Opposing Lanes	1	1	0
Conflicting Approach Left	SB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SB	EB
Conflicting Lanes Right	0	1	1
HCM Control Delay	8.2	8	7.6
HCM LOS	A	A	A

Lane	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	0%	62%
Vol Thru, %	100%	100%	0%
Vol Right, %	0%	0%	38%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	171	140	8
LT Vol	0	0	5
Through Vol	171	140	0
RT Vol	0	0	3
Lane Flow Rate	186	152	9
Geometry Grp	1	1	1
Degree of Util (X)	0.21	0.173	0.011
Departure Headway (Hd)	4.063	4.088	4.557
Convergence, Y/N	Yes	Yes	Yes
Cap	881	873	790
Service Time	2.101	2.132	2.557
HCM Lane V/C Ratio	0.211	0.174	0.011
HCM Control Delay	8.2	8	7.6
HCM Lane LOS	A	A	A
HCM 95th-tile Q	0.8	0.6	0

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	169	7	6	138	0	2
Future Vol, veh/h	169	7	6	138	0	2
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	2	2	2	2
Mvmt Flow	184	8	7	150	0	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	192	0	352
Stage 1	-	-	-	-	188
Stage 2	-	-	-	-	164
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1381	-	646
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	865
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1381	-	642
Mov Cap-2 Maneuver	-	-	-	-	642
Stage 1	-	-	-	-	844
Stage 2	-	-	-	-	860

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	854	-	-	1381	-
HCM Lane V/C Ratio	0.003	-	-	0.005	-
HCM Control Delay (s)	9.2	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
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Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Traffic Vol, veh/h	17	23	0	0	23	17	17	304	17	0	0	0
Future Vol, veh/h	17	23	0	0	23	17	17	304	17	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	18	25	0	0	25	18	18	330	18	0	0	0

Major/Minor	Minor2		Minor1		Major1						
Conflicting Flow All	397	384	-	-	375	339	0	0	0		
Stage 1	0	0	-	-	375	-	-	-	-		
Stage 2	397	384	-	-	0	-	-	-	-		
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-		
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-		
Pot Cap-1 Maneuver	563	550	0	0	556	703	-	-	-		
Stage 1	-	-	0	0	617	-	-	-	-		
Stage 2	629	611	0	0	-	-	-	-	-		
Platoon blocked, %								-	-		
Mov Cap-1 Maneuver	529	550	-	-	556	703	-	-	-		
Mov Cap-2 Maneuver	529	550	-	-	556	-	-	-	-		
Stage 1	-	-	-	-	617	-	-	-	-		
Stage 2	588	611	-	-	-	-	-	-	-		

Approach	EB		WB		NB		
HCM Control Delay, s	12.2		11.4				
HCM LOS	B		B				

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	
Capacity (veh/h)	-	-	-	541	610
HCM Lane V/C Ratio	-	-	-	0.08	0.071
HCM Control Delay (s)	-	-	-	12.2	11.4
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.3	0.2

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	7	357	13	0	0
Future Vol, veh/h	0	7	357	13	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	8	388	14	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	395	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	654	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	654	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 654
HCM Lane V/C Ratio	-	- 0.012
HCM Control Delay (s)	-	- 10.6
HCM Lane LOS	-	- B
HCM 95th %tile Q(veh)	-	- 0

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	22	353	3	0	0
Future Vol, veh/h	0	22	353	3	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	24	384	3	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	386	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	662	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	662	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	10.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	- 662
HCM Lane V/C Ratio	-	- 0.036
HCM Control Delay (s)	-	- 10.6
HCM Lane LOS	-	- B
HCM 95th %tile Q(veh)	-	- 0.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	42	0	0	227	18
Future Vol, veh/h	0	42	0	0	227	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	46	0	0	247	20

Major/Minor	Minor2	Major2
Conflicting Flow All	- 257	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 782	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 782	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	9.9	0
HCM LOS	A	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	782	-	-
HCM Lane V/C Ratio	0.058	-	-
HCM Control Delay (s)	9.9	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-



Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↘	
Traffic Vol, veh/h	0	70	0	0	245	34
Future Vol, veh/h	0	70	0	0	245	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	76	0	0	266	37

Major/Minor	Minor2	Major2
Conflicting Flow All	- 285	- 0
Stage 1	- -	- -
Stage 2	- -	- -
Critical Hdwy	- 6.22	- -
Critical Hdwy Stg 1	- -	- -
Critical Hdwy Stg 2	- -	- -
Follow-up Hdwy	- 3.318	- -
Pot Cap-1 Maneuver	0 754	- -
Stage 1	0 -	- -
Stage 2	0 -	- -
Platoon blocked, %		- -
Mov Cap-1 Maneuver	- 754	- -
Mov Cap-2 Maneuver	- -	- -
Stage 1	- -	- -
Stage 2	- -	- -

Approach	EB	SB
HCM Control Delay, s	10.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT	SBR
Capacity (veh/h)	754	-	-
HCM Lane V/C Ratio	0.101	-	-
HCM Control Delay (s)	10.3	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.3	-	-

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	75	0	0	289	30
Future Vol, veh/h	0	75	0	0	289	30
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	82	0	0	314	33
Number of Lanes	0	1	0	0	1	0

Approach	EB	SB
Opposing Approach		
Opposing Lanes	0	0
Conflicting Approach Left	SB	
Conflicting Lanes Left	1	0
Conflicting Approach Right		EB
Conflicting Lanes Right	0	1
HCM Control Delay	7.5	9.6
HCM LOS	A	A

Lane	EBLn1	SBLn1
Vol Left, %	0%	0%
Vol Thru, %	0%	91%
Vol Right, %	100%	9%
Sign Control	Stop	Stop
Traffic Vol by Lane	75	319
LT Vol	0	0
Through Vol	0	289
RT Vol	75	30
Lane Flow Rate	82	347
Geometry Grp	1	1
Degree of Util (X)	0.093	0.387
Departure Headway (Hd)	4.091	4.019
Convergence, Y/N	Yes	Yes
Cap	881	891
Service Time	2.091	2.06
HCM Lane V/C Ratio	0.093	0.389
HCM Control Delay	7.5	9.6
HCM Lane LOS	A	A
HCM 95th-tile Q	0.3	1.8

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗			↕↕	
Traffic Vol, veh/h	0	69	0	0	983	0
Future Vol, veh/h	0	69	0	0	983	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	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	75	0	0	1068	0

Major/Minor	Minor2		Major2	
Conflicting Flow All	-	534	-	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	491	-	0
Stage 1	0	-	-	0
Stage 2	0	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	491	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	SB
HCM Control Delay, s	13.6	0
HCM LOS	B	

Minor Lane/Major Mvmt	EBLn1	SBT
Capacity (veh/h)	491	-
HCM Lane V/C Ratio	0.153	-
HCM Control Delay (s)	13.6	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.5	-

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↻			↑				
Traffic Vol, veh/h	0	0	0	0	50	50	0	599	0	0	0	0
Future Vol, veh/h	0	0	0	0	50	50	0	599	0	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	1	-	-	0	-	-	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	0	0	0	0	54	54	0	651	0	0	0	0

Major/Minor	Minor1	Major1			
Conflicting Flow All	-	651	651	-	0
Stage 1	-	651	-	-	-
Stage 2	-	0	-	-	-
Critical Hdwy	-	6.52	6.22	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	-	-
Pot Cap-1 Maneuver	0	388	469	0	-
Stage 1	0	465	-	0	-
Stage 2	0	-	-	0	-
Platoon blocked, %					-
Mov Cap-1 Maneuver	-	0	469	-	-
Mov Cap-2 Maneuver	-	0	-	-	-
Stage 1	-	0	-	-	-
Stage 2	-	0	-	-	-

Approach	WB	NB
HCM Control Delay, s	15	0
HCM LOS	C	

Minor Lane/Major Mvmt	NBTWBLn1
Capacity (veh/h)	- 469
HCM Lane V/C Ratio	- 0.232
HCM Control Delay (s)	- 15
HCM Lane LOS	- C
HCM 95th %tile Q(veh)	- 0.9

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↘			
Traffic Vol, veh/h	0	67	577	69	0	0
Future Vol, veh/h	0	67	577	69	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	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	2	2	2	2
Mvmt Flow	0	73	627	75	0	0

Major/Minor	Minor1	Major1		
Conflicting Flow All	-	665	0	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	6.22	-	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	3.318	-	-
Pot Cap-1 Maneuver	0	460	-	-
Stage 1	0	-	-	-
Stage 2	0	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	-	460	-	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	NB
HCM Control Delay, s	14.3	0
HCM LOS	B	

Minor Lane/Major Mvmt	NBT	NBRWBLn1
Capacity (veh/h)	-	460
HCM Lane V/C Ratio	-	0.158
HCM Control Delay (s)	-	14.3
HCM Lane LOS	-	B
HCM 95th %tile Q(veh)	-	0.6

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	16	30	511	18	44
Future Vol, veh/h	450	16	30	511	18	44
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	2	2	2	2
Mvmt Flow	489	17	33	555	20	48

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	506	0	1119
Stage 1	-	-	-	-	498
Stage 2	-	-	-	-	621
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1059	-	229
Stage 1	-	-	-	-	611
Stage 2	-	-	-	-	536
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1059	-	219
Mov Cap-2 Maneuver	-	-	-	-	219
Stage 1	-	-	-	-	611
Stage 2	-	-	-	-	512

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	390	-	-	1059	-
HCM Lane V/C Ratio	0.173	-	-	0.031	-
HCM Control Delay (s)	16.1	-	-	8.5	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	170	10	7	163	17	17	28	18	11	31	9
Future Vol, veh/h	12	170	10	7	163	17	17	28	18	11	31	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	185	11	8	177	18	18	30	20	12	34	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9	8.9	8.3	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	6%	4%	22%
Vol Thru, %	44%	89%	87%	61%
Vol Right, %	29%	5%	9%	18%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	63	192	187	51
LT Vol	17	12	7	11
Through Vol	28	170	163	31
RT Vol	18	10	17	9
Lane Flow Rate	68	209	203	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.092	0.257	0.249	0.075
Departure Headway (Hd)	4.813	4.439	4.418	4.886
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	744	810	813	732
Service Time	2.847	2.465	2.444	2.921
HCM Lane V/C Ratio	0.091	0.258	0.25	0.075
HCM Control Delay	8.3	9	8.9	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	1	1	0.2

Intersection

Intersection Delay, s/veh 8.6

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	117	12	7	99	19	16	104	16	20	37	10
Future Vol, veh/h	9	117	12	7	99	19	16	104	16	20	37	10
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	2	2	2	2	2	2
Mvmt Flow	10	127	13	8	108	21	17	113	17	22	40	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.5	8.8	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	7%	6%	30%
Vol Thru, %	76%	85%	79%	55%
Vol Right, %	12%	9%	15%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	136	138	125	67
LT Vol	16	9	7	20
Through Vol	104	117	99	37
RT Vol	16	12	19	10
Lane Flow Rate	148	150	136	73
Geometry Grp	1	1	1	1
Degree of Util (X)	0.19	0.191	0.172	0.096
Departure Headway (Hd)	4.638	4.577	4.554	4.748
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	773	783	787	753
Service Time	2.674	2.61	2.588	2.787
HCM Lane V/C Ratio	0.191	0.192	0.173	0.097
HCM Control Delay	8.8	8.7	8.5	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.7	0.6	0.3

Intersection	
Intersection Delay, s/veh	8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	114	7	6	94	15	6	27	1	10	39	2
Future Vol, veh/h	7	114	7	6	94	15	6	27	1	10	39	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	124	8	7	102	16	7	29	1	11	42	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.1	8	7.8	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	5%	5%	20%
Vol Thru, %	79%	89%	82%	76%
Vol Right, %	3%	5%	13%	4%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	34	128	115	51
LT Vol	6	7	6	10
Through Vol	27	114	94	39
RT Vol	1	7	15	2
Lane Flow Rate	37	139	125	55
Geometry Grp	1	1	1	1
Degree of Util (X)	0.047	0.161	0.147	0.07
Departure Headway (Hd)	4.601	4.27	4.236	4.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	845	851	786
Service Time	2.609	2.27	2.236	2.584
HCM Lane V/C Ratio	0.047	0.164	0.147	0.07
HCM Control Delay	7.8	8.1	8	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.6	0.5	0.2

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	16	685	493	41	18	12
Future Vol, veh/h	16	685	493	41	18	12
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	2	2	2	2
Mvmt Flow	17	745	536	45	20	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	581	0	-	0	1338 559
Stage 1	-	-	-	-	559 -
Stage 2	-	-	-	-	779 -
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	993	-	-	-	169 529
Stage 1	-	-	-	-	572 -
Stage 2	-	-	-	-	452 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	993	-	-	-	164 529
Mov Cap-2 Maneuver	-	-	-	-	164 -
Stage 1	-	-	-	-	555 -
Stage 2	-	-	-	-	452 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	23.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	993	-	-	-	227
HCM Lane V/C Ratio	0.018	-	-	-	0.144
HCM Control Delay (s)	8.7	0	-	-	23.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	13	696	486	16	25	14
Future Vol, veh/h	13	696	486	16	25	14
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	2	2	2	2
Mvmt Flow	14	757	528	17	27	15

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	545	0	-	0	1322 537
Stage 1	-	-	-	-	537 -
Stage 2	-	-	-	-	785 -
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	1024	-	-	-	173 544
Stage 1	-	-	-	-	586 -
Stage 2	-	-	-	-	449 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1024	-	-	-	169 544
Mov Cap-2 Maneuver	-	-	-	-	169 -
Stage 1	-	-	-	-	572 -
Stage 2	-	-	-	-	449 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1024	-	-	-	225
HCM Lane V/C Ratio	0.014	-	-	-	0.188
HCM Control Delay (s)	8.6	0	-	-	24.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	17	13	19	9	12	14	6	337	2	11	344	10
Future Volume (vph)	17	13	19	9	12	14	6	337	2	11	344	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.947			0.947			0.999			0.996	
Fl _t Protected		0.983			0.987			0.999			0.998	
Satd. Flow (prot)	0	1734	0	0	1741	0	0	1859	0	0	1852	0
Fl _t Permitted		0.893			0.893			0.994			0.989	
Satd. Flow (perm)	0	1575	0	0	1575	0	0	1850	0	0	1835	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			15			1			4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		911			1129			278			418	
Travel Time (s)		20.7			25.7			6.3			9.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	18	14	21	10	13	15	7	366	2	12	374	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	0	38	0	0	375	0	0	397	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		-50			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
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	

Lanes, Volumes, Timings
62: Jefferson Ave & Eaton St/Kingsley St

08/16/2023

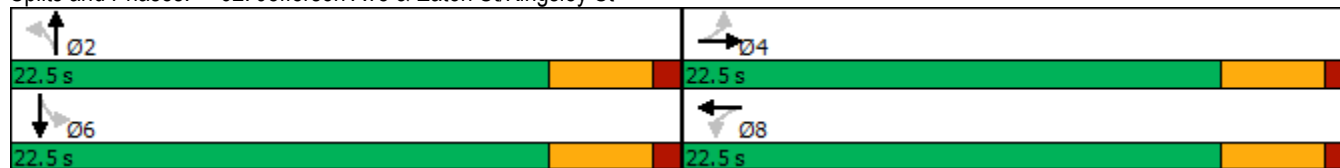


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
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	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		6.4			6.3			30.0			30.0	
Actuated g/C Ratio		0.17			0.17			0.82			0.82	
v/c Ratio		0.18			0.13			0.25			0.27	
Control Delay		10.2			10.1			3.5			3.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.2			10.1			3.5			3.6	
LOS		B			B			A			A	
Approach Delay		10.2			10.1			3.5			3.6	
Approach LOS		B			B			A			A	

Intersection Summary

Area Type: Other
 Cycle Length: 45
 Actuated Cycle Length: 36.7
 Natural Cycle: 45
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.27
 Intersection Signal Delay: 4.2
 Intersection LOS: A
 Intersection Capacity Utilization 36.3%
 ICU Level of Service A
 Analysis Period (min) 15

Splits and Phases: 62: Jefferson Ave & Eaton St/Kingsley St



HCM 6th TWSC
63: Humboldt Parkway SB & Winslow Ave

08/16/2023

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔	
Traffic Vol, veh/h	0	18	27	27	18	0	0	0	0	27	471	27
Future Vol, veh/h	0	18	27	27	18	0	0	0	0	27	471	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	0	20	29	29	20	0	0	0	0	29	512	29

Major/Minor	Minor2		Minor1			Major2			
Conflicting Flow All	-	585	527	609	599	-	0	0	0
Stage 1	-	585	-	0	0	-	-	-	-
Stage 2	-	0	-	609	599	-	-	-	-
Critical Hdwy	-	6.52	6.22	7.12	6.52	-	4.12	-	-
Critical Hdwy Stg 1	-	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-
Follow-up Hdwy	-	4.018	3.318	3.518	4.018	-	2.218	-	-
Pot Cap-1 Maneuver	0	423	551	407	415	0	-	-	-
Stage 1	0	498	-	-	-	0	-	-	-
Stage 2	0	-	-	482	490	0	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	-	423	551	372	415	-	-	-	-
Mov Cap-2 Maneuver	-	423	-	372	415	-	-	-	-
Stage 1	-	498	-	-	-	-	-	-	-
Stage 2	-	-	-	438	490	-	-	-	-

Approach	EB		WB		SB	
HCM Control Delay, s	13.1		15.6			
HCM LOS	B		C			

Minor Lane/Major Mvmt	EBLn1WBLn1		SBL	SBT	SBR
Capacity (veh/h)	492	388	-	-	-
HCM Lane V/C Ratio	0.099	0.126	-	-	-
HCM Control Delay (s)	13.1	15.6	-	-	-
HCM Lane LOS	B	C	-	-	-
HCM 95th %tile Q(veh)	0.3	0.4	-	-	-

HCM 6th TWSC
64: Humboldt Parkway NB & Winslow Ave

08/16/2023

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	18	27	0	0	27	18	18	329	18	0	0	0
Future Vol, veh/h	18	27	0	0	27	18	18	329	18	0	0	0
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	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	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	20	29	0	0	29	20	20	358	20	0	0	0

Major/Minor	Minor2		Minor1		Major1					
Conflicting Flow All	433	418	-	-	408	368	0	0	0	
Stage 1	0	0	-	-	408	-	-	-	-	
Stage 2	433	418	-	-	0	-	-	-	-	
Critical Hdwy	7.12	6.52	-	-	6.52	6.22	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	-	5.52	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	-	-	4.018	3.318	2.218	-	-	
Pot Cap-1 Maneuver	533	526	0	0	533	677	-	-	-	
Stage 1	-	-	0	0	597	-	-	-	-	
Stage 2	601	591	0	0	-	-	-	-	-	
Platoon blocked, %								-	-	
Mov Cap-1 Maneuver	496	526	-	-	533	677	-	-	-	
Mov Cap-2 Maneuver	496	526	-	-	533	-	-	-	-	
Stage 1	-	-	-	-	597	-	-	-	-	
Stage 2	555	591	-	-	-	-	-	-	-	

Approach	EB		WB		NB	
HCM Control Delay, s	12.7		11.7			
HCM LOS	B		B			

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1
Capacity (veh/h)	-	-	-	514	583
HCM Lane V/C Ratio	-	-	-	0.095	0.084
HCM Control Delay (s)	-	-	-	12.7	11.7
HCM Lane LOS	-	-	-	B	B
HCM 95th %tile Q(veh)	-	-	-	0.3	0.3

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	108	62	95	29	179	45
Future Vol, veh/h	108	62	95	29	179	45
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	117	67	103	32	195	49

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	458	220	244	0	0
Stage 1	220	-	-	-	-
Stage 2	238	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	561	820	1322	-	-
Stage 1	817	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	517	820	1322	-	-
Mov Cap-2 Maneuver	517	-	-	-	-
Stage 1	752	-	-	-	-
Stage 2	802	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	6.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1322	-	598	-	-
HCM Lane V/C Ratio	0.078	-	0.309	-	-
HCM Control Delay (s)	8	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

Intersection														
Int Delay, s/veh	1.4													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations					↔						↑		↔	
Traffic Vol, veh/h	0	0	0	25	25	0	0	0	0	0	364	0	594	0
Future Vol, veh/h	0	0	0	25	25	0	0	0	0	0	364	0	594	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	-	-	-	-	-	-	None	-	-
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	0	-
Peak Hour Factor	92	92	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	2	2
Mvmt Flow	0	0	0	27	27	0	0	0	0	0	396	0	646	0

Major/Minor	Minor1			Major2		
Conflicting Flow All	396	396	-	-	-	0
Stage 1	0	0	-	-	-	-
Stage 2	396	396	-	-	-	-
Critical Hdwy	6.42	6.52	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	5.42	5.52	-	-	-	-
Follow-up Hdwy	3.518	4.018	-	-	-	-
Pot Cap-1 Maneuver	609	541	0	0	-	0
Stage 1	-	-	0	0	-	0
Stage 2	680	604	0	0	-	0
Platoon blocked, %						-
Mov Cap-1 Maneuver	609	0	-	-	-	-
Mov Cap-2 Maneuver	609	0	-	-	-	-
Stage 1	-	0	-	-	-	-
Stage 2	680	0	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	11.5	0
HCM LOS	B	

Minor Lane/Major Mvmt	WBLn1	SBT
Capacity (veh/h)	609	-
HCM Lane V/C Ratio	0.089	-
HCM Control Delay (s)	11.5	-
HCM Lane LOS	B	-
HCM 95th %tile Q(veh)	0.3	-