# APPENDIX K1
# Capacity Analyses
2040 Background Conditions
Weekday Morning Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Future Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 139 | | | 72 | | | 170 | | 14 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 281 | 94 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 375 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 12.0 | 47.0 | | 12.0 | 47.0 | | 20.0 | 21.0 | 21.0 | 42.0 | 43.0 | |
| Total Split (%) | 9.8% | 38.5% | | 9.8% | 38.5% | | 16.4% | 17.2% | 17.2% | 34.4% | 35.2% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 7.0 | 40.0 | 60.0 | 7.0 | 40.0 | 84.0 | 15.0 | 15.0 | 15.0 | 37.0 | 37.0 | |
| Actuated g/C Ratio | 0.06 | 0.33 | 0.49 | 0.06 | 0.33 | 0.69 | 0.12 | 0.12 | 0.12 | 0.30 | 0.30 | |
| v/c Ratio | 2.18 | 1.31 | 0.20 | 0.97 | 1.02 | 1.10 | 1.09 | 0.99 | 0.87 | 1.05 | 0.71 | |
| Control Delay | 589.4 | 180.5 | 4.7 | 141.3 | 73.5 | 80.7 | 138.3 | 96.1 | 47.0 | 83.8 | 45.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 589.4 | 180.5 | 4.7 | 141.3 | 73.5 | 80.7 | 138.3 | 96.1 | 47.0 | 83.8 | 45.1 | |
| LOS | F | F | A | F | E | F | F | F | D | F | D | |
| Approach Delay | | 211.6 | | | 79.6 | | | 90.8 | | | 73.8 | |
| Approach LOS | | F | | | E | | | F | | | E | |

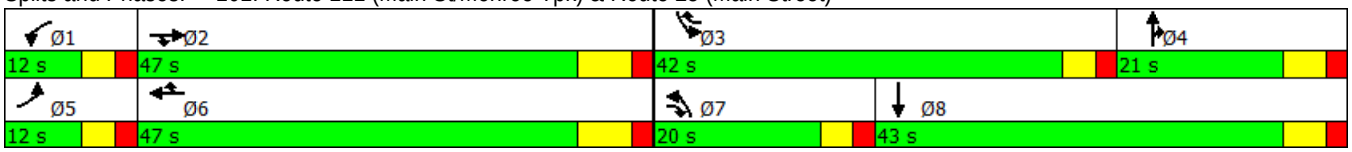
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~264 | ~767 | 10 | 75 | ~514 | ~1028 | ~191 | 172 | 91 | ~475 | 253 | |
| Queue Length 95th (ft) | #420 | #906 | 48 | #185 | #650 | #1292 | #337 | #270 | #235 | #607 | 370 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 96 | 1100 | 808 | 96 | 1138 | 1055 | 199 | 412 | 327 | 1021 | 525 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 2.18 | 1.31 | 0.20 | 0.97 | 1.02 | 1.10 | 1.09 | 0.99 | 0.87 | 1.05 | 0.71 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 122 | | | |
| Actuated Cycle Length: 122 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 2.18 | | | |
| Intersection Signal Delay: 116.2 | | Intersection LOS: F | |
| Intersection Capacity Utilization 103.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Future Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.995 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1694 | 1516 | 1694 | 1783 | 1835 | 0 | |
| Flt Permitted | 0.950 | | 0.064 | | | | |
| Satd. Flow (perm) | 1694 | 1516 | 114 | 1783 | 1835 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 40 | | | 4 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.91 | 0.91 | 0.97 | 0.97 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 84 | 217 | 99 | 1440 | 1495 | 62 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 84 | 217 | 99 | 1440 | 1557 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 19.0 | | 14.0 | 65.7 | 65.7 | | 14.0 |
| Total Split (%) | 19.3% | | 14.2% | 66.6% | 66.6% | | 14% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | Min | Min | | None |
| Act Effct Green (s) | 13.2 | 24.3 | 70.1 | 62.4 | 60.1 | | |
| Actuated g/C Ratio | 0.14 | 0.26 | 0.74 | 0.66 | 0.64 | | |
| v/c Ratio | 0.35 | 0.52 | 0.49 | 1.22 | 1.33 | | |
| Control Delay | 41.4 | 28.6 | 19.0 | 127.6 | 163.2 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.8 | 0.1 | | |
| Total Delay | 41.4 | 28.6 | 19.0 | 128.3 | 163.3 | | |
| LOS | D | C | B | F | F | | |
| Approach Delay | 32.2 | | | 121.3 | 163.3 | | |
| Approach LOS | C | | | F | F | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 46 | 89 | 12 | ~1112 | ~1243 | | |
| Queue Length 95th (ft) | 86 | 142 | 60 | #1438 | m#239 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 270 | 461 | 254 | 1180 | 1173 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 35 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 185 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.31 | 0.47 | 0.39 | 1.45 | 1.37 | | |

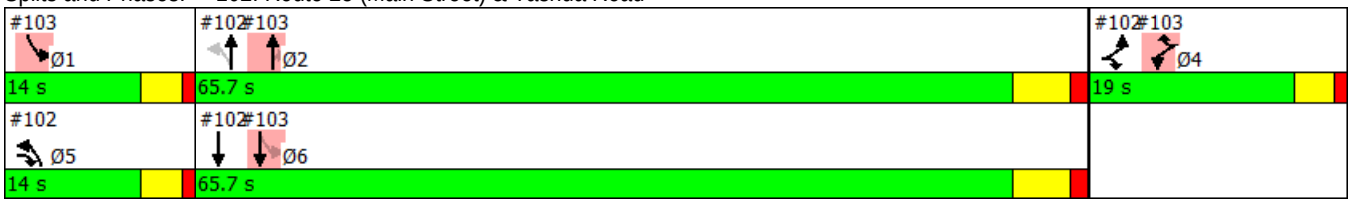
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 94.2 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.33 | | | |
| Intersection Signal Delay: 132.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 99.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Future Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1620 | 1501 | 1766 | 1501 | 1678 | 1766 | |
| Flt Permitted | 0.950 | | | | 0.066 | | |
| Satd. Flow (perm) | 1620 | 1501 | 1766 | 1501 | 117 | 1766 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 113 | | 84 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | |
| Adj. Flow (vph) | 113 | 113 | 1393 | 157 | 104 | 1479 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 113 | 113 | 1393 | 157 | 104 | 1479 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 19.0 | 19.0 | 65.7 | 65.7 | 14.0 | 65.7 | 14.0 |
| Total Split (%) | 19.3% | 19.3% | 66.6% | 66.6% | 14.2% | 66.6% | 14% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | Min | Min | None | Min | None |
| Act Effct Green (s) | 13.2 | 13.2 | 62.4 | 62.4 | 68.7 | 60.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.66 | 0.66 | 0.73 | 0.64 | |
| v/c Ratio | 0.50 | 0.37 | 1.19 | 0.15 | 0.53 | 1.31 | |
| Control Delay | 45.8 | 11.1 | 101.7 | 2.0 | 21.2 | 167.6 | |
| Queue Delay | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.3 | |
| Total Delay | 45.8 | 11.1 | 101.8 | 2.0 | 21.2 | 167.9 | |
| LOS | D | B | F | A | C | F | |
| Approach Delay | 28.5 | | 91.7 | | | 158.3 | |
| Approach LOS | C | | F | | | F | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 63 | 0 | ~1050 | 2 | 13 | ~1179 | |
| Queue Length 95th (ft) | 106 | 35 | m#817 | m2 | 63 | #1498 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 258 | 334 | 1169 | 1022 | 254 | 1127 | |
| Starvation Cap Reductn | 0 | 0 | 43 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 72 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | 0.34 | 1.24 | 0.15 | 0.41 | 1.40 | |

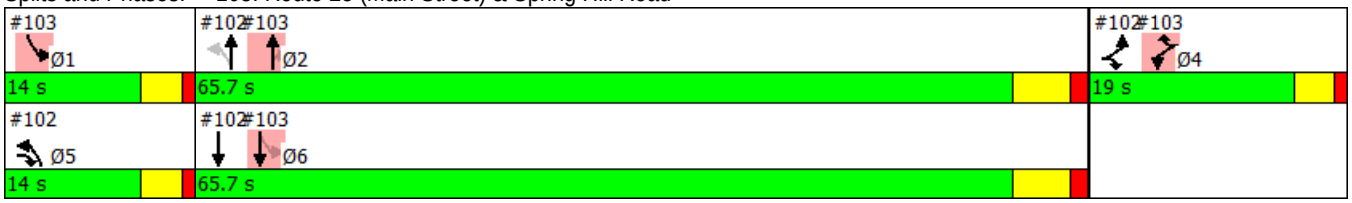
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 94.2 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.33 | | | |
| Intersection Signal Delay: 118.8 | | Intersection LOS: F | |
| Intersection Capacity Utilization 88.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Future Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.979 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1851 | 1708 | 3285 | 0 | 1736 | 1827 |
| Flt Permitted | 0.950 | | | | 0.120 | |
| Satd. Flow (perm) | 1851 | 1708 | 3285 | 0 | 219 | 1827 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 27 | 26 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 75 | 1291 | 209 | 85 | 1532 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 75 | 1500 | 0 | 85 | 1532 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 26.0 | | 50.5 | | 19.0 | |
| Total Split (%) | 27.2% | | 52.9% | | 19.9% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | Min | | None | |
| Act Effct Green (s) | 9.7 | 17.5 | 49.8 | | 54.7 | 58.8 |
| Actuated g/C Ratio | 0.13 | 0.24 | 0.68 | | 0.75 | 0.80 |
| v/c Ratio | 0.41 | 0.18 | 0.67 | | 0.30 | 1.04 |
| Control Delay | 34.9 | 15.5 | 11.7 | | 5.6 | 49.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 34.9 | 15.5 | 11.7 | | 5.6 | 49.3 |
| LOS | C | B | B | | A | D |
| Approach Delay | 26.6 | | 11.7 | | | 47.0 |
| Approach LOS | C | | B | | | D |

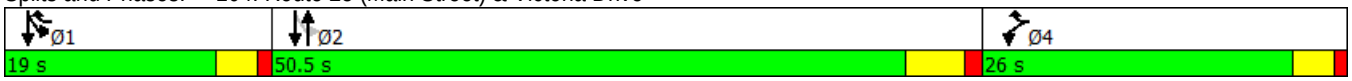
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 43 | 17 | 223 | | 7 | ~808 |
| Queue Length 95th (ft) | 77 | 40 | 335 | | 20 | #1146 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 559 | 667 | 2245 | | 486 | 1468 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.18 | 0.11 | 0.67 | | 0.17 | 1.04 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 95.5 | | | |
| Actuated Cycle Length: 73.1 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 29.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 88.3% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

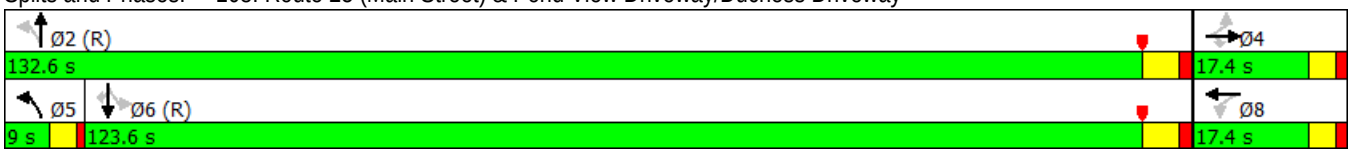


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Future Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.899 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.988 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1623 | 0 | 1620 | 3345 | 0 | 0 | 1766 | 1449 |
| Flt Permitted | | 0.747 | | | 0.931 | | 0.033 | | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1319 | 1501 | 0 | 1529 | 0 | 56 | 3345 | 0 | 0 | 1740 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 146 | | 49 | | | 7 | | | | 188 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 180 | | | 127 | | | 1827 | | | 378 | |
| Travel Time (s) | | 4.9 | | | 3.5 | | | 31.1 | | | 6.4 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 0 | 264 | 4 | 0 | 12 | 109 | 1102 | 24 | 13 | 1381 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 100 | 264 | 0 | 16 | 0 | 109 | 1126 | 0 | 0 | 1394 | 213 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 17.4 | 17.4 | 17.4 | 17.4 | 17.4 | | 9.0 | 132.6 | | 123.6 | 123.6 | 123.6 |
| Total Split (%) | 11.6% | 11.6% | 11.6% | 11.6% | 11.6% | | 6.0% | 88.4% | | 82.4% | 82.4% | 82.4% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 12.9 | 12.9 | | 12.9 | | 128.6 | 126.9 | | | 117.9 | 117.9 |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.09 | | 0.86 | 0.85 | | | 0.79 | 0.79 |
| v/c Ratio | | 0.88 | 1.01 | | 0.09 | | 1.09 | 0.40 | | | 1.02 | 0.18 |
| Control Delay | | 124.5 | 86.8 | | 1.0 | | 148.5 | 3.1 | | | 22.4 | 0.5 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 31.0 | 1.0 |
| Total Delay | | 124.5 | 86.8 | | 1.0 | | 148.5 | 3.1 | | | 53.4 | 1.6 |
| LOS | | F | F | | A | | F | A | | | D | A |
| Approach Delay | | 97.2 | | | 1.0 | | | 16.0 | | | 46.5 | |
| Approach LOS | | F | | | A | | | B | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 99 | ~125 | | 0 | | ~72 | 105 | | | ~1434 | 4 |
| Queue Length 95th (ft) | | #197 | #278 | | 0 | | #205 | 124 | | | m271 | m0 |
| Internal Link Dist (ft) | | 100 | | | 47 | | | 1747 | | | 298 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 113 | 262 | | 176 | | 100 | 2830 | | | 1367 | 1179 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 213 | 737 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 110 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.88 | 1.01 | | 0.09 | | 1.09 | 0.41 | | | 1.21 | 0.48 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 140 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 40.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 103.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



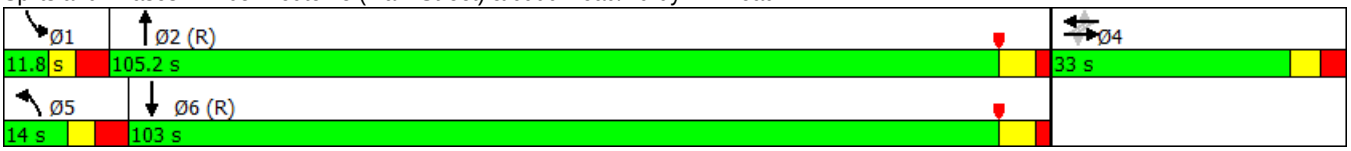
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Future Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.906 | | | 0.925 | | | 0.996 | | | 0.996 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1655 | 0 | 1678 | 1634 | 0 | 1620 | 3342 | 0 | 1620 | 1759 | 0 |
| Flt Permitted | 0.418 | | | 0.418 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 738 | 1655 | 0 | 738 | 1634 | 0 | 1620 | 3342 | 0 | 1620 | 1759 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 49 | | | | | | 4 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 378 | | | 457 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.4 | | | 7.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 113 | 75 | 125 | 167 | 100 | 100 | 97 | 1075 | 32 | 10 | 1351 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 113 | 200 | 0 | 167 | 200 | 0 | 97 | 1107 | 0 | 10 | 1392 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 33.0 | 33.0 | | 33.0 | 33.0 | | 14.0 | 105.2 | | 11.8 | 103.0 | |
| Total Split (%) | 22.0% | 22.0% | | 22.0% | 22.0% | | 9.3% | 70.1% | | 7.9% | 68.7% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 26.6 | 26.6 | | 26.6 | 26.6 | | 7.2 | 106.3 | | 5.0 | 97.0 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.05 | 0.71 | | 0.03 | 0.65 | |
| v/c Ratio | 0.87 | 0.60 | | 1.28 | 0.69 | | 1.26 | 0.47 | | 0.19 | 1.22 | |
| Control Delay | 109.7 | 50.9 | | 221.3 | 71.5 | | 233.8 | 11.3 | | 78.5 | 135.6 | |
| Queue Delay | 0.0 | 3.6 | | 5.5 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | 109.7 | 54.5 | | 226.9 | 71.5 | | 233.8 | 11.5 | | 78.5 | 135.6 | |
| LOS | F | D | | F | E | | F | B | | E | F | |
| Approach Delay | | 74.4 | | | 142.2 | | | 29.4 | | | 135.2 | |
| Approach LOS | | E | | | F | | | C | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 109 | 138 | | ~206 | 186 | | ~119 | 247 | | 10 | ~1670 | |
| Queue Length 95th (ft) | #190 | 192 | | #362 | 279 | | m#234 | 366 | | 32 | #1938 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 298 | | | 377 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 130 | 333 | | 130 | 289 | | 77 | 2369 | | 54 | 1137 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 530 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 69 | | 29 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.87 | 0.76 | | 1.65 | 0.69 | | 1.26 | 0.60 | | 0.19 | 1.22 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 91.4 Intersection LOS: F
Intersection Capacity Utilization 108.1% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

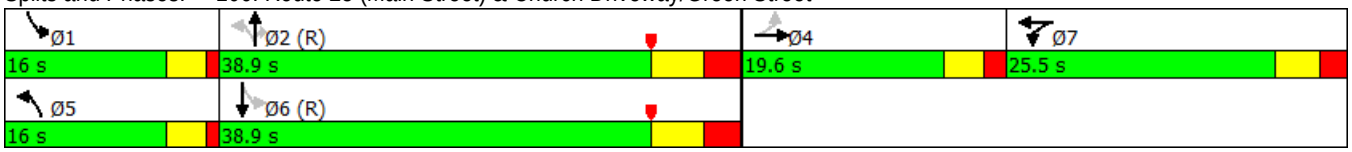


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.057 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 102 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 502 | | | | 121 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 60 | 0 | 470 | 0 | 1167 | 11 | 160 | 1426 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 60 | 470 | 0 | 0 | 1167 | 11 | 160 | 1426 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 19.6 | 19.6 | | 25.5 | 25.5 | | 16.0 | 38.9 | 38.9 | 16.0 | 38.9 | |
| Total Split (%) | 19.6% | 19.6% | | 25.5% | 25.5% | | 16.0% | 38.9% | 38.9% | 16.0% | 38.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 9.0 | 9.0 | | | 66.0 | 66.0 | 81.5 | 78.7 | |
| Actuated g/C Ratio | | | | 0.09 | 0.09 | | | 0.66 | 0.66 | 0.82 | 0.79 | |
| v/c Ratio | | | | 0.39 | 0.79 | | | 0.99 | 0.01 | 0.72 | 1.02 | |
| Control Delay | | | | 48.5 | 13.3 | | | 44.1 | 0.0 | 37.8 | 42.7 | |
| Queue Delay | | | | 0.0 | 0.1 | | | 10.4 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | | | 48.5 | 13.4 | | | 54.5 | 0.0 | 37.8 | 42.7 | |
| LOS | | | | D | B | | | D | A | D | D | |
| Approach Delay | | | | | 17.4 | | | 54.0 | | | 42.2 | |
| Approach LOS | | | | | B | | | D | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 37 | 0 | | | 628 | 0 | 59 | 474 | |
| Queue Length 95th (ft) | | | | 65 | 37 | | | #1159 | 0 | m116 | #1293 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 338 | 704 | | | 1176 | 1041 | 274 | 1402 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | | | 0 | 12 | | | 43 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.18 | 0.68 | | | 1.03 | 0.01 | 0.58 | 1.02 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.02 | | | |
| Intersection Signal Delay: 42.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 112.4% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



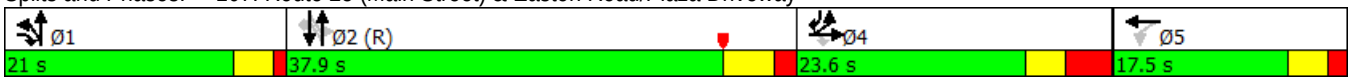
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Future Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | | | 0.116 | | | | | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 202 | 1801 | 0 | 0 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 317 | | | | | | | | | 437 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 272 | 0 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 136 | 136 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 23.6 | 23.6 | 21.0 | 17.5 | 17.5 | | 21.0 | | | 37.9 | 37.9 | 23.6 |
| Total Split (%) | 23.6% | 23.6% | 21.0% | 17.5% | 17.5% | | 21.0% | | | 37.9% | 37.9% | 23.6% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 13.2 | 13.2 | 36.0 | | 5.5 | | 70.0 | 74.0 | | | 51.5 | 70.2 |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.36 | | 0.06 | | 0.70 | 0.74 | | | 0.52 | 0.70 |
| v/c Ratio | 0.64 | 0.64 | 0.72 | | 0.13 | | 1.38 | 0.78 | | | 0.70 | 0.49 |
| Control Delay | 54.3 | 54.3 | 15.6 | | 47.4 | | 207.5 | 8.3 | | | 22.7 | 3.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 1.1 | | | 0.0 | 0.0 |
| Total Delay | 54.3 | 54.3 | 15.6 | | 47.4 | | 207.5 | 9.5 | | | 22.7 | 3.5 |
| LOS | D | D | B | | D | | F | A | | | C | A |
| Approach Delay | | 28.5 | | | 47.4 | | | 76.4 | | | 16.4 | |
| Approach LOS | | C | | | D | | | E | | | B | |
| Queue Length 50th (ft) | 88 | 88 | 120 | | 8 | | ~385 | 101 | | | 277 | 27 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 130 | 130 | 131 | | 24 | | m#483 | m213 | | | #514 | 101 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 276 | 276 | 753 | | 242 | | 387 | 1332 | | | 1761 | 1246 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 116 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.49 | 0.49 | 0.72 | | 0.05 | | 1.38 | 0.86 | | | 0.70 | 0.48 |

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.38
Intersection Signal Delay: 41.2 Intersection LOS: D
Intersection Capacity Utilization 106.8% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Future Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.973 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 42 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 50 | 13 | 1444 | 311 | 78 | 1478 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1755 | 0 | 78 | 1478 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 23.5 | 23.5 | 32.5 | | 14.0 | 46.5 |
| Total Split (%) | 33.6% | 33.6% | 46.4% | | 20.0% | 66.4% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.5 | 7.5 | 48.6 | | 7.6 | 59.7 |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.69 | | 0.11 | 0.85 |
| v/c Ratio | 0.26 | 0.07 | 0.73 | | 0.42 | 0.49 |
| Control Delay | 32.2 | 15.8 | 13.1 | | 34.0 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 32.2 | 15.8 | 13.1 | | 34.0 | 2.1 |
| LOS | C | B | B | | C | A |
| Approach Delay | 28.8 | | 13.1 | | | 3.7 |
| Approach LOS | C | | B | | | A |
| Queue Length 50th (ft) | 20 | 0 | 281 | | 36 | 11 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 43 | 13 | #523 | | m53 | 133 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 505 | 461 | 2406 | | 244 | 3016 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 110 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.03 | 0.73 | | 0.32 | 0.51 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 9.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Future Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.888 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1690 | 0 | 1752 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Flt Permitted | 0.724 | | | 0.408 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1336 | 1690 | 0 | 753 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 213 | | | 38 | | | | 92 | | 8 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 63 | 13 | 213 | 63 | 13 | 38 | 231 | 1143 | 66 | 44 | 1311 | 56 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 63 | 226 | 0 | 63 | 51 | 0 | 231 | 1143 | 66 | 44 | 1367 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 20.8 | 20.8 | | 20.8 | 20.8 | | 14.1 | 35.1 | 35.1 | 14.1 | 35.1 | |
| Total Split (%) | 29.7% | 29.7% | | 29.7% | 29.7% | | 20.1% | 50.1% | 50.1% | 20.1% | 50.1% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 9.8 | 9.8 | | 9.8 | 9.8 | | 10.0 | 43.6 | 43.6 | 6.5 | 36.4 | |
| Actuated g/C Ratio | 0.14 | 0.14 | | 0.14 | 0.14 | | 0.14 | 0.62 | 0.62 | 0.09 | 0.52 | |
| v/c Ratio | 0.34 | 0.54 | | 0.60 | 0.18 | | 0.95 | 0.52 | 0.07 | 0.27 | 0.75 | |
| Control Delay | 30.9 | 10.1 | | 50.6 | 13.2 | | 78.0 | 5.8 | 1.1 | 45.5 | 15.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 30.9 | 10.1 | | 50.6 | 13.2 | | 78.0 | 5.9 | 1.1 | 45.5 | 15.3 | |
| LOS | C | B | | D | B | | E | A | A | D | B | |
| Approach Delay | | 14.6 | | | 33.9 | | | 17.2 | | | 16.2 | |
| Approach LOS | | B | | | C | | | B | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 25 | 5 | | 26 | 5 | | 112 | 41 | 0 | 19 | 313 | |
| Queue Length 95th (ft) | 48 | 40 | | 52 | 25 | | m#191 | 90 | m2 | m32 | #422 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 305 | 550 | | 172 | 428 | | 242 | 2182 | 1011 | 250 | 1814 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 205 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.41 | | 0.37 | 0.12 | | 0.95 | 0.58 | 0.07 | 0.18 | 0.75 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.95 | | | |
| Intersection Signal Delay: 17.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 78.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

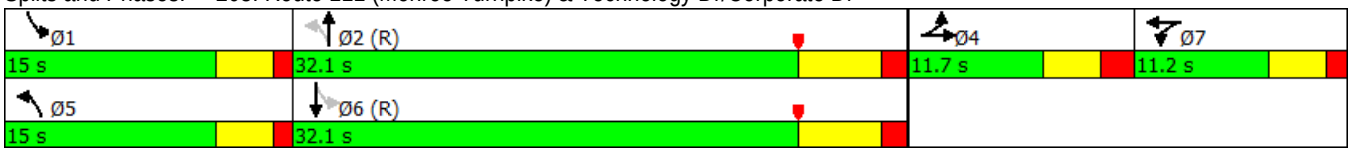
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Future Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.912 | | | 0.954 | | | 0.988 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 1711 | 3376 | 0 | 1711 | 3497 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.136 | | | 0.199 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 245 | 3376 | 0 | 358 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 171 | | | 179 | | | 113 | | | 14 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 25 | 0 | 37 | 60 | 0 | 24 | 125 | 727 | 318 | 167 | 1240 | 104 |
| Shared Lane Traffic (%) | 10% | | | 28% | | | | | | | | |
| Lane Group Flow (vph) | 22 | 40 | 0 | 43 | 41 | 0 | 125 | 1045 | 0 | 167 | 1344 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 11.7 | 11.7 | | 11.2 | 11.2 | | 15.0 | 32.1 | | 15.0 | 32.1 | |
| Total Split (%) | 16.7% | 16.7% | | 16.0% | 16.0% | | 21.4% | 45.9% | | 21.4% | 45.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.2 | 5.2 | | 5.8 | 5.8 | | 48.6 | 40.6 | | 51.4 | 44.6 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.08 | 0.08 | | 0.69 | 0.58 | | 0.73 | 0.64 | |
| v/c Ratio | 0.18 | 0.15 | | 0.32 | 0.14 | | 0.42 | 0.52 | | 0.42 | 0.60 | |
| Control Delay | 33.9 | 1.1 | | 36.3 | 1.1 | | 14.3 | 5.7 | | 9.4 | 10.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 33.9 | 1.1 | | 36.3 | 1.1 | | 14.3 | 5.7 | | 9.4 | 10.4 | |
| LOS | C | A | | D | A | | B | A | | A | B | |
| Approach Delay | | 12.8 | | | 19.1 | | | 6.6 | | | 10.3 | |
| Approach LOS | | B | | | B | | | A | | | B | |
| Queue Length 50th (ft) | 9 | 0 | | 18 | 0 | | 1 | 0 | | 18 | 127 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 27 | 0 | | 45 | 0 | | 44 | 237 | | m58 | #400 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 162 | 310 | | 162 | 308 | | 414 | 2006 | | 485 | 2231 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.14 | 0.13 | | 0.27 | 0.13 | | 0.30 | 0.52 | | 0.34 | 0.60 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.60 | | | |
| Intersection Signal Delay: 9.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

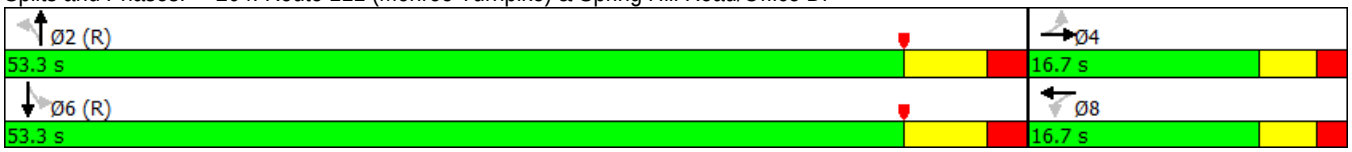


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Future Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.949 | | | | | | | | | 0.990 | |
| Flt Protected | | 0.970 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1888 | 0 | 0 | 3468 | 0 | 0 | 3436 | 0 |
| Flt Permitted | | 0.810 | | | | | | 0.922 | | | | |
| Satd. Flow (perm) | 0 | 1451 | 0 | 0 | 1888 | 0 | 0 | 3200 | 0 | 0 | 3436 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 55 | | | | | | | | | 22 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 63 | 0 | 38 | 0 | 0 | 0 | 11 | 700 | 0 | 0 | 1459 | 102 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 711 | 0 | 0 | 1561 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 16.7 | 16.7 | | 16.7 | 16.7 | | 53.3 | 53.3 | | 53.3 | 53.3 | |
| Total Split (%) | 23.9% | 23.9% | | 23.9% | 23.9% | | 76.1% | 76.1% | | 76.1% | 76.1% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 8.2 | | | | | | 54.2 | | | 54.2 | |
| Actuated g/C Ratio | | 0.12 | | | | | | 0.77 | | | 0.77 | |
| v/c Ratio | | 0.46 | | | | | | 0.29 | | | 0.59 | |
| Control Delay | | 22.3 | | | | | | 1.4 | | | 5.7 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | 0.2 | |
| Total Delay | | 22.3 | | | | | | 1.4 | | | 5.9 | |
| LOS | | C | | | | | | A | | | A | |
| Approach Delay | | 22.3 | | | | | | 1.4 | | | 5.9 | |
| Approach LOS | | C | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 19 | | | | | | 4 | | | 125 | |
| Queue Length 95th (ft) | | 48 | | | | | | 6 | | | 231 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 294 | | | | | | 2479 | | | 2667 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 322 | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.34 | | | | | | 0.29 | | | 0.67 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 5.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Future Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.898 | | | 0.961 | | | 0.980 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 1641 | 0 | 1736 | 1756 | 0 | 1678 | 3402 | 0 | 1678 | 3447 | 0 |
| Flt Permitted | 0.574 | | | 0.449 | | | 0.950 | | | 0.402 | | |
| Satd. Flow (perm) | 1049 | 1641 | 0 | 820 | 1756 | 0 | 1678 | 3402 | 0 | 710 | 3447 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 134 | | | 22 | | | 37 | | | 7 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 72 | 96 | 205 | 393 | 157 | 56 | 100 | 567 | 89 | 32 | 1086 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 72 | 301 | 0 | 393 | 213 | 0 | 100 | 656 | 0 | 32 | 1140 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 30.1 | 30.1 | | 30.1 | 30.1 | | 16.0 | | | 36.1 | 36.1 | |
| Total Split (%) | 36.6% | 36.6% | | 36.6% | 36.6% | | 19.5% | | | 43.9% | 43.9% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | Max | Max | |
| Act Effct Green (s) | 25.2 | 25.2 | | 25.2 | 25.2 | | 8.9 | 43.1 | | 30.2 | 30.2 | |
| Actuated g/C Ratio | 0.33 | 0.33 | | 0.33 | 0.33 | | 0.11 | 0.56 | | 0.39 | 0.39 | |
| v/c Ratio | 0.21 | 0.48 | | 1.48 | 0.36 | | 0.52 | 0.34 | | 0.12 | 0.85 | |
| Control Delay | 22.9 | 15.2 | | 260.1 | 21.3 | | 42.9 | 9.2 | | 18.4 | 29.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 22.9 | 15.2 | | 260.1 | 21.3 | | 42.9 | 9.2 | | 18.4 | 29.9 | |
| LOS | C | B | | F | C | | D | A | | B | C | |
| Approach Delay | | 16.7 | | | 176.1 | | | 13.6 | | | 29.6 | |
| Approach LOS | | B | | | F | | | B | | | C | |

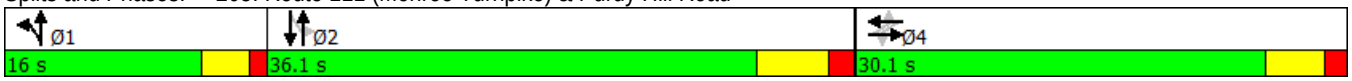
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 26 | 63 | | ~277 | 72 | | 47 | 77 | | 10 | 268 | |
| Queue Length 95th (ft) | 56 | 122 | | #454 | 134 | | 94 | 108 | | 31 | #415 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 341 | 623 | | 266 | 585 | | 261 | 1909 | | 276 | 1348 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.48 | | 1.48 | 0.36 | | 0.38 | 0.34 | | 0.12 | 0.85 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 82.2 | | | |
| Actuated Cycle Length: 77.4 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.48 | | | |
| Intersection Signal Delay: 54.4 | | Intersection LOS: D | |
| Intersection Capacity Utilization 85.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



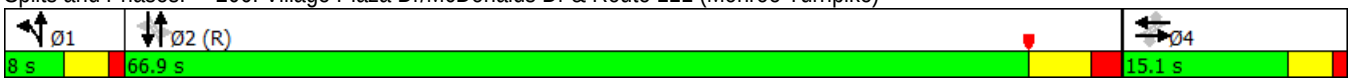
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1909 | 1656 | 1678 | 1741 | 0 | 1620 | 1764 | 0 |
| Flt Permitted | | 0.708 | | | 0.749 | | 0.063 | | | 0.444 | | |
| Satd. Flow (perm) | 0 | 1250 | 1501 | 0 | 1505 | 1656 | 111 | 1741 | 0 | 757 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 88 | | | 88 | | 20 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 13 | 0 | 25 | 75 | 0 | 63 | 34 | 528 | 56 | 80 | 1375 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 25 | 0 | 75 | 63 | 34 | 584 | 0 | 80 | 1386 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 8.0 | | | 66.9 | 66.9 | |
| Total Split (%) | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 8.9% | | | 74.3% | 74.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.7 | 9.7 | | 9.7 | 9.7 | 70.8 | 75.6 | | 64.5 | 64.5 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.79 | 0.84 | | 0.72 | 0.72 | |
| v/c Ratio | | 0.10 | 0.10 | | 0.46 | 0.25 | 0.22 | 0.40 | | 0.15 | 1.10 | |
| Control Delay | | 37.4 | 0.8 | | 47.2 | 6.8 | 5.4 | 3.3 | | 4.5 | 64.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 37.4 | 0.8 | | 47.2 | 6.8 | 5.4 | 3.3 | | 4.5 | 64.2 | |
| LOS | | D | A | | D | A | A | A | | A | E | |
| Approach Delay | | 13.4 | | | 28.8 | | | 3.4 | | | 60.9 | |
| Approach LOS | | B | | | C | | | A | | | E | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 7 | 0 | | 41 | 0 | 3 | 64 | | 10 | ~954 | |
| Queue Length 95th (ft) | | 21 | 0 | | 73 | 15 | 8 | 114 | | m15 | m#1089 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 152 | 260 | | 183 | 279 | 156 | 1465 | | 542 | 1264 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.09 | 0.10 | | 0.41 | 0.23 | 0.22 | 0.40 | | 0.15 | 1.10 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.10
Intersection Signal Delay: 42.4 Intersection LOS: D
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



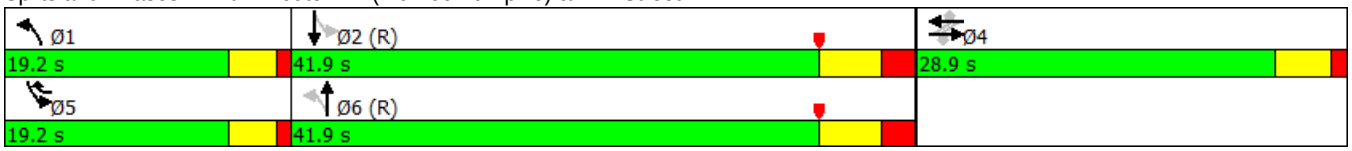
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Future Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.982 | | | 0.990 | |
| Flt Protected | | 0.991 | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1629 | 1398 | 0 | 1738 | 1449 | 1678 | 1734 | 0 | 1620 | 1809 | 0 |
| Flt Permitted | | 0.818 | | | 0.564 | | 0.082 | | | 0.518 | | |
| Satd. Flow (perm) | 0 | 1345 | 1398 | 0 | 996 | 1449 | 145 | 1734 | 0 | 883 | 1809 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 371 | | | 47 | | 9 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 46 | 218 | 494 | 70 | 151 | 47 | 183 | 366 | 49 | 41 | 825 | 62 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 264 | 494 | 0 | 221 | 47 | 183 | 415 | 0 | 41 | 887 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 28.9 | 28.9 | 28.9 | 28.9 | 28.9 | 19.2 | 19.2 | 41.9 | | 19.2 | 41.9 | |
| Total Split (%) | 32.1% | 32.1% | 32.1% | 32.1% | 32.1% | 21.3% | 21.3% | 46.6% | | 21.3% | 46.6% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 20.1 | 20.1 | | 20.1 | 30.4 | 60.3 | 50.7 | | 52.3 | 44.6 | |
| Actuated g/C Ratio | | 0.22 | 0.22 | | 0.22 | 0.34 | 0.67 | 0.56 | | 0.58 | 0.50 | |
| v/c Ratio | | 0.88 | 0.82 | | 1.00 | 0.09 | 0.70 | 0.42 | | 0.07 | 0.99 | |
| Control Delay | | 62.3 | 20.9 | | 94.4 | 6.0 | 30.0 | 15.9 | | 5.4 | 52.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 62.3 | 20.9 | | 94.4 | 6.0 | 30.0 | 15.9 | | 5.4 | 52.7 | |
| LOS | | E | C | | F | A | C | B | | A | D | |
| Approach Delay | | 35.3 | | | 78.9 | | | 20.2 | | | 50.6 | |
| Approach LOS | | D | | | E | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 141 | 58 | | 122 | 0 | 60 | 134 | | 7 | ~568 | |
| Queue Length 95th (ft) | | #236 | 169 | | #227 | 19 | 104 | 222 | | m9 | #897 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 358 | 644 | | 265 | 670 | 353 | 980 | | 708 | 898 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.74 | 0.77 | | 0.83 | 0.07 | 0.52 | 0.42 | | 0.06 | 0.99 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 41.9 Intersection LOS: D
Intersection Capacity Utilization 96.2% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

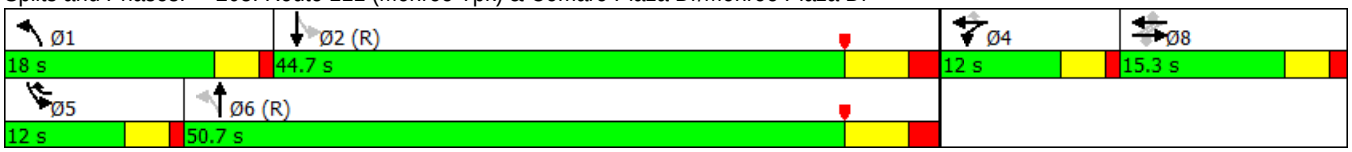


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Future Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.995 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1662 | 1538 | 0 | 1604 | 1487 | 1604 | 1740 | 0 | 1604 | 1740 | 0 |
| Flt Permitted | | 0.727 | | | 0.741 | | 0.188 | | | 0.520 | | |
| Satd. Flow (perm) | 0 | 1272 | 1538 | 0 | 1251 | 1487 | 318 | 1740 | 0 | 878 | 1740 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 187 | | | 90 | | 3 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 25 | 0 | 75 | 60 | 0 | 36 | 35 | 341 | 12 | 32 | 851 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 75 | 0 | 60 | 36 | 35 | 353 | 0 | 32 | 883 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 15.3 | 15.3 | 15.3 | 12.0 | | 12.0 | 18.0 | 50.7 | | 12.0 | 44.7 | |
| Total Split (%) | 17.0% | 17.0% | 17.0% | 13.3% | | 13.3% | 20.0% | 56.3% | | 13.3% | 49.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 6.5 | 6.5 | | 12.8 | 23.3 | 64.6 | 59.4 | | 65.5 | 61.2 | |
| Actuated g/C Ratio | | 0.07 | 0.07 | | 0.14 | 0.26 | 0.72 | 0.66 | | 0.73 | 0.68 | |
| v/c Ratio | | 0.27 | 0.26 | | 0.29 | 0.08 | 0.12 | 0.31 | | 0.05 | 0.75 | |
| Control Delay | | 46.1 | 2.2 | | 32.8 | 0.3 | 9.9 | 18.8 | | 4.8 | 16.0 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.1 | |
| Total Delay | | 46.1 | 2.2 | | 32.8 | 0.3 | 9.9 | 18.8 | | 4.8 | 17.1 | |
| LOS | | D | A | | C | A | A | B | | A | B | |
| Approach Delay | | 13.2 | | | 20.7 | | | 18.0 | | | 16.7 | |
| Approach LOS | | B | | | C | | | B | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 14 | 0 | | 29 | 0 | 12 | 152 | | 3 | 233 | |
| Queue Length 95th (ft) | | 34 | 0 | | 55 | 0 | m28 | 239 | | m8 | m#693 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 155 | 352 | | 277 | 495 | 439 | 1149 | | 719 | 1184 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 123 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.16 | 0.21 | | 0.22 | 0.07 | 0.08 | 0.31 | | 0.04 | 0.83 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.75 | | | |
| Intersection Signal Delay: 17.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

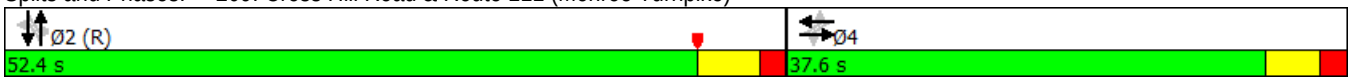


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Future Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.888 | | | 0.940 | | | 0.986 | | | 0.966 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1604 | 1553 | 0 | 1719 | 1701 | 0 | 1604 | 1725 | 0 | 1604 | 1690 | 0 |
| Flt Permitted | 0.677 | | | 0.724 | | | 0.169 | | | 0.527 | | |
| Satd. Flow (perm) | 1143 | 1553 | 0 | 1310 | 1701 | 0 | 285 | 1725 | 0 | 890 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 41 | | | 8 | | | 24 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 150 | 13 | 38 | 150 | 75 | 50 | 11 | 337 | 34 | 11 | 747 | 221 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 150 | 51 | 0 | 150 | 125 | 0 | 11 | 371 | 0 | 11 | 968 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 37.6 | 37.6 | | 37.6 | 37.6 | | 52.4 | 52.4 | | 52.4 | 52.4 | |
| Total Split (%) | 41.8% | 41.8% | | 41.8% | 41.8% | | 58.2% | 58.2% | | 58.2% | 58.2% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 17.4 | 17.4 | | 17.4 | 17.4 | | 61.0 | 61.0 | | 61.0 | 61.0 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.68 | 0.68 | | 0.68 | 0.68 | |
| v/c Ratio | 0.68 | 0.15 | | 0.59 | 0.35 | | 0.06 | 0.32 | | 0.02 | 0.84 | |
| Control Delay | 47.9 | 12.8 | | 41.4 | 22.0 | | 2.1 | 2.1 | | 7.5 | 16.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.1 | | 0.0 | 3.4 | |
| Total Delay | 47.9 | 12.8 | | 41.4 | 22.0 | | 2.1 | 2.3 | | 7.5 | 19.5 | |
| LOS | D | B | | D | C | | A | A | | A | B | |
| Approach Delay | | 39.0 | | | 32.6 | | | 2.3 | | | 19.4 | |
| Approach LOS | | D | | | C | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 80 | 6 | | 79 | 41 | | 1 | 20 | | 2 | 135 | |
| Queue Length 95th (ft) | 111 | 26 | | 108 | 68 | | m2 | 30 | | m4 | #780 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 406 | 576 | | 465 | 631 | | 193 | 1170 | | 602 | 1152 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 198 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 111 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.37 | 0.09 | | 0.32 | 0.20 | | 0.06 | 0.38 | | 0.02 | 0.93 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 19.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

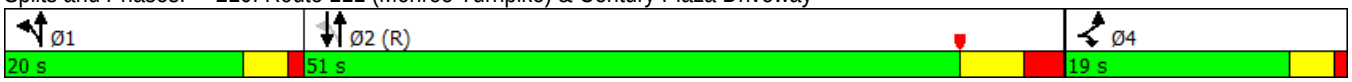


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Future Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.996 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1662 | 1538 | 1662 | 1749 | 1742 | 0 |
| Flt Permitted | 0.950 | | 0.225 | | | |
| Satd. Flow (perm) | 1662 | 1538 | 394 | 1749 | 1742 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 3 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.83 | 0.83 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 13 | 38 | 24 | 530 | 938 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 38 | 24 | 530 | 969 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 19.0 | 19.0 | 20.0 | | 51.0 | |
| Total Split (%) | 21.1% | 21.1% | 22.2% | | 56.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 76.6 | 79.8 | 74.8 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.85 | 0.89 | 0.83 | |
| v/c Ratio | 0.08 | 0.20 | 0.06 | 0.34 | 0.67 | |
| Control Delay | 38.1 | 15.4 | 0.8 | 1.1 | 9.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 38.1 | 15.4 | 0.8 | 1.1 | 9.7 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 21.2 | | | 1.1 | 9.7 | |
| Approach LOS | C | | | A | A | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 7 | 0 | 0 | 7 | 211 | |
| Queue Length 95th (ft) | 22 | 24 | 1 | 9 | 538 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 277 | 288 | 567 | 1550 | 1448 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.05 | 0.13 | 0.04 | 0.34 | 0.67 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.67 | | | |
| Intersection Signal Delay: 7.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5363 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1233 | 70 | 0 | 1479 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1303 | 0 | 0 | 1479 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| 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 | 80 | 80 | 86 | 86 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1233 | 70 | 0 | 1479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2746 | 1267 | 0 | 0 | 1302 | 0 |
| Stage 1 | 1267 | - | - | - | - | - |
| Stage 2 | 1479 | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 6.13 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 13 | 205 | - | - | 529 | - |
| Stage 1 | 206 | - | - | - | - | - |
| Stage 2 | 156 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 13 | 205 | - | - | 529 | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 206 | - | - | - | - | - |
| Stage 2 | 156 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 529 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 30 | 80 | 0 | 10 | 260 |
| Future Volume (vph) | 60 | 30 | 80 | 0 | 10 | 260 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.870 | |
| Flt Protected | | 0.968 | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1752 | 1749 | 0 | 1519 | 0 |
| Flt Permitted | | 0.968 | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1752 | 1749 | 0 | 1519 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 73 | 37 | 98 | 0 | 13 | 325 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 110 | 98 | 0 | 338 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 30 | 80 | 0 | 10 | 260 |
| Future Vol, veh/h | 60 | 30 | 80 | 0 | 10 | 260 |
| 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 | 82 | 82 | 82 | 82 | 80 | 80 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 73 | 37 | 98 | 0 | 13 | 325 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 98 | 0 | - | 0 | 281 | 98 |
| Stage 1 | - | - | - | - | 98 | - |
| Stage 2 | - | - | - | - | 183 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1476 | - | - | - | 703 | 950 |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 841 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1476 | - | - | - | 668 | 950 |
| Mov Cap-2 Maneuver | - | - | - | - | 668 | - |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 799 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5 | 0 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1476 | - | - | - | 935 |
| HCM Lane V/C Ratio | 0.05 | - | - | - | 0.361 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 1.7 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Future Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.975 | | | 0.977 | | | 0.983 | | | 0.956 | |
| Flt Protected | | 0.985 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1799 | 0 | 0 | 1682 | 0 | 0 | 1751 | 0 |
| Flt Permitted | | 0.985 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1799 | 0 | 0 | 1682 | 0 | 0 | 1751 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 58 | 93 | 35 | 12 | 217 | 48 | 13 | 75 | 13 | 88 | 341 | 209 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 186 | 0 | 0 | 277 | 0 | 0 | 101 | 0 | 0 | 638 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 70.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 36.3 |
| Intersection LOS | E |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 50 | 80 | 30 | 0 | 10 | 180 | 40 | 0 | 10 | 60 | 10 |
| Future Vol, veh/h | 0 | 50 | 80 | 30 | 0 | 10 | 180 | 40 | 0 | 10 | 60 | 10 |
| Peak Hour Factor | 0.92 | 0.86 | 0.86 | 0.86 | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 58 | 93 | 35 | 0 | 12 | 217 | 48 | 0 | 13 | 75 | 13 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 13.5 | 15.9 | 11.4 |
| HCM LOS | B | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 12% | 31% | 4% | 14% |
| Vol Thru, % | 75% | 50% | 78% | 53% |
| Vol Right, % | 12% | 19% | 17% | 33% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 80 | 160 | 230 | 580 |
| LT Vol | 10 | 50 | 10 | 80 |
| Through Vol | 60 | 80 | 180 | 310 |
| RT Vol | 10 | 30 | 40 | 190 |
| Lane Flow Rate | 100 | 186 | 277 | 637 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.187 | 0.35 | 0.5 | 0.988 |
| Departure Headway (Hd) | 6.731 | 6.769 | 6.5 | 5.582 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 531 | 528 | 551 | 656 |
| Service Time | 4.801 | 4.838 | 4.563 | 3.582 |
| HCM Lane V/C Ratio | 0.188 | 0.352 | 0.503 | 0.971 |
| HCM Control Delay | 11.4 | 13.5 | 15.9 | 55.8 |
| HCM Lane LOS | B | B | C | F |
| HCM 95th-tile Q | 0.7 | 1.6 | 2.8 | 15 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 80 | 310 | 190 |
| Future Vol, veh/h | 0 | 80 | 310 | 190 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 88 | 341 | 209 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 55.8 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Future Volume (vph) | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.93 | 0.93 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 13 | 13 | 1796 | 11 | 0 | 1516 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1807 | 0 | 0 | 1516 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Future Vol, veh/h | 10 | 10 | 1670 | 10 | 0 | 1380 |
| 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 | 80 | 80 | 93 | 93 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 13 | 13 | 1796 | 11 | 0 | 1516 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2559 | 903 | 0 | 0 | 1806 | 0 |
| Stage 1 | 1801 | - | - | - | - | - |
| Stage 2 | 758 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | 21 | 278 | - | - | 333 | - |
| Stage 1 | 116 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 21 | 278 | - | - | 333 | - |
| Mov Cap-2 Maneuver | 21 | - | - | - | - | - |
| Stage 1 | 116 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 198.6 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 39 | 333 | - |
| HCM Lane V/C Ratio | - | - | 0.641 | - | - |
| HCM Control Delay (s) | - | - | 198.6 | 0 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Future Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 33 | 89 | 129 | 1677 | 1461 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 33 | 89 | 129 | 1677 | 1562 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Future Vol, veh/h | 30 | 80 | 120 | 1560 | 1300 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 89 | 129 | 1677 | 1461 | 101 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2608 | 781 | 1562 | 0 | - | 0 |
| Stage 1 | 1511 | - | - | - | - | - |
| Stage 2 | 1097 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | 2.23 | - | - | - |
| Pot Cap-1 Maneuver | ~ 20 | 335 | 414 | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 14 | 335 | 414 | - | - | - |
| Mov Cap-2 Maneuver | ~ 14 | - | - | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 192 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 336.8 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 414 | - | 14 | 335 | - | - |
| HCM Lane V/C Ratio | 0.312 | - | 2.381 | 0.265 | - | - |
| HCM Control Delay (s) | 17.6 | - | $ 1182.8 | 19.6 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.3 | - | 4.9 | 1 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| 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 | 80 | 80 | 89 | 89 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 0 | 1787 | 1462 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 731 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.96 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.33 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 362 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 362 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 362 | - | - |
| HCM Lane V/C Ratio | - | 0.104 | - | - |
| HCM Control Delay (s) | - | 16.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 11 | 1756 | 1511 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1767 | 1522 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| 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 | 80 | 80 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 1756 | 1511 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2417 | 761 | 1522 | 0 | - | 0 |
| Stage 1 | 1517 | - | - | - | - | - |
| Stage 2 | 900 | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 6.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 17 | 348 | 434 | - | - | - |
| Stage 1 | 125 | - | - | - | - | - |
| Stage 2 | 300 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 348 | 434 | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | 125 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 6.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 434 | - | - | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | - | - |
| HCM Control Delay (s) | 13.5 | 6.7 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.919 | | | | 0.988 | |
| Flt Protected | 0.980 | | | 0.995 | | |
| Satd. Flow (prot) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Flt Permitted | 0.980 | | | 0.995 | | |
| Satd. Flow (perm) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 62 | 92 | 67 | 567 | 1184 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 154 | 0 | 0 | 634 | 1296 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 25.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| 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 | 65 | 65 | 90 | 90 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 62 | 92 | 67 | 567 | 1184 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1940 | 1240 | 1296 | 0 | - | 0 |
| Stage 1 | 1240 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | 2.236 | - | - | - |
| Pot Cap-1 Maneuver | 71 | 212 | 528 | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 58 | 212 | 528 | - | - | - |
| Mov Cap-2 Maneuver | ~ 58 | - | - | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 399 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 340.3 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 528 | - | 103 | - | - |
| HCM Lane V/C Ratio | 0.126 | - | 1.494 | - | - |
| HCM Control Delay (s) | 12.8 | 0 | $ 340.3 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 11.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.999 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 15 | 31 | 0 | 611 | 1316 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 15 | 31 | 0 | 611 | 1327 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 15 | 31 | 0 | 611 | 1316 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1932 | 1321 | - | 0 | - | 0 |
| Stage 1 | 1321 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | - | - |
| Pot Cap-1 Maneuver | 72 | 190 | 0 | - | - | - |
| Stage 1 | 247 | - | 0 | - | - | - |
| Stage 2 | 538 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 72 | 190 | - | - | - | - |
| Mov Cap-2 Maneuver | 72 | - | - | - | - | - |
| Stage 1 | 247 | - | - | - | - | - |
| Stage 2 | 538 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 41.1 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 72 | 190 | - | - |
| HCM Lane V/C Ratio | - | 0.214 | 0.162 | - | - |
| HCM Control Delay (s) | - | 68.1 | 27.6 | - | - |
| HCM Lane LOS | - | F | D | - | - |
| HCM 95th %tile Q(veh) | - | 0.7 | 0.6 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.998 | | | 0.997 | |
| Flt Protected | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Flt Permitted | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 667 | 0 | 0 | 1418 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 84 | 84 | 84 | 91 | 91 | 91 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2085 | 2102 | 649 | 1407 | 0 | 0 | 655 | 0 | 0 |
| Stage 1 | 673 | 673 | - | - | - | - | - | - | - |
| Stage 2 | 1412 | 1429 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 57 | 51 | 466 | 479 | - | - | 923 | - | - |
| Stage 1 | 503 | 451 | - | - | - | - | - | - | - |
| Stage 2 | 223 | 198 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 52 | 0 | 466 | 479 | - | - | 923 | - | - |
| Mov Cap-2 Maneuver | 52 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 483 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 211 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 53.9 | 0.2 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 479 | - | - | 52 | 466 | 923 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.24 | 0.027 | 0.012 | - | - |
| HCM Control Delay (s) | 12.7 | 0 | - | 94.9 | 12.9 | 8.9 | 0 | - |
| HCM Lane LOS | B | A | - | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.8 | 0.1 | 0 | - | - |

# APPENDIX K2
# Capacity Analyses
2040 Background Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

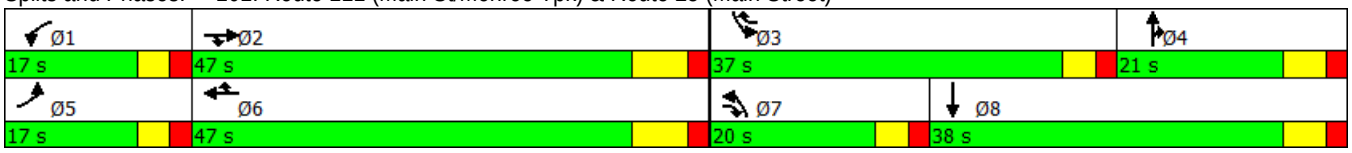
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Future Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 116 | | | 106 | | | 170 | | 16 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 634 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 890 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 17.0 | 47.0 | | 17.0 | 47.0 | | 20.0 | 21.0 | 21.0 | 37.0 | 38.0 | |
| Total Split (%) | 13.9% | 38.5% | | 13.9% | 38.5% | | 16.4% | 17.2% | 17.2% | 30.3% | 31.1% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 10.6 | 40.0 | 60.0 | 12.0 | 41.4 | 80.4 | 15.0 | 15.0 | 15.0 | 32.0 | 32.0 | |
| Actuated g/C Ratio | 0.09 | 0.33 | 0.49 | 0.10 | 0.34 | 0.66 | 0.12 | 0.12 | 0.12 | 0.26 | 0.26 | |
| v/c Ratio | 0.78 | 1.25 | 0.44 | 1.44 | 1.27 | 1.10 | 1.55 | 1.22 | 0.49 | 1.46 | 1.92 | |
| Control Delay | 87.5 | 155.4 | 15.0 | 267.8 | 163.7 | 81.9 | 305.1 | 163.2 | 11.9 | 248.6 | 449.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 87.5 | 155.4 | 15.0 | 267.8 | 163.7 | 81.9 | 305.1 | 163.2 | 11.9 | 248.6 | 449.7 | |
| LOS | F | F | B | F | F | F | F | F | B | F | F | |
| Approach Delay | | 124.4 | | | 140.0 | | | 183.3 | | | 329.7 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | 90 | ~724 | 117 | ~259 | ~816 | ~1021 | ~348 | ~260 | 0 | ~732 | ~1081 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #175 | #863 | 195 | #424 | #955 | #1284 | #499 | #348 | 50 | #757 | #1179 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 168 | 1121 | 811 | 168 | 1201 | 1045 | 203 | 420 | 330 | 900 | 463 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.69 | 1.25 | 0.44 | 1.44 | 1.27 | 1.10 | 1.55 | 1.22 | 0.49 | 1.46 | 1.92 | |

## Intersection Summary

Area Type: Other
Cycle Length: 122
Actuated Cycle Length: 122
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.92
Intersection Signal Delay: 194.1 Intersection LOS: F
Intersection Capacity Utilization 123.2% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Future Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.992 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1848 | 0 | |
| Flt Permitted | 0.950 | | 0.065 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 117 | 1801 | 1848 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 21 | | | 6 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 125 | 150 | 179 | 1779 | 1772 | 109 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 125 | 150 | 179 | 1779 | 1881 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 19.0 | | 14.0 | 65.7 | 65.7 | | 14.0 |
| Total Split (%) | 19.3% | | 14.2% | 66.6% | 66.6% | | 14% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | Min | Min | | None |
| Act Effct Green (s) | 13.3 | 26.1 | 71.7 | 61.3 | 60.1 | | |
| Actuated g/C Ratio | 0.14 | 0.27 | 0.75 | 0.64 | 0.63 | | |
| v/c Ratio | 0.53 | 0.35 | 0.77 | 1.55 | 1.62 | | |
| Control Delay | 47.1 | 26.2 | 42.7 | 271.5 | 297.6 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.2 | 0.1 | | |
| Total Delay | 47.1 | 26.2 | 42.7 | 272.7 | 297.8 | | |
| LOS | D | C | D | F | F | | |
| Approach Delay | 35.7 | | | 251.7 | 297.8 | | |
| Approach LOS | D | | | F | F | | |
| Queue Length 50th (ft) | 73 | 62 | 57 | ~1593 | ~1732 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 115 | 101 | #158 | #1883 | m#256 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 268 | 446 | 255 | 1150 | 1160 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 29 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 262 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.47 | 0.34 | 0.70 | 2.00 | 1.66 | | |

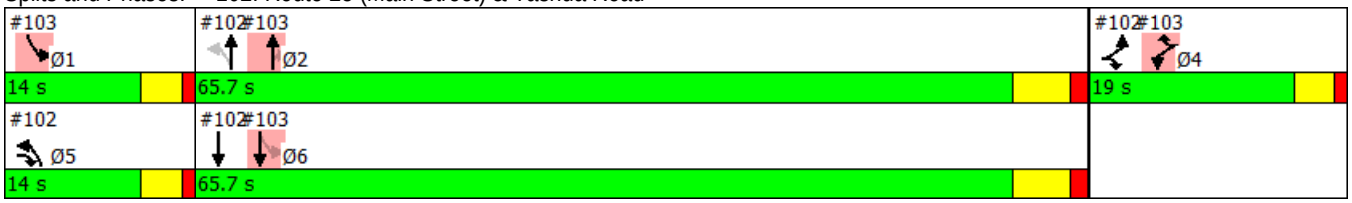
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 95.9 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.62 | | | |
| Intersection Signal Delay: 258.3 | | Intersection LOS: F | |
| Intersection Capacity Utilization 118.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Future Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1636 | 1516 | 1783 | 1516 | 1694 | 1783 | |
| Flt Permitted | 0.950 | | | | 0.066 | | |
| Satd. Flow (perm) | 1636 | 1516 | 1783 | 1516 | 118 | 1783 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 163 | | 53 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.99 | 0.99 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 163 | 163 | 1687 | 121 | 130 | 1739 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 1687 | 121 | 130 | 1739 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 19.0 | 19.0 | 65.7 | 65.7 | 14.0 | 65.7 | 14.0 |
| Total Split (%) | 19.3% | 19.3% | 66.6% | 66.6% | 14.2% | 66.6% | 14% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | Min | Min | None | Min | None |
| Act Effct Green (s) | 13.3 | 13.3 | 61.3 | 61.3 | 69.4 | 60.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.64 | 0.64 | 0.72 | 0.63 | |
| v/c Ratio | 0.72 | 0.46 | 1.48 | 0.12 | 0.62 | 1.56 | |
| Control Delay | 58.1 | 10.9 | 233.8 | 2.7 | 28.6 | 276.5 | |
| Queue Delay | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.6 | |
| Total Delay | 58.1 | 10.9 | 234.0 | 2.7 | 28.6 | 277.1 | |
| LOS | E | B | F | A | C | F | |
| Approach Delay | 34.5 | | 218.5 | | | 259.8 | |
| Approach LOS | C | | F | | | F | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 98 | 0 | ~1475 | 2 | 28 | ~1575 | |
| Queue Length 95th (ft) | 146 | 39 | m#774 | m1 | 86 | #1837 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 256 | 374 | 1138 | 987 | 253 | 1116 | |
| Starvation Cap Reductn | 0 | 0 | 58 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 143 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.64 | 0.44 | 1.56 | 0.12 | 0.51 | 1.79 | |

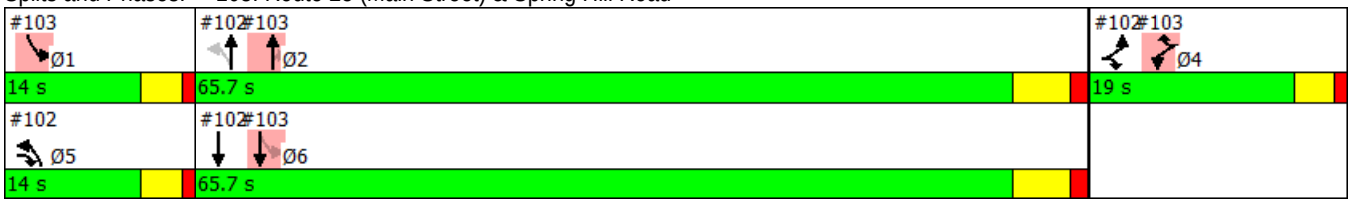
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 95.9 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.62 | | | |
| Intersection Signal Delay: 222.8 | | Intersection LOS: F | |
| Intersection Capacity Utilization 113.2% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Future Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 150 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.982 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1869 | 1725 | 3327 | 0 | 1752 | 1845 |
| Flt Permitted | 0.950 | | | | 0.088 | |
| Satd. Flow (perm) | 1869 | 1725 | 3327 | 0 | 162 | 1845 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 10 | 20 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.98 | 0.98 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 325 | 213 | 1612 | 214 | 151 | 1548 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 325 | 213 | 1826 | 0 | 151 | 1548 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 26.0 | | 50.5 | | 19.0 | |
| Total Split (%) | 27.2% | | 52.9% | | 19.9% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | Min | | None | |
| Act Effct Green (s) | 19.0 | 31.4 | 45.2 | | 55.2 | 59.2 |
| Actuated g/C Ratio | 0.22 | 0.36 | 0.52 | | 0.64 | 0.69 |
| v/c Ratio | 0.79 | 0.34 | 1.04 | | 0.59 | 1.22 |
| Control Delay | 47.1 | 20.0 | 55.6 | | 21.7 | 125.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 47.1 | 20.0 | 55.6 | | 21.7 | 125.8 |
| LOS | D | B | E | | C | F |
| Approach Delay | 36.3 | | 55.6 | | | 116.6 |
| Approach LOS | D | | E | | | F |

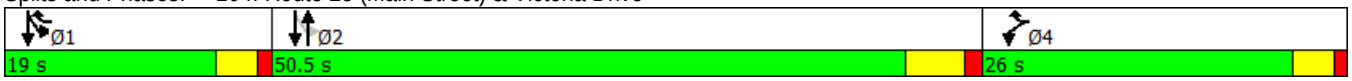
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 164 | 78 | ~580 | | 27 | ~1072 |
| Queue Length 95th (ft) | 238 | 113 | #811 | | 88 | #1406 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 150 | | | 250 | |
| Base Capacity (vph) | 479 | 756 | 1754 | | 388 | 1266 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.28 | 1.04 | | 0.39 | 1.22 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 95.5 | | | |
| Actuated Cycle Length: 86.2 | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.22 | | | |
| Intersection Signal Delay: 78.5 | | Intersection LOS: E | |
| Intersection Capacity Utilization 96.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

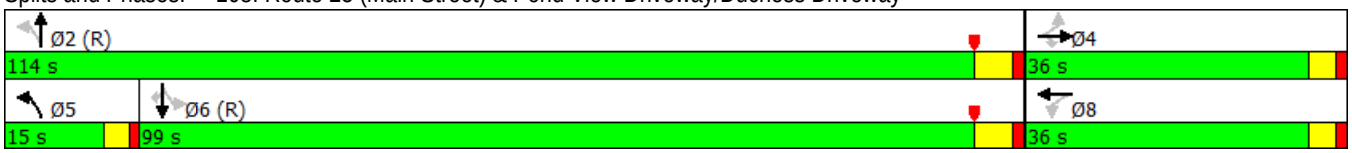


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Future Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.892 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.990 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1613 | 0 | 1620 | 3345 | 0 | 0 | 1764 | 1449 |
| Flt Permitted | | 0.741 | | | 0.715 | | 0.041 | | | | 0.947 | |
| Satd. Flow (perm) | 0 | 1309 | 1501 | 0 | 1165 | 0 | 70 | 3345 | 0 | 0 | 1672 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 168 | | 49 | | | 3 | | | | 172 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 174 | | | 143 | | | 1823 | | | 386 | |
| Travel Time (s) | | 4.7 | | | 3.9 | | | 31.1 | | | 6.6 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 373 | 0 | 346 | 5 | 0 | 20 | 231 | 1350 | 24 | 26 | 1355 | 341 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 373 | 346 | 0 | 25 | 0 | 231 | 1374 | 0 | 0 | 1381 | 341 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | | 15.0 | 114.0 | | 99.0 | 99.0 | 99.0 |
| Total Split (%) | 24.0% | 24.0% | 24.0% | 24.0% | 24.0% | | 10.0% | 76.0% | | 66.0% | 66.0% | 66.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 31.5 | 31.5 | | 31.5 | | 110.0 | 108.3 | | | 93.3 | 93.3 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | | 0.73 | 0.72 | | | 0.62 | 0.62 |
| v/c Ratio | | 1.36 | 0.77 | | 0.09 | | 1.40 | 0.57 | | | 1.33 | 0.35 |
| Control Delay | | 227.9 | 40.9 | | 3.1 | | 246.2 | 10.9 | | | 167.9 | 3.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.6 | | | 0.8 | 2.2 |
| Total Delay | | 227.9 | 40.9 | | 3.1 | | 246.2 | 11.5 | | | 168.7 | 5.2 |
| LOS | | F | D | | A | | F | B | | | F | A |
| Approach Delay | | 137.9 | | | 3.1 | | | 45.3 | | | 136.3 | |
| Approach LOS | | F | | | A | | | D | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | ~478 | 172 | | 0 | | ~255 | 304 | | | ~1744 | 26 |
| Queue Length 95th (ft) | | #634 | 266 | | 5 | | #434 | 356 | | | m251 | m1 |
| Internal Link Dist (ft) | | 94 | | | 63 | | | 1743 | | | 306 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 274 | 447 | | 283 | | 165 | 2415 | | | 1039 | 966 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 153 | 478 |
| Spillback Cap Reductn | | 0 | 0 | | 8 | | 0 | 594 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.36 | 0.77 | | 0.09 | | 1.40 | 0.75 | | | 1.56 | 0.70 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.40 | | | |
| Intersection Signal Delay: 99.9 | | Intersection LOS: F | |
| Intersection Capacity Utilization 144.6% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



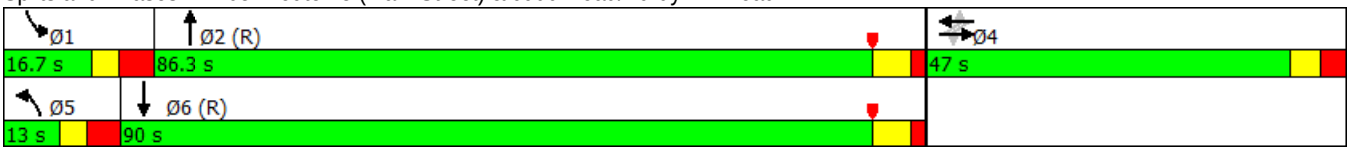
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Future Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.948 | | | 0.952 | | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1732 | 0 | 1678 | 1681 | 0 | 1620 | 3329 | 0 | 1620 | 1752 | 0 |
| Flt Permitted | 0.144 | | | 0.264 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 254 | 1732 | 0 | 466 | 1681 | 0 | 1620 | 3329 | 0 | 1620 | 1752 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 17 | | | | | | 6 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 386 | | | 459 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.6 | | | 7.8 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 135 | 236 | 124 | 204 | 301 | 140 | 83 | 1531 | 83 | 82 | 1398 | 82 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 135 | 360 | 0 | 204 | 441 | 0 | 83 | 1614 | 0 | 82 | 1480 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 47.0 | 47.0 | | 47.0 | 47.0 | | 13.0 | 86.3 | | 16.7 | 90.0 | |
| Total Split (%) | 31.3% | 31.3% | | 31.3% | 31.3% | | 8.7% | 57.5% | | 11.1% | 60.0% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 40.6 | 40.6 | | 40.6 | 40.6 | | 6.2 | 80.8 | | 9.4 | 84.0 | |
| Actuated g/C Ratio | 0.27 | 0.27 | | 0.27 | 0.27 | | 0.04 | 0.54 | | 0.06 | 0.56 | |
| v/c Ratio | 1.99 | 0.75 | | 1.62 | 0.97 | | 1.26 | 0.90 | | 0.81 | 1.51 | |
| Control Delay | 520.3 | 58.6 | | 346.9 | 89.3 | | 230.8 | 38.9 | | 118.0 | 262.1 | |
| Queue Delay | 0.0 | 6.7 | | 3.8 | 0.0 | | 0.0 | 2.8 | | 0.0 | 0.3 | |
| Total Delay | 520.3 | 65.3 | | 350.6 | 89.3 | | 230.8 | 41.8 | | 118.0 | 262.4 | |
| LOS | F | E | | F | F | | F | D | | F | F | |
| Approach Delay | | 189.3 | | | 172.0 | | | 51.0 | | | 254.8 | |
| Approach LOS | | F | | | F | | | D | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~204 | 310 | | ~286 | 430 | | ~99 | 782 | | 80 | ~2007 | |
| Queue Length 95th (ft) | #344 | 428 | | #454 | #652 | | m#180 | m791 | | #176 | #2273 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 306 | | | 379 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 68 | 481 | | 126 | 454 | | 66 | 1795 | | 106 | 981 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 105 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 81 | | 20 | 0 | | 0 | 0 | | 0 | 57 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.99 | 0.90 | | 1.92 | 0.97 | | 1.26 | 0.96 | | 0.77 | 1.60 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.99
Intersection Signal Delay: 156.7 Intersection LOS: F
Intersection Capacity Utilization 121.9% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 1711 | 1801 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.059 | | |
| Satd. Flow (perm) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 106 | 1801 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 503 | | | | 121 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 0 | 54 | 0 | 247 | 0 | 1141 | 11 | 406 | 1479 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 54 | 247 | 0 | 0 | 1141 | 11 | 406 | 1479 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 19.6 | 19.6 | | 25.5 | 25.5 | | 16.0 | 38.9 | 38.9 | 16.0 | 38.9 | |
| Total Split (%) | 19.6% | 19.6% | | 25.5% | 25.5% | | 16.0% | 38.9% | 38.9% | 16.0% | 38.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 7.5 | 7.5 | | | 64.2 | 64.2 | 83.0 | 80.2 | |
| Actuated g/C Ratio | | | | 0.08 | 0.08 | | | 0.64 | 0.64 | 0.83 | 0.80 | |
| v/c Ratio | | | | 0.43 | 0.43 | | | 0.99 | 0.01 | 1.45 | 1.02 | |
| Control Delay | | | | 53.6 | 2.3 | | | 42.9 | 0.0 | 229.6 | 34.0 | |
| Queue Delay | | | | 0.0 | 0.1 | | | 39.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | | | 53.6 | 2.4 | | | 81.9 | 0.0 | 229.6 | 34.0 | |
| LOS | | | | D | A | | | F | A | F | C | |
| Approach Delay | | | | | 11.6 | | | 81.1 | | | 76.2 | |
| Approach LOS | | | | | B | | | F | | | E | |
| Queue Length 50th (ft) | | | | 34 | 0 | | | 641 | 0 | ~313 | ~537 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | | | 71 | 0 | | | #1036 | 0 | m#320 | m#623 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 342 | 708 | | | 1156 | 1026 | 280 | 1444 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | | | 0 | 68 | | | 244 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.16 | 0.39 | | | 1.25 | 0.01 | 1.45 | 1.02 | |

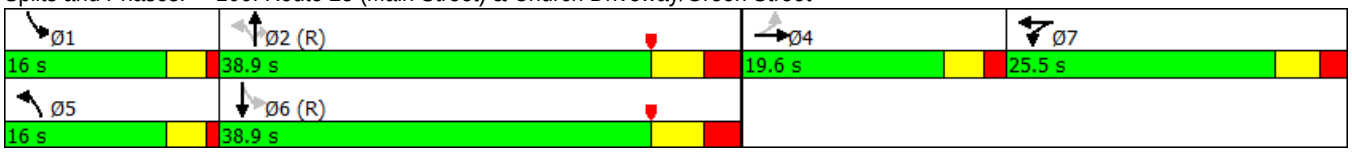
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.45 | | | |
| Intersection Signal Delay: 72.0 | | Intersection LOS: E | |
| Intersection Capacity Utilization 106.7% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Future Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.954 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.954 | | | | | 0.093 | | | | 0.734 | |
| Satd. Flow (perm) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 162 | 1801 | 0 | 0 | 2511 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 315 | | | | | | | | | 274 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 467 | 11 | 533 | 0 | 13 | 13 | 473 | 1560 | 0 | 11 | 1319 | 308 |
| Shared Lane Traffic (%) | 49% | | | | | | | | | | | |
| Lane Group Flow (vph) | 238 | 240 | 533 | 0 | 26 | 0 | 473 | 1560 | 0 | 0 | 1330 | 308 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 23.6 | 23.6 | 21.0 | 17.5 | 17.5 | | 21.0 | | | 37.9 | 37.9 | 23.6 |
| Total Split (%) | 23.6% | 23.6% | 21.0% | 17.5% | 17.5% | | 21.0% | | | 37.9% | 37.9% | 23.6% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 16.3 | 16.3 | 38.3 | | 6.2 | | 64.3 | 68.3 | | | 45.8 | 67.6 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.38 | | 0.06 | | 0.64 | 0.68 | | | 0.46 | 0.68 |
| v/c Ratio | 0.90 | 0.90 | 0.68 | | 0.25 | | 1.32 | 1.27 | | | 1.16 | 0.27 |
| Control Delay | 76.3 | 76.9 | 12.7 | | 49.7 | | 193.7 | 141.9 | | | 108.8 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 76.3 | 76.9 | 12.7 | | 49.7 | | 193.7 | 141.9 | | | 108.8 | 2.2 |
| LOS | E | E | B | | D | | F | F | | | F | A |
| Approach Delay | | 42.9 | | | 49.7 | | | 154.0 | | | 88.7 | |
| Approach LOS | | D | | | D | | | F | | | F | |
| Queue Length 50th (ft) | 156 | 158 | 104 | | 16 | | ~337 | ~1206 | | | ~494 | 5 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #298 | #302 | 167 | | 38 | | m#448 | m#1493 | | | #738 | 42 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 276 | 277 | 781 | | 225 | | 357 | 1229 | | | 1149 | 1132 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.86 | 0.87 | 0.68 | | 0.12 | | 1.32 | 1.27 | | | 1.16 | 0.27 |

Intersection Summary

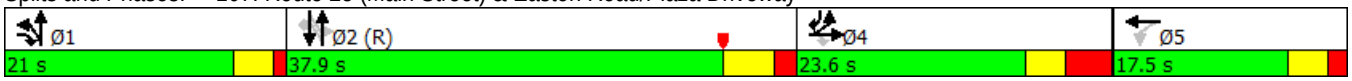
Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.32
Intersection Signal Delay: 106.8 Intersection LOS: F
Intersection Capacity Utilization 140.5% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Future Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.995 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 61 | 6 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 300 | 75 | 1485 | 52 | 12 | 1847 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 300 | 75 | 1537 | 0 | 12 | 1847 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 23.5 | 23.5 | 32.5 | | 14.0 | 46.5 |
| Total Split (%) | 33.6% | 33.6% | 46.4% | | 20.0% | 66.4% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 15.7 | 15.7 | 42.8 | | 5.4 | 44.9 |
| Actuated g/C Ratio | 0.22 | 0.22 | 0.61 | | 0.08 | 0.64 |
| v/c Ratio | 0.76 | 0.19 | 0.71 | | 0.09 | 0.81 |
| Control Delay | 37.4 | 8.9 | 14.6 | | 34.8 | 10.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 37.4 | 8.9 | 14.6 | | 34.8 | 10.1 |
| LOS | D | A | B | | C | B |
| Approach Delay | 31.7 | | 14.6 | | | 10.3 |
| Approach LOS | C | | B | | | B |
| Queue Length 50th (ft) | 120 | 5 | 194 | | 5 | 104 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 160 | 26 | #504 | | m7 | 222 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 505 | 495 | 2155 | | 244 | 2269 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 30 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.59 | 0.15 | 0.71 | | 0.05 | 0.82 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 14.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Future Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.880 | | | | 0.850 | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1711 | 0 | 1770 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Flt Permitted | 0.677 | | | 0.294 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1261 | 1711 | 0 | 548 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 245 | | | 100 | | | | 156 | | 14 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 99 | 25 | 321 | 88 | 25 | 100 | 279 | 1372 | 93 | 58 | 1453 | 116 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 99 | 346 | 0 | 88 | 125 | 0 | 279 | 1372 | 93 | 58 | 1569 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 24.8 | 24.8 | | 24.8 | 24.8 | | 11.1 | 28.1 | 28.1 | 17.1 | 34.1 | |
| Total Split (%) | 35.4% | 35.4% | | 35.4% | 35.4% | | 15.9% | 40.1% | 40.1% | 24.4% | 48.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 13.6 | 13.6 | | 13.6 | 13.6 | | 7.0 | 39.4 | 39.4 | 7.0 | 35.6 | |
| Actuated g/C Ratio | 0.19 | 0.19 | | 0.19 | 0.19 | | 0.10 | 0.56 | 0.56 | 0.10 | 0.51 | |
| v/c Ratio | 0.40 | 0.65 | | 0.83 | 0.30 | | 1.63 | 0.69 | 0.10 | 0.33 | 0.88 | |
| Control Delay | 27.8 | 13.7 | | 77.5 | 8.9 | | 334.2 | 12.1 | 1.0 | 40.2 | 24.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 27.8 | 13.7 | | 77.5 | 8.9 | | 334.2 | 12.1 | 1.0 | 40.2 | 24.1 | |
| LOS | C | B | | E | A | | F | B | A | D | C | |
| Approach Delay | | 16.9 | | | 37.3 | | | 63.1 | | | 24.7 | |
| Approach LOS | | B | | | D | | | E | | | C | |
| Queue Length 50th (ft) | 38 | 38 | | 37 | 9 | | ~187 | 66 | 0 | 27 | 387 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 62 | 75 | | #70 | 35 | | m#299 | #404 | m3 | m38 | m#491 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 360 | 663 | | 156 | 570 | | 171 | 1991 | 959 | 328 | 1786 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.28 | 0.52 | | 0.56 | 0.22 | | 1.63 | 0.69 | 0.10 | 0.18 | 0.88 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.63 | | | |
| Intersection Signal Delay: 41.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 89.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Future Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.888 | | | 0.993 | | | 0.997 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 1711 | 3514 | 0 | 1711 | 3529 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.170 | | | 0.133 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 306 | 3514 | 0 | 239 | 3529 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 171 | | | 180 | | | 8 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 86 | 0 | 111 | 363 | 0 | 200 | 44 | 1330 | 66 | 33 | 1000 | 22 |
| Shared Lane Traffic (%) | 10% | | | 19% | | | | | | | | |
| Lane Group Flow (vph) | 77 | 120 | 0 | 294 | 269 | 0 | 44 | 1396 | 0 | 33 | 1022 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 14.7 | 14.7 | | 16.2 | 16.2 | | 10.0 | 29.1 | | 10.0 | 29.1 | |
| Total Split (%) | 21.0% | 21.0% | | 23.1% | 23.1% | | 14.3% | 41.6% | | 14.3% | 41.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 6.9 | 6.9 | | 12.0 | 12.0 | | 38.6 | 34.5 | | 37.7 | 32.7 | |
| Actuated g/C Ratio | 0.10 | 0.10 | | 0.17 | 0.17 | | 0.55 | 0.49 | | 0.54 | 0.47 | |
| v/c Ratio | 0.48 | 0.39 | | 1.06 | 0.68 | | 0.16 | 0.80 | | 0.14 | 0.62 | |
| Control Delay | 39.4 | 5.9 | | 102.4 | 19.9 | | 3.6 | 17.5 | | 14.3 | 25.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 39.4 | 5.9 | | 102.4 | 19.9 | | 3.6 | 17.5 | | 14.3 | 25.3 | |
| LOS | D | A | | F | B | | A | B | | B | C | |
| Approach Delay | | 19.0 | | | 63.0 | | | 17.1 | | | 25.0 | |
| Approach LOS | | B | | | E | | | B | | | C | |
| Queue Length 50th (ft) | 33 | 0 | | ~149 | 35 | | 1 | 174 | | 7 | 222 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 64 | 12 | | #248 | 86 | | m2 | #536 | | 22 | #313 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 232 | 370 | | 278 | 397 | | 289 | 1736 | | 256 | 1648 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | 0.32 | | 1.06 | 0.68 | | 0.15 | 0.80 | | 0.13 | 0.62 | |

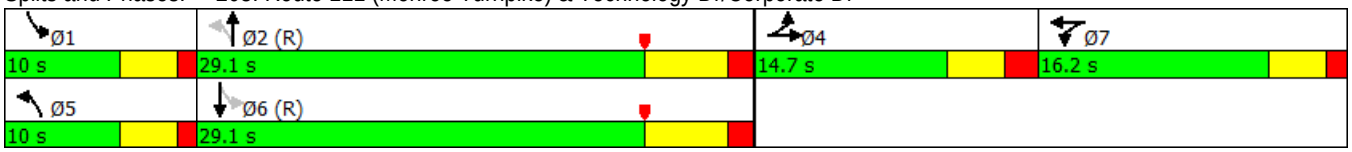
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.06 | | | |
| Intersection Signal Delay: 27.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 65.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

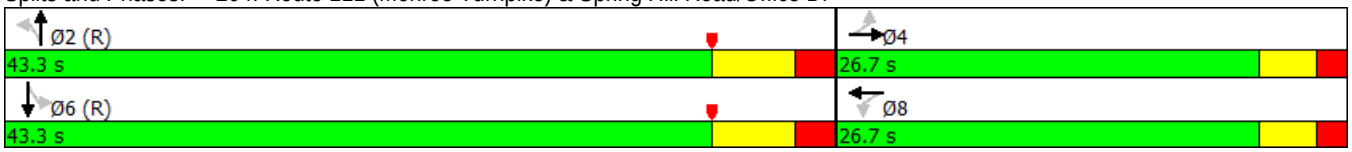


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Future Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.980 | | | | | | | | | 0.993 | |
| Flt Protected | | 0.959 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1925 | 0 | 0 | 3539 | 0 | 0 | 3514 | 0 |
| Flt Permitted | | 0.757 | | | | | | 0.947 | | | | |
| Satd. Flow (perm) | 0 | 1428 | 0 | 0 | 1925 | 0 | 0 | 3352 | 0 | 0 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 55 | | | | | | | | | 10 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 75 | 0 | 13 | 0 | 0 | 0 | 11 | 1633 | 0 | 0 | 945 | 44 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 1644 | 0 | 0 | 989 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 26.7 | 26.7 | | 26.7 | 26.7 | | 43.3 | 43.3 | | 43.3 | 43.3 | |
| Total Split (%) | 38.1% | 38.1% | | 38.1% | 38.1% | | 61.9% | 61.9% | | 61.9% | 61.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 7.8 | | | | | | 54.6 | | | 54.6 | |
| Actuated g/C Ratio | | 0.11 | | | | | | 0.78 | | | 0.78 | |
| v/c Ratio | | 0.42 | | | | | | 0.63 | | | 0.36 | |
| Control Delay | | 20.4 | | | | | | 4.7 | | | 2.2 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Delay | | 20.4 | | | | | | 4.7 | | | 2.2 | |
| LOS | | C | | | | | | A | | | A | |
| Approach Delay | | 20.4 | | | | | | 4.7 | | | 2.2 | |
| Approach LOS | | C | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 13 | | | | | | 26 | | | 38 | |
| Queue Length 95th (ft) | | 42 | | | | | | 123 | | | m63 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 486 | | | | | | 2615 | | | 2743 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.18 | | | | | | 0.63 | | | 0.36 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 4.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Future Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.942 | | | 0.932 | | | 0.966 | | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1755 | 0 | 1770 | 1736 | 0 | 1711 | 3419 | 0 | 1711 | 3500 | 0 |
| Flt Permitted | 0.510 | | | 0.323 | | | 0.950 | | | 0.169 | | |
| Satd. Flow (perm) | 950 | 1755 | 0 | 602 | 1736 | 0 | 1711 | 3419 | 0 | 304 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 46 | | | 60 | | | 91 | | | 13 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 145 | 229 | 145 | 195 | 138 | 115 | 213 | 1169 | 337 | 58 | 709 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 145 | 374 | 0 | 195 | 253 | 0 | 213 | 1506 | 0 | 58 | 767 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 25.1 | 25.1 | | 25.1 | 25.1 | | 16.0 | | | 28.9 | 28.9 | |
| Total Split (%) | 35.9% | 35.9% | | 35.9% | 35.9% | | 22.9% | | | 41.3% | 41.3% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 11.2 | 40.9 | | 23.6 | 23.6 | |
| Actuated g/C Ratio | 0.29 | 0.29 | | 0.29 | 0.29 | | 0.16 | 0.58 | | 0.34 | 0.34 | |
| v/c Ratio | 0.54 | 0.70 | | 1.13 | 0.47 | | 0.78 | 0.74 | | 0.56 | 0.64 | |
| Control Delay | 29.7 | 27.9 | | 138.6 | 18.9 | | 53.5 | 6.5 | | 46.0 | 22.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 29.7 | 27.9 | | 138.6 | 18.9 | | 53.5 | 6.5 | | 46.0 | 22.6 | |
| LOS | C | C | | F | B | | D | A | | D | C | |
| Approach Delay | | 28.4 | | | 71.0 | | | 12.3 | | | 24.2 | |
| Approach LOS | | C | | | E | | | B | | | C | |
| Queue Length 50th (ft) | 52 | 125 | | ~100 | 66 | | 78 | 21 | | 21 | 145 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 97 | 191 | | #208 | 124 | | m#177 | 132 | | #71 | 191 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 271 | 534 | | 172 | 538 | | 293 | 2035 | | 103 | 1190 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 25 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.54 | 0.70 | | 1.13 | 0.47 | | 0.73 | 0.75 | | 0.56 | 0.64 | |

**Intersection Summary**

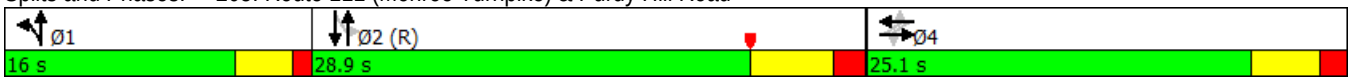
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 25.0 Intersection LOS: C
Intersection Capacity Utilization 94.5% ICU Level of Service F
Analysis Period (min) 15

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

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

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

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



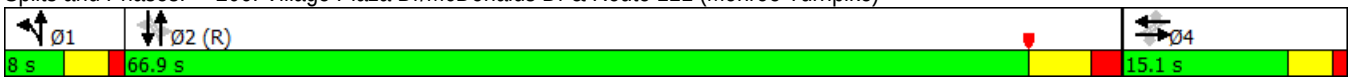
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Future Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.992 | |
| Flt Protected | | 0.958 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1531 | 0 | 1947 | 1689 | 1711 | 1792 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | | 0.719 | | | 0.661 | | 0.267 | | | 0.147 | | |
| Satd. Flow (perm) | 0 | 1295 | 1531 | 0 | 1354 | 1689 | 481 | 1792 | 0 | 256 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 88 | | | 88 | | 7 | | | 7 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 86 | 12 | 74 | 47 | 0 | 71 | 83 | 1125 | 42 | 54 | 753 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 98 | 74 | 0 | 47 | 71 | 83 | 1167 | 0 | 54 | 796 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 8.0 | | | 66.9 | 66.9 | |
| Total Split (%) | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 8.9% | | | 74.3% | 74.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 10.3 | 10.3 | | 10.3 | 10.3 | 67.6 | 71.6 | | 61.3 | 61.3 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.75 | 0.80 | | 0.68 | 0.68 | |
| v/c Ratio | | 0.67 | 0.29 | | 0.31 | 0.26 | 0.20 | 0.82 | | 0.31 | 0.65 | |
| Control Delay | | 60.7 | 9.8 | | 41.9 | 8.6 | 3.3 | 11.8 | | 7.6 | 6.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 60.7 | 9.8 | | 41.9 | 8.6 | 3.3 | 11.8 | | 7.6 | 6.2 | |
| LOS | | E | A | | D | A | A | B | | A | A | |
| Approach Delay | | 38.8 | | | 21.9 | | | 11.3 | | | 6.2 | |
| Approach LOS | | D | | | C | | | B | | | A | |
| Queue Length 50th (ft) | | 54 | 0 | | 25 | 0 | 8 | 303 | | 6 | 101 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #100 | 23 | | 55 | 25 | 16 | 528 | | m13 | m168 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 158 | 264 | | 165 | 283 | 416 | 1427 | | 174 | 1219 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.62 | 0.28 | | 0.28 | 0.25 | 0.20 | 0.82 | | 0.31 | 0.65 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 12.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 84.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Future Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.969 | | | 0.982 | |
| Flt Protected | | 0.982 | | | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1646 | 1425 | 0 | 1777 | 1478 | 1711 | 1745 | 0 | 1652 | 1829 | 0 |
| Flt Permitted | | 0.434 | | | 0.577 | | 0.165 | | | 0.102 | | |
| Satd. Flow (perm) | 0 | 728 | 1425 | 0 | 1039 | 1478 | 297 | 1745 | 0 | 177 | 1829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 309 | | | 84 | | 17 | | | 9 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 111 | 185 | 309 | 88 | 242 | 143 | 233 | 756 | 200 | 101 | 573 | 79 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 296 | 309 | 0 | 330 | 143 | 233 | 956 | 0 | 101 | 652 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 28.9 | 28.9 | 28.9 | 28.9 | 28.9 | 19.2 | 19.2 | 41.9 | | 19.2 | 41.9 | |
| Total Split (%) | 32.1% | 32.1% | 32.1% | 32.1% | 32.1% | 21.3% | 21.3% | 46.6% | | 21.3% | 46.6% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 24.0 | 24.0 | | 24.0 | 35.6 | 56.0 | 43.6 | | 48.5 | 39.4 | |
| Actuated g/C Ratio | | 0.27 | 0.27 | | 0.27 | 0.40 | 0.62 | 0.48 | | 0.54 | 0.44 | |
| v/c Ratio | | 1.53 | 0.51 | | 1.19 | 0.23 | 0.65 | 1.12 | | 0.49 | 0.81 | |
| Control Delay | | 289.0 | 6.6 | | 148.4 | 8.8 | 15.6 | 90.2 | | 16.9 | 32.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 289.0 | 6.6 | | 148.4 | 8.8 | 15.6 | 90.2 | | 16.9 | 32.8 | |
| LOS | | F | A | | F | A | B | F | | B | C | |
| Approach Delay | | 144.8 | | | 106.2 | | | 75.6 | | | 30.7 | |
| Approach LOS | | F | | | F | | | E | | | C | |
| Queue Length 50th (ft) | | ~238 | 0 | | ~229 | 21 | 70 | ~615 | | 23 | 342 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #344 | 40 | | #393 | 55 | m83 | #896 | | 41 | #552 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 194 | 606 | | 277 | 763 | 423 | 854 | | 354 | 805 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.53 | 0.51 | | 1.19 | 0.19 | 0.55 | 1.12 | | 0.29 | 0.81 | |

## Intersection Summary

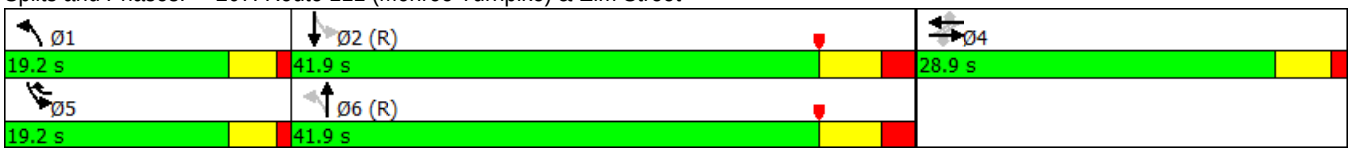
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.53
Intersection Signal Delay: 83.0 Intersection LOS: F
Intersection Capacity Utilization 97.8% ICU Level of Service F
Analysis Period (min) 15

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



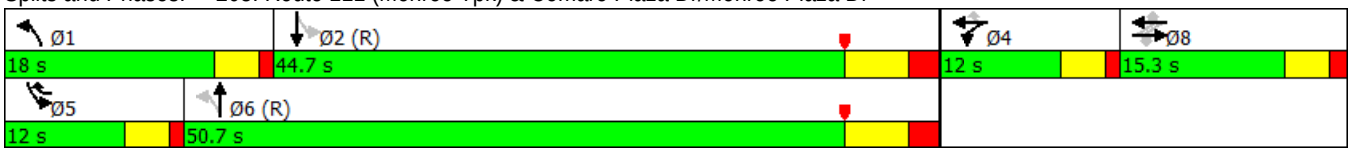
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Future Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.959 | | | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1727 | 1583 | 0 | 1664 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.677 | | | 0.692 | | 0.361 | | | 0.156 | | |
| Satd. Flow (perm) | 0 | 1219 | 1583 | 0 | 1203 | 1531 | 628 | 1797 | 0 | 271 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 187 | | | 129 | | 1 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 65 | 11 | 65 | 106 | 11 | 170 | 43 | 796 | 11 | 102 | 568 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 76 | 65 | 0 | 117 | 170 | 43 | 807 | 0 | 102 | 591 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 15.3 | 15.3 | 15.3 | 12.0 | | 12.0 | 18.0 | 50.7 | | 12.0 | 44.7 | |
| Total Split (%) | 17.0% | 17.0% | 17.0% | 13.3% | | 13.3% | 20.0% | 56.3% | | 13.3% | 49.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.3 | 9.3 | | 16.0 | 29.5 | 57.8 | 50.1 | | 61.4 | 54.8 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.18 | 0.33 | 0.64 | 0.56 | | 0.68 | 0.61 | |
| v/c Ratio | | 0.61 | 0.20 | | 0.46 | 0.29 | 0.09 | 0.81 | | 0.36 | 0.54 | |
| Control Delay | | 58.6 | 1.3 | | 34.7 | 7.2 | 6.2 | 24.1 | | 8.6 | 13.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 10.8 | | 0.0 | 0.4 | |
| Total Delay | | 58.6 | 1.3 | | 34.7 | 7.2 | 6.2 | 34.9 | | 8.6 | 14.1 | |
| LOS | | E | A | | C | A | A | C | | A | B | |
| Approach Delay | | 32.2 | | | 18.4 | | | 33.4 | | | 13.3 | |
| Approach LOS | | C | | | B | | | C | | | B | |
| Queue Length 50th (ft) | | 42 | 0 | | 54 | 15 | 10 | 475 | | 17 | 158 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #87 | 0 | | 100 | 55 | m10 | m434 | | m33 | 255 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 148 | 357 | | 277 | 614 | 597 | 1001 | | 309 | 1090 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 155 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 12 | 0 | 177 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.51 | 0.18 | | 0.42 | 0.28 | 0.07 | 0.98 | | 0.33 | 0.63 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 24.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 69.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Future Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.939 | | | 0.936 | | | 0.978 | | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1691 | 0 | 1770 | 1744 | 0 | 1652 | 1761 | 0 | 1652 | 1723 | 0 |
| Flt Permitted | 0.639 | | | 0.534 | | | 0.267 | | | 0.083 | | |
| Satd. Flow (perm) | 1111 | 1691 | 0 | 995 | 1744 | 0 | 464 | 1761 | 0 | 144 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 43 | | | 47 | | | 14 | | | 33 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 341 | 143 | 99 | 120 | 96 | 72 | 63 | 811 | 137 | 77 | 462 | 187 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 341 | 242 | 0 | 120 | 168 | 0 | 63 | 948 | 0 | 77 | 649 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 37.6 | 37.6 | | 37.6 | 37.6 | | 52.4 | 52.4 | | 52.4 | 52.4 | |
| Total Split (%) | 41.8% | 41.8% | | 41.8% | 41.8% | | 58.2% | 58.2% | | 58.2% | 58.2% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 30.1 | 30.1 | | 30.1 | 30.1 | | 48.3 | 48.3 | | 48.3 | 48.3 | |
| Actuated g/C Ratio | 0.33 | 0.33 | | 0.33 | 0.33 | | 0.54 | 0.54 | | 0.54 | 0.54 | |
| v/c Ratio | 0.92 | 0.41 | | 0.36 | 0.27 | | 0.25 | 1.00 | | 1.00 | 0.69 | |
| Control Delay | 60.3 | 20.5 | | 25.6 | 16.2 | | 6.8 | 40.1 | | 121.3 | 14.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 4.3 | | 0.0 | 0.0 | |
| Total Delay | 60.3 | 20.5 | | 25.6 | 16.2 | | 6.8 | 44.5 | | 121.3 | 14.9 | |
| LOS | E | C | | C | B | | A | D | | F | B | |
| Approach Delay | | 43.8 | | | 20.1 | | | 42.1 | | | 26.2 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | 178 | 82 | | 49 | 47 | | 6 | ~604 | | ~48 | 111 | |

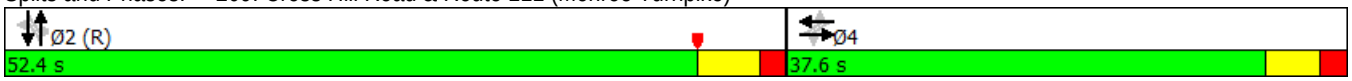
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #338 | 146 | | 87 | 84 | | m11 | #800 | | m#116 | 259 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 395 | 628 | | 353 | 650 | | 249 | 952 | | 77 | 940 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 16 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 7 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.86 | 0.39 | | 0.34 | 0.26 | | 0.25 | 1.01 | | 1.00 | 0.70 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 35.6 Intersection LOS: D
Intersection Capacity Utilization 97.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



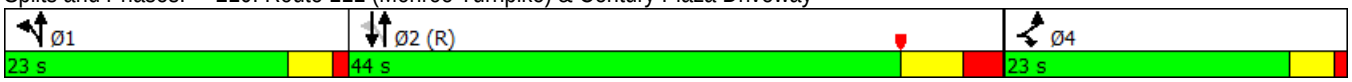
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Future Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.984 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1772 | 0 |
| Flt Permitted | 0.950 | | 0.329 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 592 | 1801 | 1772 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 163 | | | 9 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Adj. Flow (vph) | 163 | 163 | 202 | 1011 | 558 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 202 | 1011 | 632 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 23.0 | 23.0 | 23.0 | | 44.0 | |
| Total Split (%) | 25.6% | 25.6% | 25.6% | | 48.9% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 13.0 | 13.0 | 65.0 | 69.0 | 54.3 | |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.72 | 0.77 | 0.60 | |
| v/c Ratio | 0.66 | 0.44 | 0.39 | 0.73 | 0.59 | |
| Control Delay | 48.7 | 9.4 | 3.9 | 6.5 | 15.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 48.7 | 9.4 | 3.9 | 6.5 | 15.4 | |
| LOS | D | A | A | A | B | |
| Approach Delay | 29.1 | | | 6.1 | 15.4 | |
| Approach LOS | C | | | A | B | |
| Queue Length 50th (ft) | 89 | 0 | 19 | 218 | 190 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 126 | 36 | m31 | m287 | 404 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 361 | 462 | 689 | 1379 | 1071 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.45 | 0.35 | 0.29 | 0.73 | 0.59 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 12.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5360 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1716 | 42 | 0 | 1564 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1758 | 0 | 0 | 1564 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 91.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| 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 | 80 | 80 | 95 | 95 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1716 | 42 | 0 | 1564 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3301 | 1737 | 0 | 0 | 1758 | 0 |
| Stage 1 | 1737 | - | - | - | - | - |
| Stage 2 | 1564 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 9 | 108 | - | - | 353 | - |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 189 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 9 | 108 | - | - | 353 | - |
| Mov Cap-2 Maneuver | 9 | - | - | - | - | - |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 189 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 353 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 440 | 100 | 40 | 40 | 20 | 220 |
| Future Volume (vph) | 440 | 100 | 40 | 40 | 20 | 220 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.932 | | 0.876 | |
| Flt Protected | | 0.961 | | | 0.996 | |
| Satd. Flow (prot) | 0 | 1756 | 1646 | 0 | 1541 | 0 |
| Flt Permitted | | 0.961 | | | 0.996 | |
| Satd. Flow (perm) | 0 | 1756 | 1646 | 0 | 1541 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 506 | 115 | 50 | 50 | 25 | 275 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 621 | 100 | 0 | 300 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 57.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 440 | 100 | 40 | 40 | 20 | 220 |
| Future Vol, veh/h | 440 | 100 | 40 | 40 | 20 | 220 |
| 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 | 87 | 87 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 506 | 115 | 50 | 50 | 25 | 275 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | - | 0 | 1201 | 75 |
| Stage 1 | - | - | - | - | 75 | - |
| Stage 2 | - | - | - | - | 1126 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1480 | - | - | - | 202 | 981 |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 307 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1480 | - | - | - | 128 | 981 |
| Mov Cap-2 Maneuver | - | - | - | - | 128 | - |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 195 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 7.1 | 0 | 15.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1480 | - | - | - | 631 |
| HCM Lane V/C Ratio | 0.342 | - | - | - | 0.475 |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 15.8 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 1.5 | - | - | - | 2.6 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Future Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.992 | | | 0.945 | | | 0.995 | | | 0.961 | |
| Flt Protected | | 0.975 | | | 0.998 | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1742 | 0 | 0 | 1757 | 0 | 0 | 1719 | 0 | 0 | 1769 | 0 |
| Flt Permitted | | 0.975 | | | 0.998 | | | 0.994 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1742 | 0 | 0 | 1757 | 0 | 0 | 1719 | 0 | 0 | 1769 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 301 | 253 | 36 | 12 | 214 | 155 | 38 | 288 | 13 | 105 | 200 | 126 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 590 | 0 | 0 | 381 | 0 | 0 | 339 | 0 | 0 | 431 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 95.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 147.2 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 250 | 210 | 30 | 0 | 10 | 180 | 130 | 0 | 30 | 230 | 10 |
| Future Vol, veh/h | 0 | 250 | 210 | 30 | 0 | 10 | 180 | 130 | 0 | 30 | 230 | 10 |
| Peak Hour Factor | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 301 | 253 | 36 | 0 | 12 | 214 | 155 | 0 | 38 | 288 | 13 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 271.9 | 74.2 | 61.6 |
| HCM LOS | F | F | F |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 51% | 3% | 24% |
| Vol Thru, % | 85% | 43% | 56% | 46% |
| Vol Right, % | 4% | 6% | 41% | 29% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 270 | 490 | 320 | 410 |
| LT Vol | 30 | 250 | 10 | 100 |
| Through Vol | 230 | 210 | 180 | 190 |
| RT Vol | 10 | 30 | 130 | 120 |
| Lane Flow Rate | 338 | 590 | 381 | 432 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.89 | 1.519 | 0.961 | 1.087 |
| Departure Headway (Hd) | 11.387 | 9.729 | 10.873 | 10.602 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 321 | 378 | 335 | 345 |
| Service Time | 9.387 | 7.729 | 8.873 | 8.602 |
| HCM Lane V/C Ratio | 1.053 | 1.561 | 1.137 | 1.252 |
| HCM Control Delay | 61.6 | 271.9 | 74.2 | 107.8 |
| HCM Lane LOS | F | F | F | F |
| HCM 95th-tile Q | 8.3 | 30.8 | 10.1 | 13.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 100 | 190 | 120 |
| Future Vol, veh/h | 0 | 100 | 190 | 120 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 105 | 200 | 126 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 107.8 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Future Volume (vph) | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.998 | | | |
| Flt Protected | 0.976 | | | | | 0.999 |
| Satd. Flow (prot) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Flt Permitted | 0.976 | | | | | 0.999 |
| Satd. Flow (perm) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.91 | 0.91 |
| Adj. Flow (vph) | 13 | 13 | 1837 | 23 | 22 | 1978 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1860 | 0 | 0 | 2000 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Future Vol, veh/h | 10 | 10 | 1580 | 20 | 20 | 1800 |
| 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 | 80 | 80 | 86 | 86 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1837 | 23 | 22 | 1978 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2882 | 930 | 0 | 0 | 1860 | 0 |
| Stage 1 | 1849 | - | - | - | - | - |
| Stage 2 | 1033 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 13 | 269 | - | - | 321 | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 304 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 13 | 269 | - | - | 321 | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 304 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 403.6 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 25 | 321 | - |
| HCM Lane V/C Ratio | - | - | 1 | 0.068 | - |
| HCM Control Delay (s) | - | - | $ 403.6 | 17 | 0 |
| HCM Lane LOS | - | - | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 3.1 | 0.2 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Future Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.85 | 0.85 | 0.94 | 0.94 |
| Adj. Flow (vph) | 76 | 130 | 200 | 1671 | 1809 | 117 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 76 | 130 | 200 | 1671 | 1926 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 255.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Future Vol, veh/h | 70 | 120 | 170 | 1420 | 1700 | 110 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 85 | 85 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 130 | 200 | 1671 | 1809 | 117 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3102 | 963 | 1926 | 0 | - | 0 |
| Stage 1 | 1867 | - | - | - | - | - |
| Stage 2 | 1235 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 9 | 256 | 302 | - | - | - |
| Stage 1 | 108 | - | - | - | - | - |
| Stage 2 | 238 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 3 | 256 | 302 | - | - | - |
| Mov Cap-2 Maneuver | ~ 3 | - | - | - | - | - |
| Stage 1 | 108 | - | - | - | - | - |
| Stage 2 | 80 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 4920.9 | 4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 302 | - | 3 | 256 | - | - |
| HCM Lane V/C Ratio | 0.662 | - | 25.362 | 0.51 | - | - |
| HCM Control Delay (s) | 37.5 | $ | 13300.4 | 32.8 | - | - |
| HCM Lane LOS | E | - | F | D | - | - |
| HCM 95th %tile Q(veh) | 4.4 | - | 11.6 | 2.7 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.998 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.87 | 0.87 | 0.93 | 0.93 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1713 | 1925 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1713 | 1947 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| 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 | 80 | 80 | 87 | 87 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1713 | 1925 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 973 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 252 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 252 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20.9 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 252 | - | - |
| HCM Lane V/C Ratio | - | 0.099 | - | - |
| HCM Control Delay (s) | - | 20.9 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.865 | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 13 | 0 | 1536 | 2118 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 0 | 0 | 1536 | 2130 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| 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 | 80 | 80 | 97 | 97 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 0 | 1536 | 2118 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2892 | 1065 | 2129 | 0 | - | 0 |
| Stage 1 | 2124 | - | - | - | - | - |
| Stage 2 | 768 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 252 | - | 219 | - | - |
| HCM Lane V/C Ratio | - | - | 0.057 | - | - |
| HCM Control Delay (s) | 0 | - | 22.4 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.946 | | | | 0.997 | |
| Flt Protected | 0.971 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Flt Permitted | 0.971 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.92 | 0.92 | 0.89 | 0.89 |
| Adj. Flow (vph) | 43 | 29 | 11 | 1239 | 888 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 72 | 0 | 0 | 1250 | 910 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 78.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| 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 | 69 | 69 | 92 | 92 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 29 | 11 | 1239 | 888 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2160 | 899 | 910 | 0 | - | 0 |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 1261 | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 6.12 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | ~ 34 | 338 | 748 | - | - | - |
| Stage 1 | 334 | - | - | - | - | - |
| Stage 2 | 209 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 33 | 338 | 748 | - | - | - |
| Mov Cap-2 Maneuver | ~ 33 | - | - | - | - | - |
| Stage 1 | 318 | - | - | - | - | - |
| Stage 2 | 199 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 389.2 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 748 | - | 52 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 1.394 | - | - |
| HCM Control Delay (s) | 9.9 | 0 | $ 389.2 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 6.6 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 71.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 31 | 0 | 1315 | 888 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2203 | 888 | - | 0 | - | 0 |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 1315 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 49 | 343 | 0 | - | - | - |
| Stage 1 | 402 | - | 0 | - | - | - |
| Stage 2 | 251 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 49 | 343 | - | - | - | - |
| Mov Cap-2 Maneuver | 49 | - | - | - | - | - |
| Stage 1 | 402 | - | - | - | - | - |
| Stage 2 | 251 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 89 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 49 | 343 | - | - |
| HCM Lane V/C Ratio | - | 0.628 | 0.09 | - | - |
| HCM Control Delay (s) | - | 161.4 | 16.5 | - | - |
| HCM Lane LOS | - | F | C | - | - |
| HCM 95th %tile Q(veh) | - | 2.4 | 0.3 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.995 | | | 0.998 | |
| Flt Protected | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Flt Permitted | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 25 | 63 | 0 | 1368 | 0 | 0 | 870 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 72.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 87 | 87 | 87 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2231 | 2236 | 1345 | 848 | 0 | 0 | 1368 | 0 | 0 |
| Stage 1 | 1345 | 1345 | - | - | - | - | - | - | - |
| Stage 2 | 886 | 891 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 47 | 42 | 185 | 790 | - | - | 502 | - | - |
| Stage 1 | 243 | 220 | - | - | - | - | - | - | - |
| Stage 2 | 403 | 361 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 43 | 0 | 185 | 790 | - | - | 502 | - | - |
| Mov Cap-2 Maneuver | 43 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 243 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 370 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 72.9 | 0 | 0.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 790 | - | - | 43 | 185 | 502 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.581 | 0.338 | 0.043 | - | - |
| HCM Control Delay (s) | 0 | - | - | 170 | 34.1 | 12.5 | 0 | - |
| HCM Lane LOS | A | - | - | F | D | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.1 | 1.4 | 0.1 | - | - |

# APPENDIX K3
# Capacity Analyses
2040 Background Conditions
Saturday Midday Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Future Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 116 | | | 72 | | | 170 | | 15 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 512 | 186 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 698 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 17.0 | 47.0 | | 17.0 | 47.0 | | 20.0 | 21.0 | 21.0 | 37.0 | 38.0 | |
| Total Split (%) | 13.9% | 38.5% | | 13.9% | 38.5% | | 16.4% | 17.2% | 17.2% | 30.3% | 31.1% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 12.0 | 41.0 | 61.0 | 11.0 | 40.0 | 79.0 | 15.0 | 15.0 | 15.0 | 32.0 | 32.0 | |
| Actuated g/C Ratio | 0.10 | 0.34 | 0.50 | 0.09 | 0.33 | 0.65 | 0.12 | 0.12 | 0.12 | 0.26 | 0.26 | |
| v/c Ratio | 1.24 | 1.15 | 0.49 | 0.84 | 1.00 | 0.78 | 1.69 | 1.24 | 0.44 | 1.02 | 1.50 | |
| Control Delay | 194.9 | 114.7 | 16.6 | 93.7 | 67.8 | 20.7 | 366.0 | 171.2 | 8.9 | 79.9 | 270.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 194.9 | 114.7 | 16.6 | 93.7 | 67.8 | 20.7 | 366.0 | 171.2 | 8.9 | 79.9 | 270.6 | |
| LOS | F | F | B | F | E | C | F | F | A | E | F | |
| Approach Delay | | 102.8 | | | 51.4 | | | 214.0 | | | 162.2 | |
| Approach LOS | | F | | | D | | | F | | | F | |
| Queue Length 50th (ft) | ~205 | ~654 | 148 | 101 | ~481 | 382 | ~398 | ~267 | 0 | ~396 | ~761 | |

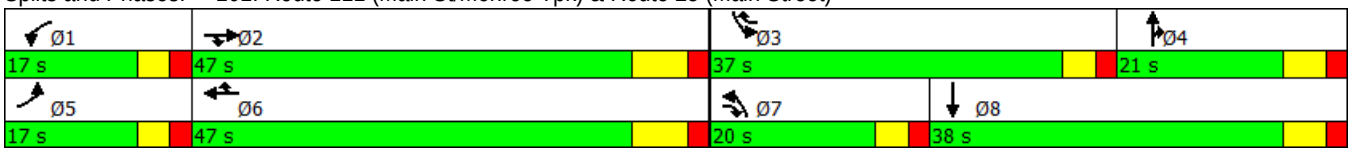
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #361 | #793 | 237 | #201 | #637 | 575 | #586 | #382 | 43 | #484 | #936 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 168 | 1149 | 823 | 168 | 1160 | 1016 | 203 | 420 | 330 | 900 | 464 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.24 | 1.15 | 0.49 | 0.77 | 1.00 | 0.78 | 1.69 | 1.24 | 0.44 | 1.02 | 1.50 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 122 | | | |
| Actuated Cycle Length: 122 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.69 | | | |
| Intersection Signal Delay: 118.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 110.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Future Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.987 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1839 | 0 | |
| Flt Permitted | 0.950 | | 0.066 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 119 | 1801 | 1839 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 23 | | | 10 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 157 | 202 | 163 | 1598 | 1725 | 187 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 157 | 202 | 163 | 1598 | 1912 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 19.0 | | 14.0 | 65.7 | 65.7 | | 14.0 |
| Total Split (%) | 19.3% | | 14.2% | 66.6% | 66.6% | | 14% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | Min | Min | | None |
| Act Effct Green (s) | 14.9 | 27.4 | 70.7 | 60.5 | 60.0 | | |
| Actuated g/C Ratio | 0.15 | 0.28 | 0.73 | 0.62 | 0.62 | | |
| v/c Ratio | 0.60 | 0.45 | 0.72 | 1.43 | 1.68 | | |
| Control Delay | 49.2 | 28.8 | 37.1 | 218.4 | 323.5 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 1.2 | 0.0 | | |
| Total Delay | 49.2 | 28.8 | 37.1 | 219.6 | 323.5 | | |
| LOS | D | C | D | F | F | | |
| Approach Delay | 37.8 | | | 202.7 | 323.5 | | |
| Approach LOS | D | | | F | F | | |
| Queue Length 50th (ft) | 93 | 90 | 46 | ~1368 | ~1776 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 158 | 155 | #130 | #1643 | m#1077 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 264 | 460 | 252 | 1121 | 1139 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 6 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 253 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.59 | 0.44 | 0.65 | 1.84 | 1.69 | | |

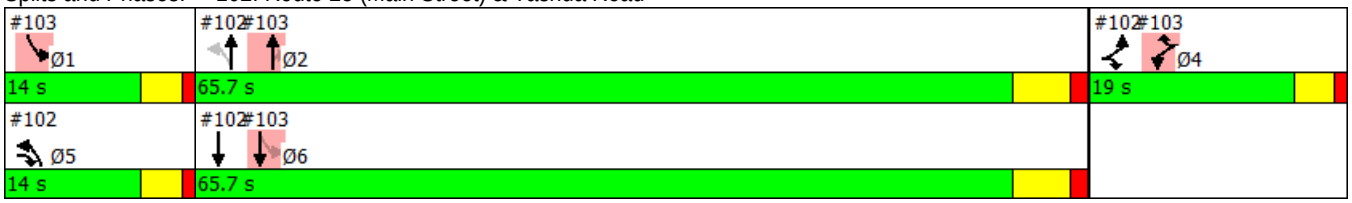
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 97.1 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.68 | | | |
| Intersection Signal Delay: 245.3 | | Intersection LOS: F | |
| Intersection Capacity Utilization 120.4% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Future Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1531 | 1801 | 1531 | 1711 | 1801 | |
| Flt Permitted | 0.950 | | | | 0.067 | | |
| Satd. Flow (perm) | 1652 | 1531 | 1801 | 1531 | 121 | 1801 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 183 | | 88 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 226 | 183 | 1565 | 185 | 152 | 1663 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 226 | 183 | 1565 | 185 | 152 | 1663 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 19.0 | 19.0 | 65.7 | 65.7 | 14.0 | 65.7 | 14.0 |
| Total Split (%) | 19.3% | 19.3% | 66.6% | 66.6% | 14.2% | 66.6% | 14% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | Min | Min | None | Min | None |
| Act Effct Green (s) | 14.9 | 14.9 | 60.5 | 60.5 | 69.8 | 60.0 | |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.62 | 0.62 | 0.72 | 0.62 | |
| v/c Ratio | 0.89 | 0.47 | 1.40 | 0.19 | 0.70 | 1.50 | |
| Control Delay | 77.1 | 10.2 | 195.5 | 2.6 | 34.3 | 249.2 | |
| Queue Delay | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 1.9 | |
| Total Delay | 77.1 | 10.2 | 195.8 | 2.6 | 34.3 | 251.1 | |
| LOS | E | B | F | A | C | F | |
| Approach Delay | 47.2 | | 175.4 | | | 233.0 | |
| Approach LOS | D | | F | | | F | |
| Queue Length 50th (ft) | 141 | 0 | ~1319 | 4 | 40 | ~1468 | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #280 | 59 | m#791 | m2 | 105 | #1729 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 255 | 391 | 1121 | 986 | 252 | 1112 | |
| Starvation Cap Reductn | 0 | 0 | 61 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 348 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.89 | 0.47 | 1.48 | 0.19 | 0.60 | 2.18 | |

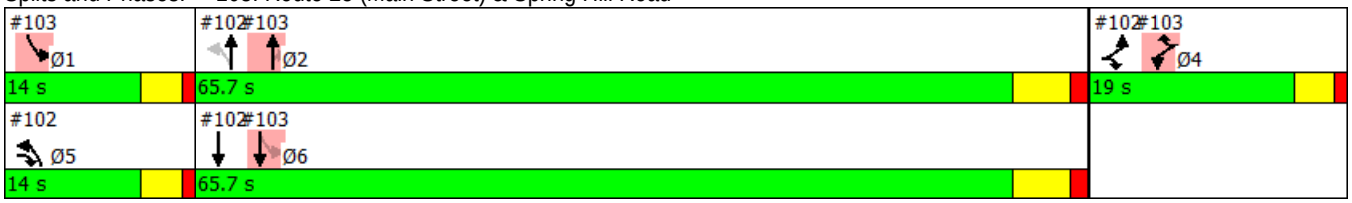
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 98.7 | | | |
| Actuated Cycle Length: 97.1 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.68 | | | |
| Intersection Signal Delay: 188.5 | | Intersection LOS: F | |
| Intersection Capacity Utilization 106.6% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Future Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.976 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1888 | 1742 | 3339 | 0 | 1770 | 1863 |
| Flt Permitted | 0.950 | | | | 0.088 | |
| Satd. Flow (perm) | 1888 | 1742 | 3339 | 0 | 164 | 1863 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 14 | 31 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 306 | 200 | 1511 | 283 | 189 | 1432 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 306 | 200 | 1794 | 0 | 189 | 1432 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 26.0 | | 50.5 | | 19.0 | |
| Total Split (%) | 27.2% | | 52.9% | | 19.9% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | Min | | None | |
| Act Effct Green (s) | 18.2 | 31.9 | 45.3 | | 56.5 | 60.5 |
| Actuated g/C Ratio | 0.21 | 0.37 | 0.52 | | 0.65 | 0.70 |
| v/c Ratio | 0.77 | 0.31 | 1.02 | | 0.66 | 1.10 |
| Control Delay | 46.9 | 18.9 | 49.8 | | 26.8 | 75.0 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 46.9 | 18.9 | 49.8 | | 26.8 | 75.0 |
| LOS | D | B | D | | C | E |
| Approach Delay | 35.8 | | 49.8 | | | 69.4 |
| Approach LOS | D | | D | | | E |
| Queue Length 50th (ft) | 157 | 70 | ~562 | | 47 | ~921 |

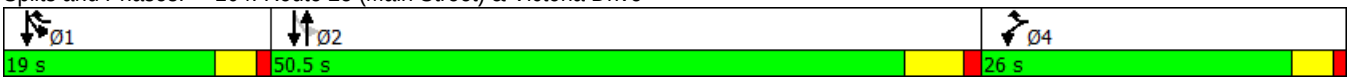
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 246 | 112 | #806 | | 120 | #1264 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 481 | 751 | 1758 | | 391 | 1298 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.64 | 0.27 | 1.02 | | 0.48 | 1.10 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 95.5 | | | |
| Actuated Cycle Length: 86.8 | | | |
| Natural Cycle: 100 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.10 | | | |
| Intersection Signal Delay: 56.1 | | Intersection LOS: E | |
| Intersection Capacity Utilization 92.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Future Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.927 | | | 0.994 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.977 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1687 | 0 | 1652 | 3401 | 0 | 0 | 1797 | 1478 |
| Flt Permitted | | 0.734 | | | 0.276 | | 0.041 | | | | 0.858 | |
| Satd. Flow (perm) | 0 | 1322 | 1531 | 0 | 477 | 0 | 71 | 3401 | 0 | 0 | 1545 | 1478 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | 49 | | | 7 | | | | 207 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 198 | | | 142 | | | 1800 | | | 403 | |
| Travel Time (s) | | 5.4 | | | 3.9 | | | 30.7 | | | 6.9 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 415 | 0 | 348 | 24 | 0 | 28 | 264 | 1237 | 52 | 67 | 1382 | 421 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 415 | 348 | 0 | 52 | 0 | 264 | 1289 | 0 | 0 | 1449 | 421 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 115.0 | | 100.0 | 100.0 | 100.0 |
| Total Split (%) | 23.3% | 23.3% | 23.3% | 23.3% | 23.3% | | 10.0% | 76.7% | | 66.7% | 66.7% | 66.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 30.5 | 30.5 | | 30.5 | | 111.0 | 109.3 | | | 94.3 | 94.3 |
| Actuated g/C Ratio | | 0.20 | 0.20 | | 0.20 | | 0.74 | 0.73 | | | 0.63 | 0.63 |
| v/c Ratio | | 1.55 | 0.79 | | 0.38 | | 1.57 | 0.52 | | | 1.49 | 0.42 |
| Control Delay | | 303.1 | 42.9 | | 22.7 | | 315.0 | 9.7 | | | 243.5 | 4.1 |
| Queue Delay | | 0.0 | 0.0 | | 0.4 | | 0.0 | 0.3 | | | 0.6 | 4.2 |
| Total Delay | | 303.1 | 42.9 | | 23.0 | | 315.0 | 10.1 | | | 244.1 | 8.3 |
| LOS | | F | D | | C | | F | B | | | F | A |
| Approach Delay | | 184.4 | | | 23.0 | | | 61.9 | | | 191.0 | |
| Approach LOS | | F | | | C | | | E | | | F | |
| Queue Length 50th (ft) | | ~569 | 178 | | 2 | | ~318 | 262 | | | ~1960 | 50 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #725 | 272 | | 42 | | #507 | 307 | | | m#1093 | m18 |
| Internal Link Dist (ft) | | 118 | | | 62 | | | 1720 | | | 323 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 268 | 442 | | 136 | | 168 | 2480 | | | 971 | 1006 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 106 | 493 |
| Spillback Cap Reductn | | 0 | 0 | | 7 | | 0 | 550 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.55 | 0.79 | | 0.40 | | 1.57 | 0.67 | | | 1.68 | 0.82 |

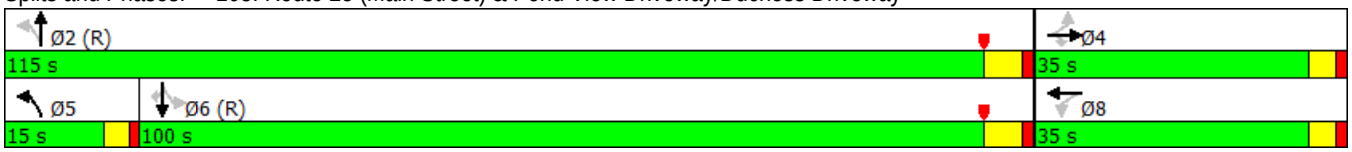
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.57 | | | |
| Intersection Signal Delay: 140.4 | | Intersection LOS: F | |
| Intersection Capacity Utilization 143.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Future Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.921 | | | 0.919 | | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1716 | 0 | 1711 | 1655 | 0 | 1652 | 3394 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | 0.289 | | | 0.496 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 520 | 1716 | 0 | 893 | 1655 | 0 | 1652 | 3394 | 0 | 1652 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 34 | | | | | | 7 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 403 | | | 454 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.9 | | | 7.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 98 | 87 | 98 | 298 | 131 | 155 | 74 | 1479 | 85 | 98 | 1500 | 87 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 98 | 185 | 0 | 298 | 286 | 0 | 74 | 1564 | 0 | 98 | 1587 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 38.0 | 38.0 | | 38.0 | 38.0 | | 13.0 | 92.4 | | 19.6 | 99.0 | |
| Total Split (%) | 25.3% | 25.3% | | 25.3% | 25.3% | | 8.7% | 61.6% | | 13.1% | 66.0% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 31.6 | 31.6 | | 31.6 | 31.6 | | 6.2 | 87.7 | | 11.5 | 93.0 | |
| Actuated g/C Ratio | 0.21 | 0.21 | | 0.21 | 0.21 | | 0.04 | 0.58 | | 0.08 | 0.62 | |
| v/c Ratio | 0.90 | 0.48 | | 1.59 | 0.82 | | 1.09 | 0.79 | | 0.78 | 1.43 | |
| Control Delay | 119.7 | 46.7 | | 324.6 | 76.1 | | 179.6 | 31.0 | | 104.5 | 226.9 | |
| Queue Delay | 0.0 | 1.3 | | 4.1 | 0.0 | | 0.0 | 0.6 | | 0.0 | 0.5 | |
| Total Delay | 119.7 | 48.0 | | 328.7 | 76.1 | | 179.6 | 31.6 | | 104.5 | 227.4 | |
| LOS | F | D | | F | E | | F | C | | F | F | |
| Approach Delay | | 72.8 | | | 205.0 | | | 38.3 | | | 220.2 | |
| Approach LOS | | E | | | F | | | D | | | F | |
| Queue Length 50th (ft) | 94 | 131 | | ~414 | 270 | | ~81 | 703 | | 95 | ~2096 | |

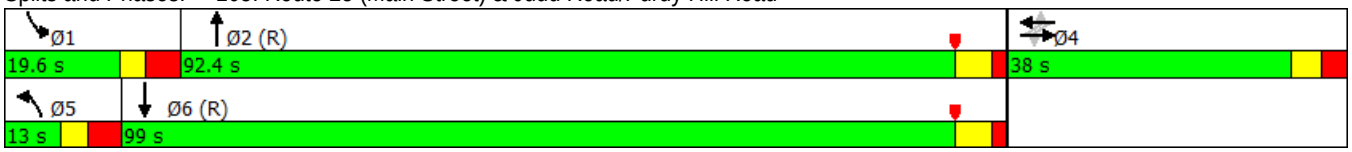
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #213 | 213 | | #554 | #365 | | m#152 | m680 | | #182 | #2360 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 323 | | | 374 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 109 | 388 | | 188 | 348 | | 68 | 1987 | | 140 | 1107 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 142 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 79 | | 39 | 0 | | 0 | 0 | | 0 | 117 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.90 | 0.60 | | 2.00 | 0.82 | | 1.09 | 0.85 | | 0.70 | 1.60 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.59
Intersection Signal Delay: 137.0 Intersection LOS: F
Intersection Capacity Utilization 116.7% ICU Level of Service H
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.064 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 114 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 465 | | | | 135 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 46 | 0 | 264 | 0 | 1589 | 11 | 247 | 1652 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 46 | 264 | 0 | 0 | 1589 | 11 | 247 | 1652 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 19.6 | 19.6 | | 20.5 | 20.5 | | 12.0 | 37.9 | 37.9 | 12.0 | 37.9 | |
| Total Split (%) | 21.8% | 21.8% | | 22.8% | 22.8% | | 13.3% | 42.1% | 42.1% | 13.3% | 42.1% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 6.8 | 6.8 | | | 58.9 | 58.9 | 73.7 | 70.9 | |
| Actuated g/C Ratio | | | | 0.08 | 0.08 | | | 0.65 | 0.65 | 0.82 | 0.79 | |
| v/c Ratio | | | | 0.36 | 0.48 | | | 1.36 | 0.01 | 1.06 | 1.18 | |
| Control Delay | | | | 46.7 | 3.1 | | | 189.1 | 0.0 | 78.7 | 103.8 | |
| Queue Delay | | | | 0.0 | 0.1 | | | 0.5 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | | | 46.7 | 3.2 | | | 189.7 | 0.0 | 78.7 | 103.8 | |
| LOS | | | | D | A | | | F | A | E | F | |
| Approach Delay | | | | | 9.6 | | | 188.4 | | | 100.5 | |
| Approach LOS | | | | | A | | | F | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 25 | 0 | | | ~1199 | 0 | ~118 | ~1113 | |
| Queue Length 95th (ft) | | | | 56 | 0 | | | #1490 | 0 | m#120 | m#782 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 282 | 640 | | | 1166 | 1038 | 233 | 1403 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | | | 0 | 34 | | | 132 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.16 | 0.44 | | | 1.54 | 0.01 | 1.06 | 1.18 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.36 | | | |
| Intersection Signal Delay: 130.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 119.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Future Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | 0.999 | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | 0.976 | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1694 | 0 | 1652 | 1799 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | 0.968 | | 0.100 | | | | 0.739 | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1681 | 0 | 174 | 1799 | 0 | 0 | 2528 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 314 | | | | | 1 | | | | 313 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 382 | 0 | 337 | 13 | 0 | 13 | 364 | 1303 | 10 | 11 | 1394 | 330 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 191 | 191 | 337 | 0 | 26 | 0 | 364 | 1313 | 0 | 0 | 1405 | 330 |
| Turn Type | Split | NA | pm+ov | Perm | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 23.6 | 23.6 | 16.0 | 17.5 | 17.5 | | 16.0 | | | 32.9 | 32.9 | 23.6 |
| Total Split (%) | 26.2% | 26.2% | 17.8% | 19.4% | 19.4% | | 17.8% | | | 36.6% | 36.6% | 26.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 14.2 | 14.2 | 31.2 | | 6.4 | | 56.2 | 60.2 | | | 42.7 | 62.5 |
| Actuated g/C Ratio | 0.16 | 0.16 | 0.35 | | 0.07 | | 0.62 | 0.67 | | | 0.47 | 0.69 |
| v/c Ratio | 0.75 | 0.75 | 0.46 | | 0.22 | | 1.19 | 1.09 | | | 1.17 | 0.28 |
| Control Delay | 53.7 | 53.7 | 4.2 | | 43.2 | | 121.5 | 56.2 | | | 111.8 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 3.7 | | | 0.0 | 0.0 |
| Total Delay | 53.7 | 53.7 | 4.2 | | 43.2 | | 121.5 | 59.9 | | | 111.8 | 1.8 |
| LOS | D | D | A | | D | | F | E | | | F | A |
| Approach Delay | | 30.5 | | | 43.2 | | | 73.3 | | | 90.9 | |
| Approach LOS | | C | | | D | | | E | | | F | |
| Queue Length 50th (ft) | 109 | 109 | 8 | | 14 | | ~199 | ~191 | | | ~467 | 2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 178 | 178 | 43 | | 34 | | m#146 | m#645 | | | #735 | 35 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 306 | 306 | 736 | | 242 | | 305 | 1203 | | | 1199 | 1195 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 53 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.62 | 0.62 | 0.46 | | 0.11 | | 1.19 | 1.14 | | | 1.17 | 0.28 |

Intersection Summary

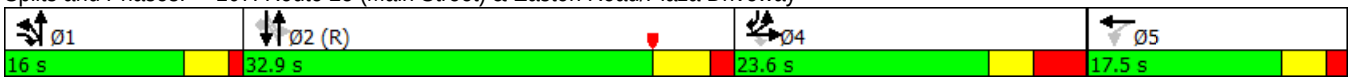
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 73.0 Intersection LOS: E
Intersection Capacity Utilization 134.5% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Future Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.996 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 5 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 13 | 1511 | 45 | 22 | 1402 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1556 | 0 | 22 | 1402 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 23.5 | 23.5 | 32.5 | | 14.0 | 46.5 |
| Total Split (%) | 33.6% | 33.6% | 46.4% | | 20.0% | 66.4% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.5 | 7.5 | 55.4 | | 5.8 | 59.7 |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.79 | | 0.08 | 0.85 |
| v/c Ratio | 0.26 | 0.07 | 0.56 | | 0.16 | 0.46 |
| Control Delay | 32.2 | 15.8 | 7.1 | | 28.2 | 2.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 32.2 | 15.8 | 7.1 | | 28.2 | 2.2 |
| LOS | C | B | A | | C | A |
| Approach Delay | 28.8 | | 7.1 | | | 2.6 |
| Approach LOS | C | | A | | | A |
| Queue Length 50th (ft) | 20 | 0 | 105 | | 9 | 7 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 43 | 13 | 308 | | m14 | m135 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 505 | 461 | 2790 | | 244 | 3016 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 315 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.10 | 0.03 | 0.56 | | 0.09 | 0.52 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 1 (1%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.56 | | | |
| Intersection Signal Delay: 5.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 52.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Future Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.895 | | | 0.885 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1778 | 0 | 1770 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Flt Permitted | 0.444 | | | 0.490 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 827 | 1778 | 0 | 913 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 168 | | | 213 | | | | 253 | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 75 | 175 | 223 | 64 | 213 | 179 | 979 | 253 | 181 | 1021 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 75 | 250 | 0 | 223 | 277 | 0 | 179 | 979 | 253 | 181 | 1106 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 24.8 | 24.8 | | 24.8 | 24.8 | | 11.1 | 28.1 | 28.1 | 17.1 | 34.1 | |
| Total Split (%) | 35.4% | 35.4% | | 35.4% | 35.4% | | 15.9% | 40.1% | 40.1% | 24.4% | 48.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 18.5 | 18.5 | | 18.5 | 18.5 | | 7.0 | 26.9 | 26.9 | 10.8 | 30.7 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.26 | 0.26 | | 0.10 | 0.38 | 0.38 | 0.15 | 0.44 | |
| v/c Ratio | 0.34 | 0.42 | | 0.93 | 0.45 | | 1.05 | 0.72 | 0.33 | 0.67 | 0.72 | |
| Control Delay | 25.1 | 9.7 | | 69.7 | 8.2 | | 117.1 | 17.8 | 2.6 | 31.2 | 22.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 25.1 | 9.7 | | 69.7 | 8.2 | | 117.1 | 17.8 | 2.6 | 31.2 | 22.2 | |
| LOS | C | A | | E | A | | F | B | A | C | C | |
| Approach Delay | | 13.3 | | | 35.6 | | | 27.7 | | | 23.4 | |
| Approach LOS | | B | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 25 | 26 | | 90 | 20 | | ~73 | 194 | 29 | 70 | 248 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 52 | 62 | | #210 | 74 | | #213 | #226 | 14 | 96 | 338 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 236 | 628 | | 260 | 654 | | 171 | 1360 | 764 | 328 | 1541 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.32 | 0.40 | | 0.86 | 0.42 | | 1.05 | 0.72 | 0.33 | 0.55 | 0.72 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow, Master Intersection
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 25.9 Intersection LOS: C
Intersection Capacity Utilization 77.4% ICU Level of Service D
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

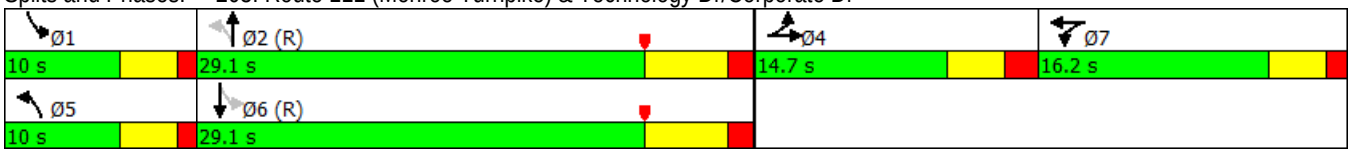
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.922 | | | 0.996 | | | 0.999 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 1711 | 3525 | 0 | 1711 | 3536 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.212 | | | 0.136 | | |
| Satd. Flow (perm) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 382 | 3525 | 0 | 245 | 3536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 171 | | | 179 | | | 4 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 13 | 0 | 25 | 69 | 0 | 23 | 11 | 1307 | 34 | 31 | 1113 | 10 |
| Shared Lane Traffic (%) | 10% | | | 31% | | | | | | | | |
| Lane Group Flow (vph) | 12 | 26 | 0 | 48 | 44 | 0 | 11 | 1341 | 0 | 31 | 1123 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 14.7 | 14.7 | | 16.2 | 16.2 | | 10.0 | 29.1 | | 10.0 | 29.1 | |
| Total Split (%) | 21.0% | 21.0% | | 23.1% | 23.1% | | 14.3% | 41.6% | | 14.3% | 41.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.0 | 5.0 | | 6.2 | 6.2 | | 49.9 | 47.2 | | 50.9 | 49.1 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.09 | 0.09 | | 0.71 | 0.67 | | 0.73 | 0.70 | |
| v/c Ratio | 0.10 | 0.10 | | 0.33 | 0.15 | | 0.03 | 0.56 | | 0.11 | 0.45 | |
| Control Delay | 32.5 | 0.7 | | 35.7 | 1.1 | | 2.5 | 5.6 | | 8.7 | 12.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 32.5 | 0.7 | | 35.7 | 1.1 | | 2.5 | 5.6 | | 8.7 | 12.0 | |
| LOS | C | A | | D | A | | A | A | | A | B | |
| Approach Delay | | 10.8 | | | 19.1 | | | 5.6 | | | 11.9 | |
| Approach LOS | | B | | | B | | | A | | | B | |
| Queue Length 50th (ft) | 5 | 0 | | 21 | 0 | | 1 | 41 | | 7 | 157 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 18 | 0 | | 49 | 0 | | m1 | 76 | | m12 | 213 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 232 | 369 | | 278 | 403 | | 388 | 2379 | | 303 | 2481 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.05 | 0.07 | | 0.17 | 0.11 | | 0.03 | 0.56 | | 0.10 | 0.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 32 (46%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.56 | | | |
| Intersection Signal Delay: 8.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 50.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

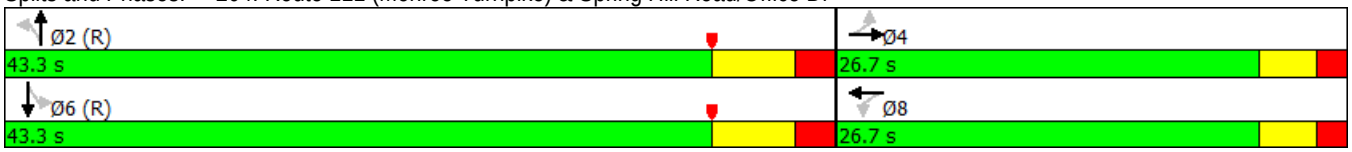


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Future Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.969 | | | 0.865 | | | | | | 0.990 | |
| Flt Protected | | 0.963 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1796 | 0 | 0 | 1665 | 0 | 0 | 3539 | 0 | 0 | 3504 | 0 |
| Flt Permitted | | 0.768 | | | | | | 0.940 | | | 0.940 | |
| Satd. Flow (perm) | 0 | 1432 | 0 | 0 | 1665 | 0 | 0 | 3327 | 0 | 0 | 3294 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 55 | | | 55 | | | | | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 125 | 0 | 38 | 0 | 0 | 13 | 12 | 1429 | 0 | 10 | 1208 | 83 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 163 | 0 | 0 | 13 | 0 | 0 | 1441 | 0 | 0 | 1301 | 0 |
| Turn Type | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 26.7 | 26.7 | | 26.7 | 26.7 | | 43.3 | 43.3 | | 43.3 | 43.3 | |
| Total Split (%) | 38.1% | 38.1% | | 38.1% | 38.1% | | 61.9% | 61.9% | | 61.9% | 61.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.6 | | | 10.6 | | | 48.2 | | | 48.2 | |
| Actuated g/C Ratio | | 0.15 | | | 0.15 | | | 0.69 | | | 0.69 | |
| v/c Ratio | | 0.62 | | | 0.04 | | | 0.63 | | | 0.57 | |
| Control Delay | | 28.5 | | | 0.3 | | | 7.2 | | | 5.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 28.5 | | | 0.3 | | | 7.2 | | | 5.1 | |
| LOS | | C | | | A | | | A | | | A | |
| Approach Delay | | 28.5 | | | 0.3 | | | 7.2 | | | 5.1 | |
| Approach LOS | | C | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 44 | | | 0 | | | 62 | | | 87 | |
| Queue Length 95th (ft) | | 77 | | | 0 | | | 396 | | | m143 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 487 | | | 561 | | | 2292 | | | 2274 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.33 | | | 0.02 | | | 0.63 | | | 0.57 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 14 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.63 | | | |
| Intersection Signal Delay: 7.4 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.1% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Future Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.915 | | | 0.929 | | | 0.976 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1704 | 0 | 1770 | 1730 | 0 | 1711 | 3454 | 0 | 1711 | 3476 | 0 |
| Flt Permitted | 0.578 | | | 0.361 | | | 0.950 | | | 0.238 | | |
| Satd. Flow (perm) | 1077 | 1704 | 0 | 672 | 1730 | 0 | 1711 | 3454 | 0 | 429 | 3476 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 94 | | | 65 | | | 53 | | | 23 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 209 | 151 | 198 | 244 | 111 | 100 | 177 | 1000 | 188 | 83 | 896 | 125 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 349 | 0 | 244 | 211 | 0 | 177 | 1188 | 0 | 83 | 1021 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 25.1 | 25.1 | | 25.1 | 25.1 | | 16.0 | | | 28.9 | 28.9 | |
| Total Split (%) | 35.9% | 35.9% | | 35.9% | 35.9% | | 22.9% | | | 41.3% | 41.3% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 20.0 | 20.0 | | 20.0 | 20.0 | | 10.5 | 40.9 | | 24.3 | 24.3 | |
| Actuated g/C Ratio | 0.29 | 0.29 | | 0.29 | 0.29 | | 0.15 | 0.58 | | 0.35 | 0.35 | |
| v/c Ratio | 0.68 | 0.63 | | 1.27 | 0.39 | | 0.69 | 0.58 | | 0.56 | 0.84 | |
| Control Delay | 35.8 | 21.6 | | 183.7 | 16.2 | | 51.8 | 3.5 | | 38.2 | 29.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 35.8 | 21.6 | | 183.7 | 16.2 | | 51.8 | 3.5 | | 38.2 | 29.0 | |
| LOS | D | C | | F | B | | D | A | | D | C | |
| Approach Delay | | 26.9 | | | 106.0 | | | 9.8 | | | 29.7 | |
| Approach LOS | | C | | | F | | | A | | | C | |
| Queue Length 50th (ft) | 79 | 93 | | ~136 | 49 | | 71 | 13 | | 29 | 210 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #159 | 164 | | #265 | 103 | | m137 | 100 | | #93 | #327 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 307 | 554 | | 192 | 540 | | 293 | 2040 | | 148 | 1222 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.68 | 0.63 | | 1.27 | 0.39 | | 0.60 | 0.58 | | 0.56 | 0.84 | |

**Intersection Summary**

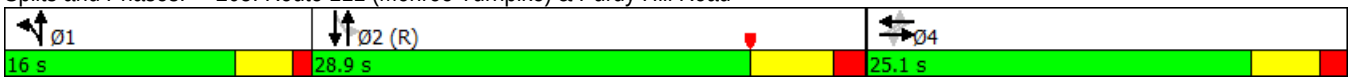
Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 70
Offset: 7 (10%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 31.4 Intersection LOS: C
Intersection Capacity Utilization 91.1% ICU Level of Service F
Analysis Period (min) 15

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

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

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

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



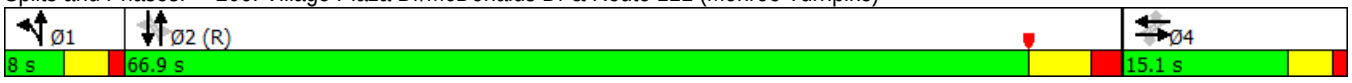
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Future Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.992 | | | 0.990 | |
| Flt Protected | | 0.950 | | | 0.961 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1969 | 1689 | 1711 | 1786 | 0 | 1652 | 1783 | 0 |
| Flt Permitted | | 0.717 | | | 0.568 | | 0.108 | | | 0.153 | | |
| Satd. Flow (perm) | 0 | 1291 | 1531 | 0 | 1164 | 1689 | 194 | 1786 | 0 | 266 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 125 | | | 88 | | 11 | | | 9 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.81 | 0.81 | 0.81 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 125 | 0 | 125 | 49 | 12 | 74 | 87 | 1087 | 65 | 52 | 1010 | 72 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 125 | 125 | 0 | 61 | 74 | 87 | 1152 | 0 | 52 | 1082 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 15.1 | 8.0 | | | 66.9 | 66.9 | |
| Total Split (%) | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 16.8% | 8.9% | | | 74.3% | 74.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 10.6 | 10.6 | | 10.6 | 10.6 | 67.3 | 71.3 | | 61.0 | 61.0 | |
| Actuated g/C Ratio | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.75 | 0.79 | | 0.68 | 0.68 | |
| v/c Ratio | | 0.83 | 0.43 | | 0.45 | 0.27 | 0.41 | 0.81 | | 0.29 | 0.89 | |
| Control Delay | | 78.9 | 12.1 | | 47.8 | 9.2 | 8.3 | 11.7 | | 5.3 | 12.3 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 78.9 | 12.1 | | 47.8 | 9.2 | 8.3 | 11.7 | | 5.3 | 12.3 | |
| LOS | | E | B | | D | A | A | B | | A | B | |
| Approach Delay | | 45.5 | | | 26.6 | | | 11.4 | | | 11.9 | |
| Approach LOS | | D | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 70 | 0 | | 33 | 0 | 8 | 293 | | 6 | 143 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #159 | 47 | | 65 | 23 | 17 | 506 | | m9 | m164 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 157 | 296 | | 142 | 283 | 212 | 1417 | | 180 | 1211 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.80 | 0.42 | | 0.43 | 0.26 | 0.41 | 0.81 | | 0.29 | 0.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 61 (68%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 15.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 86.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Future Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.990 | | | 0.977 | |
| Flt Protected | | 0.975 | | | 0.979 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1635 | 1425 | 0 | 1763 | 1478 | 1711 | 1783 | 0 | 1652 | 1820 | 0 |
| Flt Permitted | | 0.471 | | | 0.430 | | 0.094 | | | 0.105 | | |
| Satd. Flow (perm) | 0 | 790 | 1425 | 0 | 774 | 1478 | 169 | 1783 | 0 | 183 | 1820 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 278 | | | 63 | | 5 | | | 12 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 167 | 156 | 278 | 125 | 163 | 175 | 258 | 835 | 62 | 134 | 742 | 134 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 323 | 278 | 0 | 288 | 175 | 258 | 897 | 0 | 134 | 876 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 28.9 | 28.9 | 28.9 | 28.9 | 28.9 | 19.2 | 19.2 | 41.9 | | 19.2 | 41.9 | |
| Total Split (%) | 32.1% | 32.1% | 32.1% | 32.1% | 32.1% | 21.3% | 21.3% | 46.6% | | 21.3% | 46.6% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 24.0 | 24.0 | | 24.0 | 36.7 | 56.2 | 42.5 | | 48.4 | 38.2 | |
| Actuated g/C Ratio | | 0.27 | 0.27 | | 0.27 | 0.41 | 0.62 | 0.47 | | 0.54 | 0.42 | |
| v/c Ratio | | 1.54 | 0.48 | | 1.40 | 0.27 | 0.82 | 1.06 | | 0.59 | 1.13 | |
| Control Delay | | 292.4 | 6.5 | | 235.4 | 11.8 | 31.7 | 70.7 | | 20.1 | 94.6 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 292.4 | 6.5 | | 235.4 | 11.8 | 31.7 | 70.7 | | 20.1 | 94.6 | |
| LOS | | F | A | | F | B | C | E | | C | F | |
| Approach Delay | | 160.1 | | | 150.9 | | | 62.0 | | | 84.8 | |
| Approach LOS | | F | | | F | | | E | | | F | |
| Queue Length 50th (ft) | | ~260 | 0 | | ~221 | 40 | 91 | ~551 | | 20 | ~603 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #423 | 59 | | #321 | 64 | m128 | #851 | | m34 | #856 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 210 | 583 | | 206 | 753 | 363 | 843 | | 355 | 778 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.54 | 0.48 | | 1.40 | 0.23 | 0.71 | 1.06 | | 0.38 | 1.13 | |

**Intersection Summary**

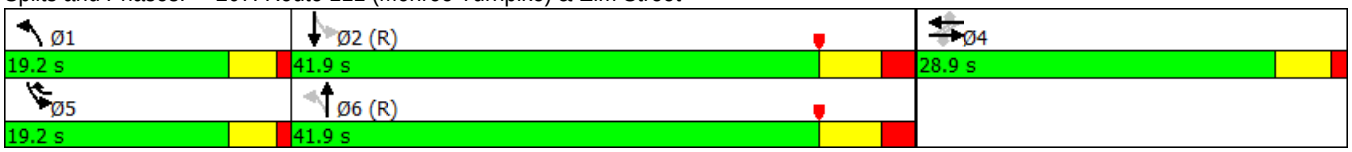
Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 29 (32%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.54
Intersection Signal Delay: 100.1 Intersection LOS: F
Intersection Capacity Utilization 104.8% ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



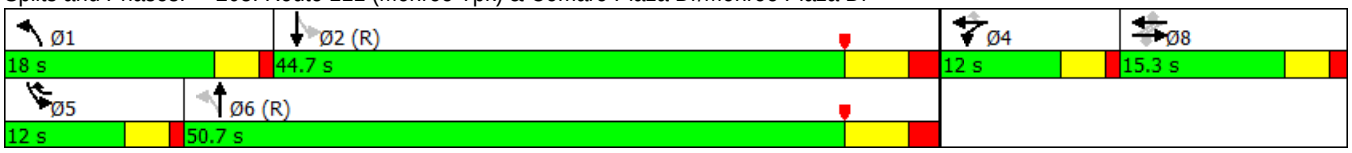
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Future Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.958 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1583 | 0 | 1666 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.625 | | | 0.689 | | 0.167 | | | 0.091 | | |
| Satd. Flow (perm) | 0 | 1125 | 1583 | 0 | 1198 | 1531 | 290 | 1797 | 0 | 158 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 187 | | | 107 | | 1 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 76 | 11 | 87 | 172 | 22 | 183 | 63 | 863 | 11 | 116 | 779 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 87 | 87 | 0 | 194 | 183 | 63 | 874 | 0 | 116 | 811 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 15.3 | 15.3 | 15.3 | 12.0 | | 12.0 | 18.0 | 50.7 | | 12.0 | 44.7 | |
| Total Split (%) | 17.0% | 17.0% | 17.0% | 13.3% | | 13.3% | 20.0% | 56.3% | | 13.3% | 49.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.6 | 9.6 | | 17.9 | 32.4 | 55.1 | 47.2 | | 57.8 | 49.9 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.20 | 0.36 | 0.61 | 0.52 | | 0.64 | 0.55 | |
| v/c Ratio | | 0.72 | 0.26 | | 0.69 | 0.30 | 0.24 | 0.93 | | 0.56 | 0.82 | |
| Control Delay | | 71.4 | 1.9 | | 43.8 | 9.8 | 6.3 | 29.7 | | 19.4 | 22.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 18.1 | | 0.0 | 4.7 | |
| Total Delay | | 71.4 | 1.9 | | 43.8 | 9.8 | 6.3 | 47.8 | | 19.4 | 27.4 | |
| LOS | | E | A | | D | A | A | D | | B | C | |
| Approach Delay | | 36.6 | | | 27.3 | | | 45.0 | | | 26.4 | |
| Approach LOS | | D | | | C | | | D | | | C | |
| Queue Length 50th (ft) | | 48 | 0 | | 93 | 28 | 14 | 536 | | 24 | 345 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #116 | 0 | | #162 | 72 | m13 | m498 | | m50 | m#622 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 137 | 357 | | 298 | 644 | 405 | 942 | | 235 | 993 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 124 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 5 | 0 | 91 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.64 | 0.24 | | 0.65 | 0.29 | 0.16 | 1.03 | | 0.49 | 0.93 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 82 (91%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 34.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 78.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



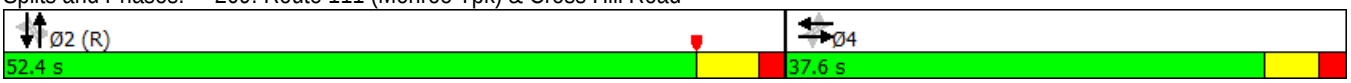
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Future Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.925 | | | 0.940 | | | 0.980 | | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1666 | 0 | 1770 | 1751 | 0 | 1652 | 1765 | 0 | 1652 | 1745 | 0 |
| Flt Permitted | 0.581 | | | 0.649 | | | 0.163 | | | 0.073 | | |
| Satd. Flow (perm) | 1010 | 1666 | 0 | 1209 | 1751 | 0 | 283 | 1765 | 0 | 127 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 62 | | | 41 | | | 13 | | | 22 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 213 | 75 | 75 | 188 | 113 | 75 | 63 | 895 | 137 | 51 | 704 | 184 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 213 | 150 | 0 | 188 | 188 | 0 | 63 | 1032 | 0 | 51 | 888 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 37.6 | 37.6 | | 37.6 | 37.6 | | 52.4 | 52.4 | | 52.4 | 52.4 | |
| Total Split (%) | 41.8% | 41.8% | | 41.8% | 41.8% | | 58.2% | 58.2% | | 58.2% | 58.2% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 23.5 | 23.5 | | 23.5 | 23.5 | | 54.9 | 54.9 | | 54.9 | 54.9 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.26 | 0.26 | | 0.61 | 0.61 | | 0.61 | 0.61 | |
| v/c Ratio | 0.81 | 0.31 | | 0.59 | 0.39 | | 0.37 | 0.95 | | 0.66 | 0.83 | |
| Control Delay | 52.6 | 15.6 | | 35.6 | 21.7 | | 8.7 | 23.0 | | 48.5 | 18.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.6 | | 0.0 | 5.6 | |
| Total Delay | 52.6 | 15.6 | | 35.6 | 21.7 | | 8.7 | 25.6 | | 48.5 | 24.4 | |
| LOS | D | B | | D | C | | A | C | | D | C | |
| Approach Delay | | 37.3 | | | 28.7 | | | 24.7 | | | 25.7 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 112 | 39 | | 93 | 67 | | 6 | 111 | | 9 | 147 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 148 | 64 | | 123 | 93 | | m10 | m#796 | | m#46 | #724 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 359 | 632 | | 429 | 649 | | 172 | 1081 | | 77 | 1072 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 22 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 4 | | 0 | 0 | | 0 | 0 | | 0 | 136 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.59 | 0.24 | | 0.44 | 0.29 | | 0.37 | 0.97 | | 0.66 | 0.95 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 27.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



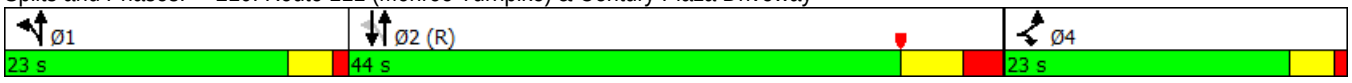
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Future Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.985 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1774 | 0 |
| Flt Permitted | 0.950 | | 0.170 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 306 | 1801 | 1774 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 200 | | | 8 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.97 | 0.97 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 200 | 175 | 866 | 804 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 200 | 175 | 866 | 902 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 23.0 | 23.0 | 23.0 | | 44.0 | |
| Total Split (%) | 25.6% | 25.6% | 25.6% | | 48.9% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 10.5 | 10.5 | 67.5 | 71.5 | 56.0 | |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.75 | 0.79 | 0.62 | |
| v/c Ratio | 0.51 | 0.56 | 0.48 | 0.61 | 0.81 | |
| Control Delay | 46.1 | 11.8 | 6.9 | 3.9 | 22.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 46.1 | 11.8 | 6.9 | 3.9 | 22.5 | |
| LOS | D | B | A | A | C | |
| Approach Delay | 23.2 | | | 4.4 | 22.5 | |
| Approach LOS | C | | | A | C | |
| Queue Length 50th (ft) | 55 | 0 | 12 | 94 | 336 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 101 | 59 | m23 | m167 | #746 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 361 | 491 | 539 | 1431 | 1107 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.28 | 0.41 | 0.32 | 0.61 | 0.81 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 4 (4%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 14.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5365 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1617 | 32 | 11 | 1579 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1649 | 0 | 0 | 1590 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 90.2% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| 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 | 80 | 80 | 94 | 94 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1617 | 32 | 11 | 1579 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3233 | 1633 | 0 | 0 | 1649 | 0 |
| Stage 1 | 1633 | - | - | - | - | - |
| Stage 2 | 1600 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 10 | 124 | - | - | 389 | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 181 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 8 | 124 | - | - | 389 | - |
| Mov Cap-2 Maneuver | 8 | - | - | - | - | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 389 | - |
| HCM Lane V/C Ratio | - | - | - | 0.027 | - |
| HCM Control Delay (s) | - | - | 0 | 14.5 | 0 |
| HCM Lane LOS | - | - | A | B | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 160 | 80 | 50 | 0 | 20 | 170 |
| Future Volume (vph) | 160 | 80 | 50 | 0 | 20 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.879 | |
| Flt Protected | | 0.968 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1803 | 1801 | 0 | 1575 | 0 |
| Flt Permitted | | 0.968 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1803 | 1801 | 0 | 1575 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 180 | 90 | 63 | 0 | 25 | 213 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 270 | 63 | 0 | 238 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 160 | 80 | 50 | 0 | 20 | 170 |
| Future Vol, veh/h | 160 | 80 | 50 | 0 | 20 | 170 |
| 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 | 89 | 89 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 90 | 63 | 0 | 25 | 213 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 63 | 0 | - | 0 | 512 | 63 |
| Stage 1 | - | - | - | - | 63 | - |
| Stage 2 | - | - | - | - | 449 | - |
| 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 | 1540 | - | - | - | 522 | 1002 |
| Stage 1 | - | - | - | - | 960 | - |
| Stage 2 | - | - | - | - | 643 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1540 | - | - | - | 458 | 1002 |
| Mov Cap-2 Maneuver | - | - | - | - | 458 | - |
| Stage 1 | - | - | - | - | 960 | - |
| Stage 2 | - | - | - | - | 564 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5.1 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1540 | - | - | - | 891 |
| HCM Lane V/C Ratio | 0.117 | - | - | - | 0.267 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 1.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Future Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.992 | | | 0.961 | | | 0.983 | | | 0.949 | |
| Flt Protected | | 0.980 | | | 0.996 | | | 0.994 | | | 0.987 | |
| Satd. Flow (prot) | 0 | 1751 | 0 | 0 | 1783 | 0 | 0 | 1699 | 0 | 0 | 1745 | 0 |
| Flt Permitted | | 0.980 | | | 0.996 | | | 0.994 | | | 0.987 | |
| Satd. Flow (perm) | 0 | 1751 | 0 | 0 | 1783 | 0 | 0 | 1699 | 0 | 0 | 1745 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 175 | 225 | 25 | 25 | 225 | 100 | 25 | 150 | 25 | 138 | 188 | 200 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 425 | 0 | 0 | 350 | 0 | 0 | 200 | 0 | 0 | 526 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 79.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 63.2 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 140 | 180 | 20 | 0 | 20 | 180 | 80 | 0 | 20 | 120 | 20 |
| Future Vol, veh/h | 0 | 140 | 180 | 20 | 0 | 20 | 180 | 80 | 0 | 20 | 120 | 20 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 175 | 225 | 25 | 0 | 25 | 225 | 100 | 0 | 25 | 150 | 25 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 56.9 | 35 | 20.8 |
| HCM LOS | F | D | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 12% | 41% | 7% | 26% |
| Vol Thru, % | 75% | 53% | 64% | 36% |
| Vol Right, % | 12% | 6% | 29% | 38% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 160 | 340 | 280 | 420 |
| LT Vol | 20 | 140 | 20 | 110 |
| Through Vol | 120 | 180 | 180 | 150 |
| RT Vol | 20 | 20 | 80 | 160 |
| Lane Flow Rate | 200 | 425 | 350 | 525 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.488 | 0.931 | 0.775 | 1.113 |
| Departure Headway (Hd) | 9.253 | 8.337 | 8.445 | 7.635 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 392 | 438 | 431 | 473 |
| Service Time | 7.253 | 6.337 | 6.445 | 5.705 |
| HCM Lane V/C Ratio | 0.51 | 0.97 | 0.812 | 1.11 |
| HCM Control Delay | 20.8 | 56.9 | 35 | 103.3 |
| HCM Lane LOS | C | F | D | F |
| HCM 95th-tile Q | 2.6 | 10.6 | 6.6 | 17.6 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Vol, veh/h | 0 | 110 | 150 | 160 |
| Future Vol, veh/h | 0 | 110 | 150 | 160 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 138 | 188 | 200 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 103.3 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Future Volume (vph) | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.86 | 0.86 |
| Adj. Flow (vph) | 13 | 13 | 1511 | 11 | 12 | 1605 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1522 | 0 | 0 | 1617 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 55.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Future Vol, veh/h | 10 | 10 | 1420 | 10 | 10 | 1380 |
| 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 | 80 | 80 | 94 | 94 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1511 | 11 | 12 | 1605 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2342 | 761 | 0 | 0 | 1521 | 0 |
| Stage 1 | 1516 | - | - | - | - | - |
| Stage 2 | 826 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 30 | 348 | - | - | 435 | - |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 22 | 348 | - | - | 435 | - |
| Mov Cap-2 Maneuver | 22 | - | - | - | - | - |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 291 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 183.3 | 0 | 1.8 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 41 | 435 | - |
| HCM Lane V/C Ratio | - | - | 0.61 | 0.027 | - |
| HCM Control Delay (s) | - | - | 183.3 | 13.5 | 1.7 |
| HCM Lane LOS | - | - | F | B | A |
| HCM 95th %tile Q(veh) | - | - | 2.2 | 0.1 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Future Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.92 | 0.92 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 175 | 141 | 1413 | 1330 | 96 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 175 | 141 | 1413 | 1426 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 39.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Future Vol, veh/h | 60 | 140 | 130 | 1300 | 1250 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 92 | 92 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 175 | 141 | 1413 | 1330 | 96 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2367 | 713 | 1426 | 0 | - | 0 |
| Stage 1 | 1378 | - | - | - | - | - |
| Stage 2 | 989 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 29 | 374 | 473 | - | - | - |
| Stage 1 | 199 | - | - | - | - | - |
| Stage 2 | 321 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 20 | 374 | 473 | - | - | - |
| Mov Cap-2 Maneuver | ~ 20 | - | - | - | - | - |
| Stage 1 | 199 | - | - | - | - | - |
| Stage 2 | 225 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 505.7 | 1.4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 473 | - | 20 | 374 | - | - |
| HCM Lane V/C Ratio | 0.299 | - | 3.75 | 0.468 | - | - |
| HCM Control Delay (s) | 15.8 | - | $ 1632.4 | 22.8 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 9.8 | 2.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1432 | 1389 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1432 | 1400 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 46.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1432 | 1389 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 700 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 382 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 382 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 382 | - | - |
| HCM Lane V/C Ratio | - | 0.065 | - | - |
| HCM Control Delay (s) | - | 15.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | | | 0.999 | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 13 | 0 | 1545 | 1435 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 1545 | 1446 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 0 | 1545 | 1435 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2213 | 723 | 1446 | 0 | - | 0 |
| Stage 1 | 1440 | - | - | - | - | - |
| Stage 2 | 773 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 37 | 369 | 465 | - | - | - |
| Stage 1 | 184 | - | - | - | - | - |
| Stage 2 | 416 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 37 | 369 | 465 | - | - | - |
| Mov Cap-2 Maneuver | 37 | - | - | - | - | - |
| Stage 1 | 184 | - | - | - | - | - |
| Stage 2 | 416 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 87.7 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 465 | - | 67 | - | - |
| HCM Lane V/C Ratio | - | - | 0.373 | - | - |
| HCM Control Delay (s) | 0 | - | 87.7 | - | - |
| HCM Lane LOS | A | - | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.4 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 0.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 1 | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| 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 | 1022 | 1084 | 1622 | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | 1622 | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | - | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 1022 | 1084 | 0 | - | - | - |
| Stage 1 | 1022 | - | 0 | - | - | - |
| Stage 2 | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | 0 | 0 | - | - |
| HCM Lane LOS | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1022 | 895 | - | 1622 | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 1022 | 0 | - | 1622 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | 0 | - | - | - | - | - | - | - |
| Stage 1 | - | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | - |

# APPENDIX L1
# CAPACITY ANALYSES

2040 Background-Optimized Conditions
Weekday Morning Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Future Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 139 | | | 95 | | | 175 | | 11 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 281 | 94 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 375 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 21.0 | 69.0 | | 11.0 | 59.0 | | 26.0 | 21.0 | 21.0 | 49.0 | 44.0 | |
| Total Split (%) | 14.0% | 46.0% | | 7.3% | 39.3% | | 17.3% | 14.0% | 14.0% | 32.7% | 29.3% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 16.0 | 62.0 | 87.8 | 6.0 | 52.0 | 103.0 | 20.8 | 15.0 | 15.0 | 44.0 | 38.2 | |
| Actuated g/C Ratio | 0.11 | 0.41 | 0.59 | 0.04 | 0.35 | 0.69 | 0.14 | 0.10 | 0.10 | 0.29 | 0.25 | |
| v/c Ratio | 1.17 | 1.04 | 0.18 | 1.39 | 0.97 | 1.10 | 0.96 | 1.22 | 0.94 | 1.09 | 0.85 | |
| Control Delay | 177.6 | 77.5 | 3.6 | 292.2 | 67.4 | 81.5 | 114.3 | 177.2 | 63.6 | 104.3 | 70.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 177.6 | 77.5 | 3.6 | 292.2 | 67.4 | 81.5 | 114.3 | 177.2 | 63.6 | 104.3 | 70.5 | |
| LOS | F | E | A | F | E | F | F | F | E | F | E | |
| Approach Delay | | 82.3 | | | 82.8 | | | 126.8 | | | 95.6 | |
| Approach LOS | | F | | | F | | | F | | | F | |

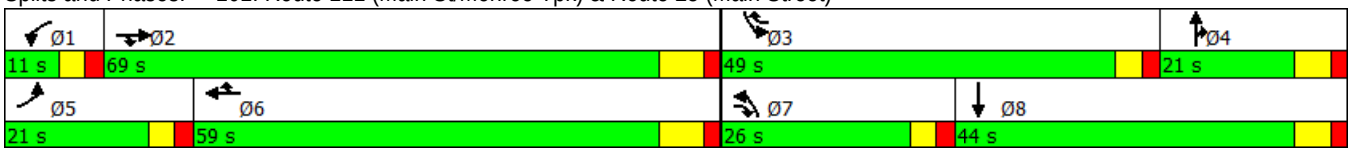
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~242 | ~797 | 10 | ~121 | 590 | ~1259 | 213 | ~257 | 113 | ~605 | 343 | |
| Queue Length 95th (ft) | #413 | #936 | 43 | #244 | #741 | #1529 | #366 | #357 | #282 | #741 | #517 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 178 | 1386 | 938 | 67 | 1203 | 1060 | 226 | 335 | 302 | 987 | 440 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.17 | 1.04 | 0.18 | 1.39 | 0.97 | 1.10 | 0.96 | 1.22 | 0.94 | 1.09 | 0.85 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 91.5 | | Intersection LOS: F | |
| Intersection Capacity Utilization 103.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

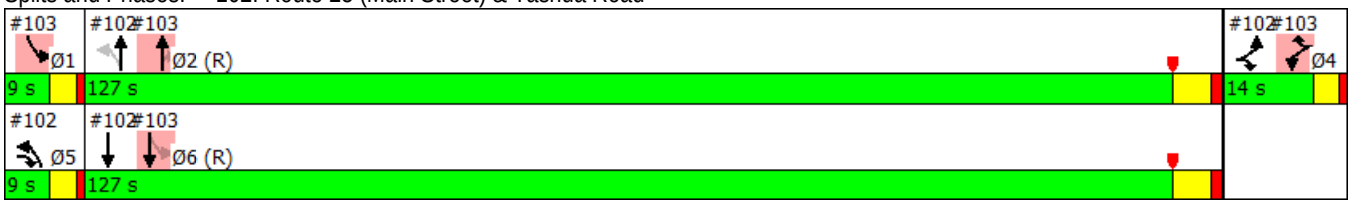


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Future Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.995 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1694 | 1516 | 1694 | 1783 | 1835 | 0 | |
| Flt Permitted | 0.950 | | 0.033 | | | | |
| Satd. Flow (perm) | 1694 | 1516 | 59 | 1783 | 1835 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 94 | | | 5 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.91 | 0.91 | 0.97 | 0.97 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 84 | 217 | 99 | 1440 | 1495 | 62 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 84 | 217 | 99 | 1440 | 1557 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 14.0 | | 9.0 | 127.0 | 127.0 | | 9.0 |
| Total Split (%) | 9.3% | | 6.0% | 84.7% | 84.7% | | 6% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 10.0 | 19.0 | 128.0 | 121.3 | 121.3 | | |
| Actuated g/C Ratio | 0.07 | 0.13 | 0.85 | 0.81 | 0.81 | | |
| v/c Ratio | 0.75 | 0.79 | 0.95 | 1.00 | 1.05 | | |
| Control Delay | 104.8 | 56.4 | 109.0 | 38.4 | 33.2 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 17.4 | 20.1 | | |
| Total Delay | 104.8 | 56.4 | 109.0 | 55.8 | 53.3 | | |
| LOS | F | E | F | E | D | | |
| Approach Delay | 69.9 | | | 59.2 | 53.3 | | |
| Approach LOS | E | | | E | D | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 82 | 120 | 48 | 1183 | ~290 | | |
| Queue Length 95th (ft) | #151 | #203 | #171 | #1724 | m#116 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 112 | 274 | 104 | 1441 | 1484 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 67 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 74 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.75 | 0.79 | 0.95 | 1.05 | 1.10 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 55 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.05 | | | |
| Intersection Signal Delay: 57.5 | | Intersection LOS: E | |
| Intersection Capacity Utilization 99.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

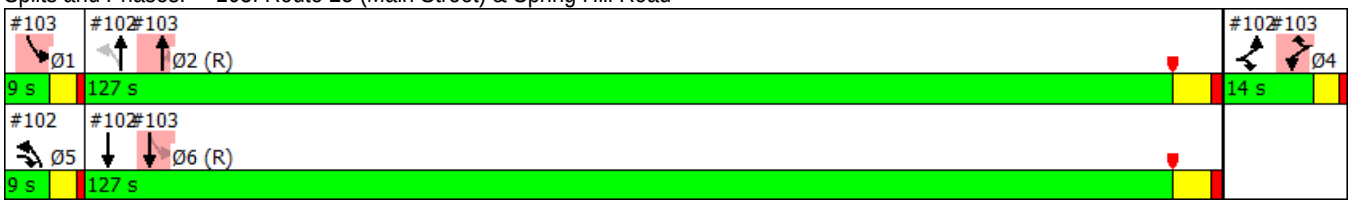


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Future Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1620 | 1501 | 1766 | 1501 | 1678 | 1766 | |
| Flt Permitted | 0.950 | | | | 0.049 | | |
| Satd. Flow (perm) | 1620 | 1501 | 1766 | 1501 | 87 | 1766 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 113 | | 113 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | |
| Adj. Flow (vph) | 113 | 113 | 1393 | 157 | 104 | 1479 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 113 | 113 | 1393 | 157 | 104 | 1479 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 14.0 | 14.0 | 127.0 | 127.0 | 9.0 | 127.0 | 9.0 |
| Total Split (%) | 9.3% | 9.3% | 84.7% | 84.7% | 6.0% | 84.7% | 6% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 10.0 | 10.0 | 121.3 | 121.3 | 128.0 | 121.3 | |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.81 | 0.81 | 0.85 | 0.81 | |
| v/c Ratio | 1.05 | 0.55 | 0.98 | 0.13 | 0.82 | 1.04 | |
| Control Delay | 164.3 | 21.6 | 15.0 | 0.5 | 40.0 | 34.9 | |
| Queue Delay | 0.0 | 0.0 | 15.4 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 164.3 | 21.6 | 30.4 | 0.5 | 40.0 | 34.9 | |
| LOS | F | C | C | A | D | C | |
| Approach Delay | 92.9 | | 27.4 | | | 35.3 | |
| Approach LOS | F | | C | | | D | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~120 | 0 | 193 | 1 | 32 | ~1551 | |
| Queue Length 95th (ft) | #213 | 44 | m234 | m1 | m37 | m#1711 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 108 | 205 | 1428 | 1235 | 127 | 1428 | |
| Starvation Cap Reductn | 0 | 0 | 83 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.05 | 0.55 | 1.04 | 0.13 | 0.82 | 1.04 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 55 (37%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.05 | | | |
| Intersection Signal Delay: 35.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 88.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

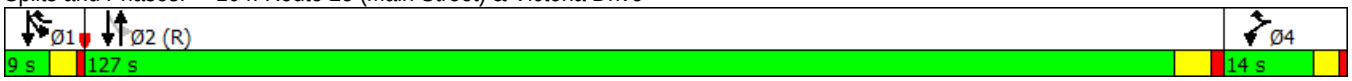


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Future Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.979 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1851 | 1708 | 3285 | 0 | 1736 | 1827 |
| Flt Permitted | 0.950 | | | | 0.150 | |
| Satd. Flow (perm) | 1851 | 1708 | 3285 | 0 | 274 | 1827 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 75 | 46 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 75 | 1291 | 209 | 85 | 1532 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 75 | 1500 | 0 | 85 | 1532 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 14.0 | | 127.0 | | 9.0 | |
| Total Split (%) | 9.3% | | 84.7% | | 6.0% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 9.9 | 18.9 | 121.6 | | 128.1 | 132.1 |
| Actuated g/C Ratio | 0.07 | 0.13 | 0.81 | | 0.85 | 0.88 |
| v/c Ratio | 0.82 | 0.27 | 0.56 | | 0.30 | 0.95 |
| Control Delay | 111.8 | 14.2 | 7.1 | | 1.0 | 12.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 111.8 | 14.2 | 7.1 | | 1.0 | 12.5 |
| LOS | F | B | A | | A | B |
| Approach Delay | 70.0 | | 7.1 | | | 11.9 |
| Approach LOS | E | | A | | | B |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 98 | 0 | 317 | | 4 | 1461 |
| Queue Length 95th (ft) | #169 | 36 | m331 | | m4 | m1438 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 123 | 272 | 2670 | | 282 | 1608 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.81 | 0.28 | 0.56 | | 0.30 | 0.95 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 62 (41%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.95 | | | |
| Intersection Signal Delay: 12.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 88.3% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

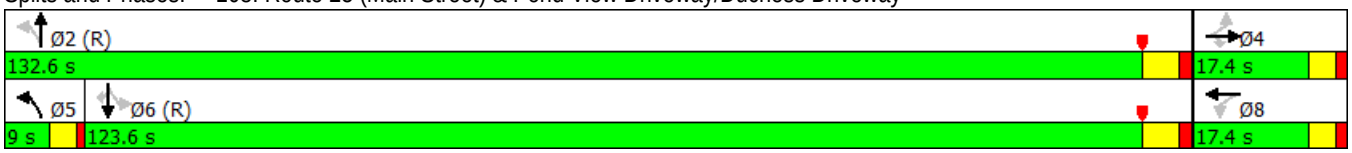


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Future Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.899 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.988 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1623 | 0 | 1620 | 3345 | 0 | 0 | 1766 | 1449 |
| Flt Permitted | | 0.747 | | | 0.931 | | 0.033 | | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1319 | 1501 | 0 | 1529 | 0 | 56 | 3345 | 0 | 0 | 1740 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 146 | | 49 | | | 7 | | | | 188 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 180 | | | 127 | | | 1827 | | | 378 | |
| Travel Time (s) | | 4.9 | | | 3.5 | | | 31.1 | | | 6.4 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 0 | 264 | 4 | 0 | 12 | 109 | 1102 | 24 | 13 | 1381 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 100 | 264 | 0 | 16 | 0 | 109 | 1126 | 0 | 0 | 1394 | 213 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 17.4 | 17.4 | 17.4 | 17.4 | 17.4 | | 9.0 | 132.6 | | 123.6 | 123.6 | 123.6 |
| Total Split (%) | 11.6% | 11.6% | 11.6% | 11.6% | 11.6% | | 6.0% | 88.4% | | 82.4% | 82.4% | 82.4% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 12.9 | 12.9 | | 12.9 | | 128.6 | 126.9 | | | 117.9 | 117.9 |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.09 | | 0.86 | 0.85 | | | 0.79 | 0.79 |
| v/c Ratio | | 0.88 | 1.01 | | 0.09 | | 1.09 | 0.40 | | | 1.02 | 0.18 |
| Control Delay | | 124.5 | 86.8 | | 1.0 | | 141.8 | 4.5 | | | 27.7 | 1.6 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 31.7 | 1.3 |
| Total Delay | | 124.5 | 86.8 | | 1.0 | | 141.8 | 4.5 | | | 59.4 | 2.9 |
| LOS | | F | F | | A | | F | A | | | E | A |
| Approach Delay | | 97.2 | | | 1.0 | | | 16.6 | | | 51.9 | |
| Approach LOS | | F | | | A | | | B | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 99 | ~125 | | 0 | | ~75 | 132 | | | ~1434 | 14 |
| Queue Length 95th (ft) | | #197 | #278 | | 0 | | #209 | 187 | | | m499 | m8 |
| Internal Link Dist (ft) | | 100 | | | 47 | | | 1747 | | | 298 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 113 | 262 | | 176 | | 100 | 2830 | | | 1367 | 1179 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 369 | 766 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 152 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.88 | 1.01 | | 0.09 | | 1.09 | 0.42 | | | 1.40 | 0.52 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 120 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 140 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 43.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 103.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



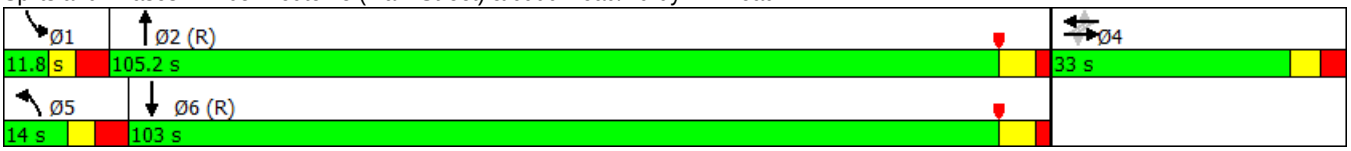
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Future Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.906 | | | 0.925 | | | 0.996 | | | 0.996 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1655 | 0 | 1678 | 1634 | 0 | 1620 | 3342 | 0 | 1620 | 1759 | 0 |
| Flt Permitted | 0.418 | | | 0.418 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 738 | 1655 | 0 | 738 | 1634 | 0 | 1620 | 3342 | 0 | 1620 | 1759 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 49 | | | | | | 4 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 378 | | | 457 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.4 | | | 7.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 113 | 75 | 125 | 167 | 100 | 100 | 97 | 1075 | 32 | 10 | 1351 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 113 | 200 | 0 | 167 | 200 | 0 | 97 | 1107 | 0 | 10 | 1392 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 33.0 | 33.0 | | 33.0 | 33.0 | | 14.0 | 105.2 | | 11.8 | 103.0 | |
| Total Split (%) | 22.0% | 22.0% | | 22.0% | 22.0% | | 9.3% | 70.1% | | 7.9% | 68.7% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 26.6 | 26.6 | | 26.6 | 26.6 | | 7.2 | 106.3 | | 5.0 | 97.0 | |
| Actuated g/C Ratio | 0.18 | 0.18 | | 0.18 | 0.18 | | 0.05 | 0.71 | | 0.03 | 0.65 | |
| v/c Ratio | 0.87 | 0.60 | | 1.28 | 0.69 | | 1.26 | 0.47 | | 0.19 | 1.22 | |
| Control Delay | 109.7 | 50.9 | | 221.3 | 71.5 | | 235.2 | 14.0 | | 75.1 | 124.1 | |
| Queue Delay | 0.0 | 16.0 | | 11.4 | 0.0 | | 0.0 | 0.4 | | 0.0 | 0.2 | |
| Total Delay | 109.7 | 66.9 | | 232.7 | 71.5 | | 235.2 | 14.4 | | 75.1 | 124.3 | |
| LOS | F | E | | F | E | | F | B | | E | F | |
| Approach Delay | | 82.3 | | | 144.9 | | | 32.2 | | | 123.9 | |
| Approach LOS | | F | | | F | | | C | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 109 | 138 | | ~206 | 186 | | ~118 | 253 | | 10 | ~1671 | |
| Queue Length 95th (ft) | #190 | 192 | | #362 | 279 | | m#236 | 443 | | m10 | m#1640 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 298 | | | 377 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 130 | 333 | | 130 | 289 | | 77 | 2369 | | 54 | 1137 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 704 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 115 | | 50 | 0 | | 0 | 0 | | 0 | 43 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.87 | 0.92 | | 2.09 | 0.69 | | 1.26 | 0.66 | | 0.19 | 1.27 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 142 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.28
Intersection Signal Delay: 88.7 Intersection LOS: F
Intersection Capacity Utilization 108.1% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

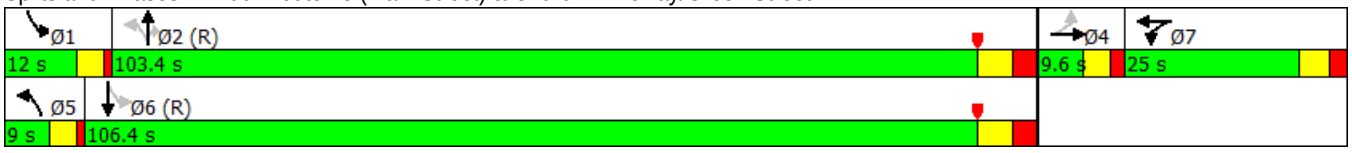


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.075 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 134 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 192 | | | | 81 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 60 | 0 | 470 | 0 | 1167 | 11 | 160 | 1426 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 60 | 470 | 0 | 0 | 1167 | 11 | 160 | 1426 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 25.0 | 25.0 | | 9.0 | 103.4 | 103.4 | 12.0 | 106.4 | |
| Total Split (%) | 6.4% | 6.4% | | 16.7% | 16.7% | | 6.0% | 68.9% | 68.9% | 8.0% | 70.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 19.5 | 19.5 | | | 106.2 | 106.2 | 121.0 | 118.2 | |
| Actuated g/C Ratio | | | | 0.13 | 0.13 | | | 0.71 | 0.71 | 0.81 | 0.79 | |
| v/c Ratio | | | | 0.27 | 1.29 | | | 0.92 | 0.01 | 0.84 | 1.01 | |
| Control Delay | | | | 62.6 | 179.0 | | | 31.5 | 0.0 | 60.2 | 39.5 | |
| Queue Delay | | | | 0.0 | 1.9 | | | 2.2 | 0.0 | 0.0 | 32.5 | |
| Total Delay | | | | 62.6 | 180.9 | | | 33.7 | 0.0 | 60.2 | 72.1 | |
| LOS | | | | E | F | | | C | A | E | E | |
| Approach Delay | | | | | 167.5 | | | 33.4 | | | 70.9 | |
| Approach LOS | | | | | F | | | C | | | E | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 54 | ~413 | | | 531 | 0 | 56 | ~1475 | |
| Queue Length 95th (ft) | | | | 93 | #547 | | | #931 | m0 | m#136 | #1776 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 220 | 364 | | | 1262 | 1096 | 191 | 1405 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 226 | |
| Spillback Cap Reductn | | | | 0 | 57 | | | 38 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.27 | 1.53 | | | 0.95 | 0.01 | 0.84 | 1.21 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 49 (33%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.29 | | | |
| Intersection Signal Delay: 73.0 | | Intersection LOS: E | |
| Intersection Capacity Utilization 112.4% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



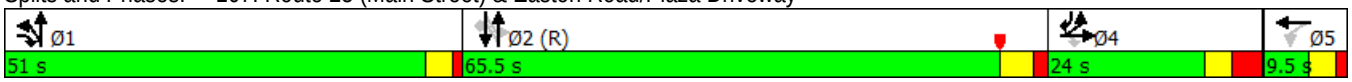
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Future Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | | | 0.086 | | | | | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 150 | 1801 | 0 | 0 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 99 | | | | | | | | | 197 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 272 | 0 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 136 | 136 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 24.0 | 24.0 | 51.0 | 9.5 | 9.5 | | 51.0 | | | 65.5 | 65.5 | 24.0 |
| Total Split (%) | 16.0% | 16.0% | 34.0% | 6.3% | 6.3% | | 34.0% | | | 43.7% | 43.7% | 16.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 15.5 | 15.5 | 66.2 | | 5.0 | | 116.1 | 120.1 | | | 68.9 | 89.9 |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.44 | | 0.03 | | 0.77 | 0.80 | | | 0.46 | 0.60 |
| v/c Ratio | 0.81 | 0.81 | 0.74 | | 0.21 | | 0.93 | 0.72 | | | 0.78 | 0.60 |
| Control Delay | 98.9 | 98.9 | 33.1 | | 78.6 | | 38.8 | 10.4 | | | 39.9 | 15.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 12.3 | 32.0 | | | 0.9 | 0.0 |
| Total Delay | 98.9 | 98.9 | 33.1 | | 78.6 | | 51.2 | 42.4 | | | 40.8 | 15.6 |
| LOS | F | F | C | | E | | D | D | | | D | B |
| Approach Delay | | 55.1 | | | 78.6 | | | 45.3 | | | 32.6 | |
| Approach LOS | | E | | | E | | | D | | | C | |
| Queue Length 50th (ft) | 137 | 137 | 343 | | 13 | | 430 | 456 | | | 518 | 221 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 194 | 194 | 348 | | 33 | | m426 | m650 | | | 677 | 385 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 188 | 188 | 743 | | 62 | | 587 | 1442 | | | 1571 | 1013 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 51 | 454 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 3 | | 0 | | 0 | 0 | | | 135 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.72 | 0.72 | 0.73 | | 0.21 | | 0.99 | 1.06 | | | 0.85 | 0.59 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.93 | | | |
| Intersection Signal Delay: 41.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 106.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Future Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.973 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 59 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 50 | 13 | 1444 | 311 | 78 | 1478 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1755 | 0 | 78 | 1478 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 11.0 | 11.0 | 80.0 | | 14.0 | 94.0 |
| Total Split (%) | 10.5% | 10.5% | 76.2% | | 13.3% | 89.5% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.3 | 7.3 | 81.0 | | 8.5 | 91.6 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.77 | | 0.08 | 0.87 |
| v/c Ratio | 0.41 | 0.11 | 0.66 | | 0.57 | 0.48 |
| Control Delay | 57.0 | 23.8 | 8.8 | | 47.2 | 3.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.3 |
| Total Delay | 57.0 | 23.8 | 8.8 | | 47.2 | 3.8 |
| LOS | E | C | A | | D | A |
| Approach Delay | 50.2 | | 8.8 | | | 6.0 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 33 | 0 | 303 | | 55 | 137 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 63 | 16 | 390 | | m81 | 200 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 126 | 125 | 2669 | | 162 | 3086 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 776 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.40 | 0.10 | 0.66 | | 0.48 | 0.64 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 19 (18%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay: 8.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Future Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.888 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1690 | 0 | 1752 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Flt Permitted | 0.724 | | | 0.294 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1336 | 1690 | 0 | 542 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 213 | | | 38 | | | | 66 | | 6 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 63 | 13 | 213 | 63 | 13 | 38 | 231 | 1143 | 66 | 44 | 1311 | 56 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 63 | 226 | 0 | 63 | 51 | 0 | 231 | 1143 | 66 | 44 | 1367 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 24.0 | 24.0 | | 24.0 | 24.0 | | 26.0 | 69.8 | 69.8 | 11.2 | 55.0 | |
| Total Split (%) | 22.9% | 22.9% | | 22.9% | 22.9% | | 24.8% | 66.5% | 66.5% | 10.7% | 52.4% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 13.6 | 13.6 | | 13.6 | 13.6 | | 17.9 | 75.0 | 75.0 | 6.5 | 59.7 | |
| Actuated g/C Ratio | 0.13 | 0.13 | | 0.13 | 0.13 | | 0.17 | 0.71 | 0.71 | 0.06 | 0.57 | |
| v/c Ratio | 0.36 | 0.56 | | 0.90 | 0.20 | | 0.80 | 0.46 | 0.06 | 0.41 | 0.69 | |
| Control Delay | 45.9 | 12.2 | | 127.8 | 18.2 | | 65.2 | 2.1 | 0.3 | 57.8 | 8.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 45.9 | 12.2 | | 127.8 | 18.2 | | 65.2 | 2.2 | 0.3 | 57.8 | 8.6 | |
| LOS | D | B | | F | B | | E | A | A | E | A | |
| Approach Delay | | 19.6 | | | 78.8 | | | 12.3 | | | 10.2 | |
| Approach LOS | | B | | | E | | | B | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 39 | 8 | | 42 | 8 | | 134 | 10 | 0 | 32 | 100 | |
| Queue Length 95th (ft) | 67 | 49 | | #86 | 33 | | 207 | 74 | m2 | m59 | 137 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 244 | 483 | | 99 | 350 | | 353 | 2503 | 1138 | 118 | 1983 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 495 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.26 | 0.47 | | 0.64 | 0.15 | | 0.65 | 0.57 | 0.06 | 0.37 | 0.69 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 26 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 14.3 Intersection LOS: B
Intersection Capacity Utilization 78.2% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

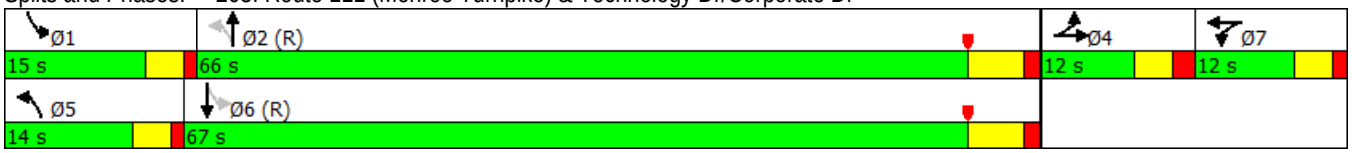
Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Future Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.912 | | | 0.954 | | | 0.988 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 1711 | 3376 | 0 | 1711 | 3497 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.156 | | | 0.232 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 281 | 3376 | 0 | 418 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 114 | | | 119 | | | 110 | | | 14 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 25 | 0 | 37 | 60 | 0 | 24 | 125 | 727 | 318 | 167 | 1240 | 104 |
| Shared Lane Traffic (%) | 10% | | | 28% | | | | | | | | |
| Lane Group Flow (vph) | 22 | 40 | 0 | 43 | 41 | 0 | 125 | 1045 | 0 | 167 | 1344 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 12.0 | 12.0 | | 12.0 | 12.0 | | 14.0 | 66.0 | | 15.0 | 67.0 | |
| Total Split (%) | 11.4% | 11.4% | | 11.4% | 11.4% | | 13.3% | 62.9% | | 14.3% | 63.8% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.5 | 5.5 | | 6.5 | 6.5 | | 79.1 | 71.2 | | 80.7 | 71.9 | |
| Actuated g/C Ratio | 0.05 | 0.05 | | 0.06 | 0.06 | | 0.75 | 0.68 | | 0.77 | 0.68 | |
| v/c Ratio | 0.26 | 0.21 | | 0.43 | 0.20 | | 0.42 | 0.45 | | 0.41 | 0.56 | |
| Control Delay | 55.1 | 2.5 | | 60.6 | 2.3 | | 12.2 | 6.9 | | 4.0 | 4.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 55.1 | 2.5 | | 60.6 | 2.3 | | 12.2 | 6.9 | | 4.0 | 4.4 | |
| LOS | E | A | | E | A | | B | A | | A | A | |
| Approach Delay | | 21.2 | | | 32.1 | | | 7.4 | | | 4.4 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 15 | 0 | | 29 | 0 | | 16 | 92 | | 7 | 110 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 37 | 0 | | 63 | 0 | | 64 | 133 | | 12 | 128 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 112 | 215 | | 120 | 219 | | 357 | 2323 | | 468 | 2400 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.20 | 0.19 | | 0.36 | 0.19 | | 0.35 | 0.45 | | 0.36 | 0.56 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 23 (22%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.56 | | | |
| Intersection Signal Delay: 6.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr



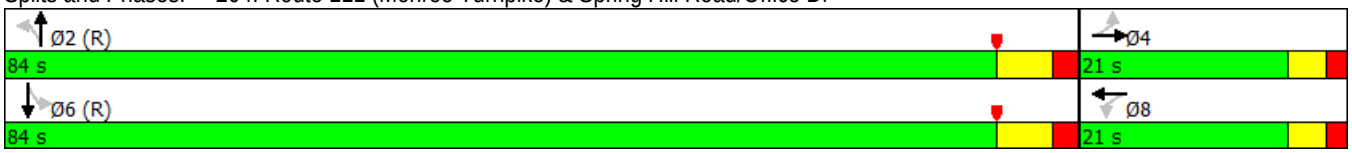
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Future Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.949 | | | | | | | | | 0.990 | |
| Flt Protected | | 0.970 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1888 | 0 | 0 | 3468 | 0 | 0 | 3436 | 0 |
| Flt Permitted | | 0.810 | | | | | | 0.919 | | | | |
| Satd. Flow (perm) | 0 | 1451 | 0 | 0 | 1888 | 0 | 0 | 3190 | 0 | 0 | 3436 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 36 | | | | | | | | | 19 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 63 | 0 | 38 | 0 | 0 | 0 | 11 | 700 | 0 | 0 | 1459 | 102 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 711 | 0 | 0 | 1561 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 21.0 | 21.0 | | 21.0 | 21.0 | | 84.0 | 84.0 | | 84.0 | 84.0 | |
| Total Split (%) | 20.0% | 20.0% | | 20.0% | 20.0% | | 80.0% | 80.0% | | 80.0% | 80.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 9.9 | | | | | | 83.9 | | | 83.9 | |
| Actuated g/C Ratio | | 0.09 | | | | | | 0.80 | | | 0.80 | |
| v/c Ratio | | 0.59 | | | | | | 0.28 | | | 0.57 | |
| Control Delay | | 43.9 | | | | | | 4.1 | | | 2.6 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | 0.3 | |
| Total Delay | | 43.9 | | | | | | 4.1 | | | 2.9 | |
| LOS | | D | | | | | | A | | | A | |
| Approach Delay | | 43.9 | | | | | | 4.1 | | | 2.9 | |
| Approach LOS | | D | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 42 | | | | | | 75 | | | 76 | |
| Queue Length 95th (ft) | | 78 | | | | | | 98 | | | m110 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 255 | | | | | | 2548 | | | 2747 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 542 | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.40 | | | | | | 0.28 | | | 0.71 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 91 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 5.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

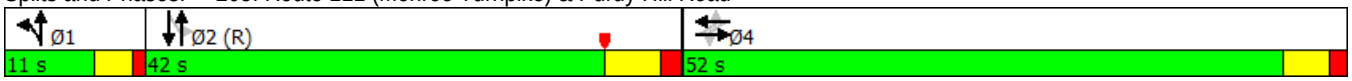


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Future Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.898 | | | 0.961 | | | 0.980 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 1641 | 0 | 1736 | 1756 | 0 | 1678 | 3402 | 0 | 1678 | 3447 | 0 |
| Flt Permitted | 0.588 | | | 0.494 | | | 0.950 | | | 0.402 | | |
| Satd. Flow (perm) | 1074 | 1641 | 0 | 902 | 1756 | 0 | 1678 | 3402 | 0 | 710 | 3447 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 132 | | | 22 | | | 22 | | | 5 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 72 | 96 | 205 | 393 | 157 | 56 | 100 | 567 | 89 | 32 | 1086 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 72 | 301 | 0 | 393 | 213 | 0 | 100 | 656 | 0 | 32 | 1140 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 52.0 | 52.0 | | 52.0 | 52.0 | | 11.0 | | | 42.0 | 42.0 | |
| Total Split (%) | 49.5% | 49.5% | | 49.5% | 49.5% | | 10.5% | | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 46.5 | 46.5 | | 46.5 | 46.5 | | 7.0 | 49.4 | | 36.3 | 36.3 | |
| Actuated g/C Ratio | 0.44 | 0.44 | | 0.44 | 0.44 | | 0.07 | 0.47 | | 0.35 | 0.35 | |
| v/c Ratio | 0.15 | 0.38 | | 0.98 | 0.27 | | 0.90 | 0.41 | | 0.13 | 0.95 | |
| Control Delay | 18.4 | 11.9 | | 72.4 | 17.5 | | 122.6 | 7.3 | | 17.0 | 36.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 18.4 | 11.9 | | 72.4 | 17.5 | | 122.6 | 7.3 | | 17.0 | 36.3 | |
| LOS | B | B | | E | B | | F | A | | B | D | |
| Approach Delay | | 13.2 | | | 53.1 | | | 22.5 | | | 35.8 | |
| Approach LOS | | B | | | D | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 28 | 68 | | 252 | 78 | | 58 | 38 | | 12 | 374 | |
| Queue Length 95th (ft) | 53 | 114 | | #447 | 128 | | #177 | 55 | | m15 | m374 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 479 | 806 | | 402 | 796 | | 111 | 1612 | | 245 | 1194 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.15 | 0.37 | | 0.98 | 0.27 | | 0.90 | 0.41 | | 0.13 | 0.95 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 61 (58%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 33.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 85.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



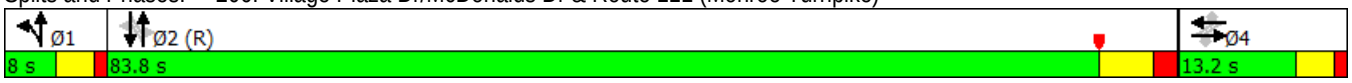
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1909 | 1656 | 1678 | 1741 | 0 | 1620 | 1764 | 0 |
| Flt Permitted | | 0.694 | | | 0.749 | | 0.050 | | | 0.444 | | |
| Satd. Flow (perm) | 0 | 1226 | 1501 | 0 | 1505 | 1656 | 88 | 1741 | 0 | 757 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 76 | | | 76 | | 22 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 13 | 0 | 25 | 75 | 0 | 63 | 34 | 528 | 56 | 80 | 1375 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 25 | 0 | 75 | 63 | 34 | 584 | 0 | 80 | 1386 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 8.0 | | | 83.8 | 83.8 | |
| Total Split (%) | 12.6% | 12.6% | 12.6% | 12.6% | 12.6% | 12.6% | 7.6% | | | 79.8% | 79.8% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.1 | 9.1 | | 9.1 | 9.1 | 86.5 | 91.3 | | 80.2 | 80.2 | |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.82 | 0.87 | | 0.76 | 0.76 | |
| v/c Ratio | | 0.12 | 0.13 | | 0.58 | 0.30 | 0.26 | 0.39 | | 0.14 | 1.03 | |
| Control Delay | | 47.3 | 1.3 | | 64.6 | 11.8 | 10.8 | 2.7 | | 3.5 | 35.5 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 47.3 | 1.3 | | 64.6 | 11.8 | 10.8 | 2.7 | | 3.5 | 35.5 | |
| LOS | | D | A | | E | B | B | A | | A | D | |
| Approach Delay | | 17.0 | | | 40.5 | | | 3.2 | | | 33.8 | |
| Approach LOS | | B | | | D | | | A | | | C | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 8 | 0 | | 49 | 0 | 2 | 44 | | 13 | ~1024 | |
| Queue Length 95th (ft) | | 24 | 0 | | 86 | 22 | 21 | 102 | | m13 | m#1143 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 106 | 199 | | 130 | 212 | 132 | 1516 | | 577 | 1346 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.12 | 0.13 | | 0.58 | 0.30 | 0.26 | 0.39 | | 0.14 | 1.03 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 3 (3%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.03
Intersection Signal Delay: 25.5 Intersection LOS: C
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

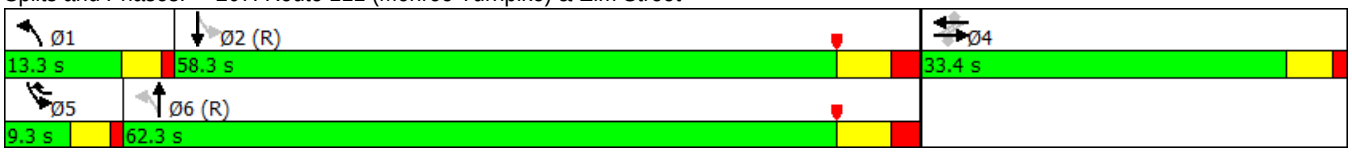


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Future Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.982 | | | 0.990 | |
| Flt Protected | | 0.991 | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1629 | 1398 | 0 | 1738 | 1449 | 1678 | 1734 | 0 | 1620 | 1809 | 0 |
| Flt Permitted | | 0.861 | | | 0.621 | | 0.069 | | | 0.492 | | |
| Satd. Flow (perm) | 0 | 1416 | 1398 | 0 | 1097 | 1449 | 122 | 1734 | 0 | 839 | 1809 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 206 | | | 47 | | 10 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 46 | 218 | 494 | 70 | 151 | 47 | 183 | 366 | 49 | 41 | 825 | 62 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 264 | 494 | 0 | 221 | 47 | 183 | 415 | 0 | 41 | 887 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 33.4 | 33.4 | 33.4 | 33.4 | 33.4 | 9.3 | 13.3 | 62.3 | | 9.3 | 58.3 | |
| Total Split (%) | 31.8% | 31.8% | 31.8% | 31.8% | 31.8% | 8.9% | 12.7% | 59.3% | | 8.9% | 55.5% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 26.9 | 26.9 | | 26.9 | 36.9 | 68.8 | 59.1 | | 61.1 | 53.6 | |
| Actuated g/C Ratio | | 0.26 | 0.26 | | 0.26 | 0.35 | 0.66 | 0.56 | | 0.58 | 0.51 | |
| v/c Ratio | | 0.73 | 0.97 | | 0.79 | 0.09 | 0.88 | 0.42 | | 0.08 | 0.96 | |
| Control Delay | | 48.0 | 55.5 | | 56.7 | 6.8 | 54.1 | 15.8 | | 8.0 | 40.8 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 48.0 | 55.5 | | 56.7 | 6.8 | 54.1 | 15.8 | | 8.0 | 40.8 | |
| LOS | | D | E | | E | A | D | B | | A | D | |
| Approach Delay | | 52.8 | | | 48.0 | | | 27.5 | | | 39.3 | |
| Approach LOS | | D | | | D | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 159 | 205 | | 135 | 0 | 81 | 202 | | 5 | 514 | |
| Queue Length 95th (ft) | | 242 | #386 | | #230 | 22 | #159 | 249 | | m20 | #846 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 384 | 529 | | 297 | 540 | 214 | 981 | | 525 | 926 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.69 | 0.93 | | 0.74 | 0.09 | 0.86 | 0.42 | | 0.08 | 0.96 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 80 (76%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 41.5 | | Intersection LOS: D | |
| Intersection Capacity Utilization 96.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

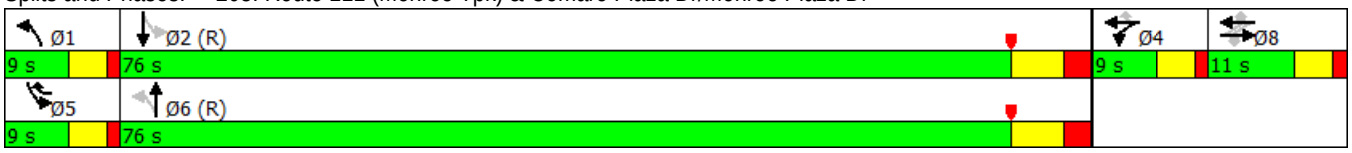


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Future Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.995 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1662 | 1538 | 0 | 1604 | 1487 | 1604 | 1740 | 0 | 1604 | 1740 | 0 |
| Flt Permitted | | 0.800 | | | 0.800 | | 0.235 | | | 0.532 | | |
| Satd. Flow (perm) | 0 | 1399 | 1538 | 0 | 1351 | 1487 | 397 | 1740 | 0 | 898 | 1740 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | | 36 | | 4 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 25 | 0 | 75 | 60 | 0 | 36 | 35 | 341 | 12 | 32 | 851 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 75 | 0 | 60 | 36 | 35 | 353 | 0 | 32 | 883 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 11.0 | 11.0 | 11.0 | 9.0 | | 9.0 | 9.0 | 76.0 | | 9.0 | 76.0 | |
| Total Split (%) | 10.5% | 10.5% | 10.5% | 8.6% | | 8.6% | 8.6% | 72.4% | | 8.6% | 72.4% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 6.0 | 6.0 | | 10.3 | 20.7 | 82.1 | 77.0 | | 82.9 | 78.8 | |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.10 | 0.20 | 0.78 | 0.73 | | 0.79 | 0.75 | |
| v/c Ratio | | 0.31 | 0.38 | | 0.41 | 0.11 | 0.10 | 0.28 | | 0.04 | 0.68 | |
| Control Delay | | 57.6 | 8.1 | | 49.2 | 11.1 | 2.0 | 3.7 | | 2.6 | 9.5 | |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.0 | |
| Total Delay | | 57.6 | 8.2 | | 49.2 | 11.1 | 2.0 | 3.7 | | 2.6 | 10.5 | |
| LOS | | E | A | | D | B | A | A | | A | B | |
| Approach Delay | | 20.6 | | | 34.9 | | | 3.5 | | | 10.2 | |
| Approach LOS | | C | | | C | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 16 | 0 | | 36 | 0 | 2 | 34 | | 3 | 216 | |
| Queue Length 95th (ft) | | 39 | 5 | | 69 | 22 | m5 | 41 | | m5 | 412 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 89 | 208 | | 153 | 321 | 367 | 1277 | | 742 | 1306 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 193 | |
| Spillback Cap Reductn | | 0 | 6 | | 0 | 0 | 0 | 0 | | 0 | 91 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.28 | 0.37 | | 0.39 | 0.11 | 0.10 | 0.28 | | 0.04 | 0.79 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 104 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 10.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

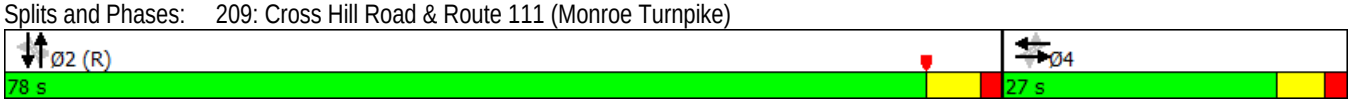


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Future Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.888 | | | 0.940 | | | 0.986 | | | 0.966 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1604 | 1553 | 0 | 1719 | 1701 | 0 | 1604 | 1725 | 0 | 1604 | 1690 | 0 |
| Flt Permitted | 0.643 | | | 0.724 | | | 0.193 | | | 0.529 | | |
| Satd. Flow (perm) | 1086 | 1553 | 0 | 1310 | 1701 | 0 | 326 | 1725 | 0 | 893 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 29 | | | 11 | | | 32 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 150 | 13 | 38 | 150 | 75 | 50 | 11 | 337 | 34 | 11 | 747 | 221 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 150 | 51 | 0 | 150 | 125 | 0 | 11 | 371 | 0 | 11 | 968 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 27.0 | 27.0 | | 27.0 | 27.0 | | 78.0 | 78.0 | | 78.0 | 78.0 | |
| Total Split (%) | 25.7% | 25.7% | | 25.7% | 25.7% | | 74.3% | 74.3% | | 74.3% | 74.3% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 75.4 | 75.4 | | 75.4 | 75.4 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.72 | 0.72 | | 0.72 | 0.72 | |
| v/c Ratio | 0.81 | 0.17 | | 0.67 | 0.40 | | 0.05 | 0.30 | | 0.02 | 0.79 | |
| Control Delay | 71.7 | 16.7 | | 54.9 | 32.2 | | 3.0 | 2.9 | | 1.4 | 10.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.5 | |
| Total Delay | 71.7 | 16.7 | | 54.9 | 32.2 | | 3.0 | 3.1 | | 1.4 | 11.0 | |
| LOS | E | B | | D | C | | A | A | | A | B | |
| Approach Delay | | 57.8 | | | 44.6 | | | 3.1 | | | 10.9 | |
| Approach LOS | | E | | | D | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 96 | 7 | | 93 | 56 | | 1 | 22 | | 1 | 108 | |
| Queue Length 95th (ft) | 144 | 33 | | 138 | 94 | | 4 | 57 | | m0 | 323 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 221 | 346 | | 266 | 369 | | 233 | 1241 | | 640 | 1221 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 334 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 54 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.68 | 0.15 | | 0.56 | 0.34 | | 0.05 | 0.41 | | 0.02 | 0.83 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 19.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

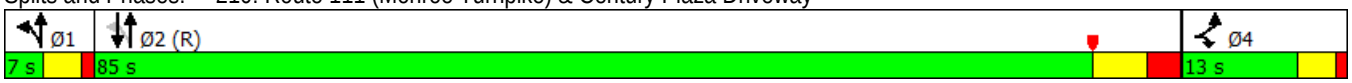


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Future Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.996 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1662 | 1538 | 1662 | 1749 | 1742 | 0 |
| Flt Permitted | 0.950 | | 0.242 | | | |
| Satd. Flow (perm) | 1662 | 1538 | 423 | 1749 | 1742 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 4 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.83 | 0.83 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 13 | 38 | 24 | 530 | 938 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 38 | 24 | 530 | 969 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 13.0 | 13.0 | 7.0 | | 85.0 | |
| Total Split (%) | 12.4% | 12.4% | 6.7% | | 81.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 91.6 | 94.8 | 90.2 | |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.87 | 0.90 | 0.86 | |
| v/c Ratio | 0.09 | 0.23 | 0.06 | 0.34 | 0.65 | |
| Control Delay | 45.9 | 18.0 | 1.5 | 1.7 | 7.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 45.9 | 18.0 | 1.5 | 1.7 | 7.8 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 25.1 | | | 1.7 | 7.8 | |
| Approach LOS | C | | | A | A | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 8 | 0 | 2 | 41 | 211 | |
| Queue Length 95th (ft) | 24 | 26 | m4 | 54 | 482 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 142 | 166 | 404 | 1579 | 1497 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 14 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.09 | 0.23 | 0.06 | 0.34 | 0.65 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 89 (85%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.65 | | | |
| Intersection Signal Delay: 6.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5363 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1233 | 70 | 0 | 1479 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1303 | 0 | 0 | 1479 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| 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 | 80 | 80 | 86 | 86 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1233 | 70 | 0 | 1479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2746 | 1267 | 0 | 0 | 1302 | 0 |
| Stage 1 | 1267 | - | - | - | - | - |
| Stage 2 | 1479 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 22 | 205 | - | - | 529 | - |
| Stage 1 | 264 | - | - | - | - | - |
| Stage 2 | 208 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 22 | 205 | - | - | 529 | - |
| Mov Cap-2 Maneuver | 22 | - | - | - | - | - |
| Stage 1 | 264 | - | - | - | - | - |
| Stage 2 | 208 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 529 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 30 | 80 | 0 | 10 | 260 |
| Future Volume (vph) | 60 | 30 | 80 | 0 | 10 | 260 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.870 | |
| Flt Protected | | 0.968 | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1752 | 1749 | 0 | 1519 | 0 |
| Flt Permitted | | 0.968 | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1752 | 1749 | 0 | 1519 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 73 | 37 | 98 | 0 | 13 | 325 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 110 | 98 | 0 | 338 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 34.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 30 | 80 | 0 | 10 | 260 |
| Future Vol, veh/h | 60 | 30 | 80 | 0 | 10 | 260 |
| 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 | 82 | 82 | 82 | 82 | 80 | 80 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 73 | 37 | 98 | 0 | 13 | 325 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 98 | 0 | - | 0 | 281 | 98 |
| Stage 1 | - | - | - | - | 98 | - |
| Stage 2 | - | - | - | - | 183 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1476 | - | - | - | 703 | 950 |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 841 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1476 | - | - | - | 668 | 950 |
| Mov Cap-2 Maneuver | - | - | - | - | 668 | - |
| Stage 1 | - | - | - | - | 918 | - |
| Stage 2 | - | - | - | - | 799 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5 | 0 | 11 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1476 | - | - | - | 935 |
| HCM Lane V/C Ratio | 0.05 | - | - | - | 0.361 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 11 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 1.7 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Future Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.975 | | | 0.977 | | | 0.983 | | | 0.956 | |
| Flt Protected | | 0.985 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1713 | 0 | 0 | 1799 | 0 | 0 | 1682 | 0 | 0 | 1751 | 0 |
| Flt Permitted | | 0.985 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (perm) | 0 | 1713 | 0 | 0 | 1799 | 0 | 0 | 1682 | 0 | 0 | 1751 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 58 | 93 | 35 | 12 | 217 | 48 | 13 | 75 | 13 | 88 | 341 | 209 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 186 | 0 | 0 | 277 | 0 | 0 | 101 | 0 | 0 | 638 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 70.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 36.3 |
| Intersection LOS | E |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 50 | 80 | 30 | 0 | 10 | 180 | 40 | 0 | 10 | 60 | 10 |
| Future Vol, veh/h | 0 | 50 | 80 | 30 | 0 | 10 | 180 | 40 | 0 | 10 | 60 | 10 |
| Peak Hour Factor | 0.92 | 0.86 | 0.86 | 0.86 | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 58 | 93 | 35 | 0 | 12 | 217 | 48 | 0 | 13 | 75 | 13 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 13.5 | 15.9 | 11.4 |
| HCM LOS | B | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 12% | 31% | 4% | 14% |
| Vol Thru, % | 75% | 50% | 78% | 53% |
| Vol Right, % | 12% | 19% | 17% | 33% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 80 | 160 | 230 | 580 |
| LT Vol | 10 | 50 | 10 | 80 |
| Through Vol | 60 | 80 | 180 | 310 |
| RT Vol | 10 | 30 | 40 | 190 |
| Lane Flow Rate | 100 | 186 | 277 | 637 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.187 | 0.35 | 0.5 | 0.988 |
| Departure Headway (Hd) | 6.731 | 6.769 | 6.5 | 5.582 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 531 | 528 | 551 | 656 |
| Service Time | 4.801 | 4.838 | 4.563 | 3.582 |
| HCM Lane V/C Ratio | 0.188 | 0.352 | 0.503 | 0.971 |
| HCM Control Delay | 11.4 | 13.5 | 15.9 | 55.8 |
| HCM Lane LOS | B | B | C | F |
| HCM 95th-tile Q | 0.7 | 1.6 | 2.8 | 15 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Vol, veh/h | 0 | 80 | 310 | 190 |
| Future Vol, veh/h | 0 | 80 | 310 | 190 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 88 | 341 | 209 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 55.8 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Future Volume (vph) | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.93 | 0.93 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 13 | 13 | 1796 | 11 | 0 | 1516 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1807 | 0 | 0 | 1516 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1670 | 10 | 0 | 1380 |
| Future Vol, veh/h | 10 | 10 | 1670 | 10 | 0 | 1380 |
| 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 | 80 | 80 | 93 | 93 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 13 | 13 | 1796 | 11 | 0 | 1516 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2559 | 903 | 0 | 0 | 1806 | 0 |
| Stage 1 | 1801 | - | - | - | - | - |
| Stage 2 | 758 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | 21 | 278 | - | - | 333 | - |
| Stage 1 | 116 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 21 | 278 | - | - | 333 | - |
| Mov Cap-2 Maneuver | 21 | - | - | - | - | - |
| Stage 1 | 116 | - | - | - | - | - |
| Stage 2 | 421 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 198.6 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 39 | 333 | - |
| HCM Lane V/C Ratio | - | - | 0.641 | - | - |
| HCM Control Delay (s) | - | - | 198.6 | 0 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Future Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 33 | 89 | 129 | 1677 | 1461 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 33 | 89 | 129 | 1677 | 1562 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Future Vol, veh/h | 30 | 80 | 120 | 1560 | 1300 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 89 | 129 | 1677 | 1461 | 101 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2608 | 781 | 1562 | 0 | - | 0 |
| Stage 1 | 1511 | - | - | - | - | - |
| Stage 2 | 1097 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | 2.23 | - | - | - |
| Pot Cap-1 Maneuver | ~ 20 | 335 | 414 | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 279 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 14 | 335 | 414 | - | - | - |
| Mov Cap-2 Maneuver | ~ 14 | - | - | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 192 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 336.8 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 414 | - | 14 | 335 | - | - |
| HCM Lane V/C Ratio | 0.312 | - | 2.381 | 0.265 | - | - |
| HCM Control Delay (s) | 17.6 | - | $ 1182.8 | 19.6 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.3 | - | 4.9 | 1 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| 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 | 80 | 80 | 89 | 89 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 0 | 1787 | 1462 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 731 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.96 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.33 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 362 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 362 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 362 | - | - |
| HCM Lane V/C Ratio | - | 0.104 | - | - |
| HCM Control Delay (s) | - | 16.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 11 | 1756 | 1511 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1767 | 1522 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| 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 | 80 | 80 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 1756 | 1511 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2417 | 761 | 1522 | 0 | - | 0 |
| Stage 1 | 1517 | - | - | - | - | - |
| Stage 2 | 900 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 27 | 348 | 434 | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 0 | 348 | 434 | - | - | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 6.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 434 | - | - | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | - | - |
| HCM Control Delay (s) | 13.5 | 6.7 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.919 | | | | 0.988 | |
| Flt Protected | 0.980 | | | 0.995 | | |
| Satd. Flow (prot) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Flt Permitted | 0.980 | | | 0.995 | | |
| Satd. Flow (perm) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 62 | 92 | 67 | 567 | 1184 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 154 | 0 | 0 | 634 | 1296 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 25.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| 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 | 65 | 65 | 90 | 90 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 62 | 92 | 67 | 567 | 1184 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1940 | 1240 | 1296 | 0 | - | 0 |
| Stage 1 | 1240 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | 2.236 | - | - | - |
| Pot Cap-1 Maneuver | 71 | 212 | 528 | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 58 | 212 | 528 | - | - | - |
| Mov Cap-2 Maneuver | ~ 58 | - | - | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 399 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 340.3 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 528 | - | 103 | - | - |
| HCM Lane V/C Ratio | 0.126 | - | 1.494 | - | - |
| HCM Control Delay (s) | 12.8 | 0 | $ 340.3 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 11.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.999 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 15 | 31 | 0 | 611 | 1316 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 15 | 31 | 0 | 611 | 1327 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 15 | 31 | 0 | 611 | 1316 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1932 | 1321 | - | 0 | - | 0 |
| Stage 1 | 1321 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | - | - |
| Pot Cap-1 Maneuver | 72 | 190 | 0 | - | - | - |
| Stage 1 | 247 | - | 0 | - | - | - |
| Stage 2 | 538 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 72 | 190 | - | - | - | - |
| Mov Cap-2 Maneuver | 72 | - | - | - | - | - |
| Stage 1 | 247 | - | - | - | - | - |
| Stage 2 | 538 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 41.1 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 72 | 190 | - | - |
| HCM Lane V/C Ratio | - | 0.214 | 0.162 | - | - |
| HCM Control Delay (s) | - | 68.1 | 27.6 | - | - |
| HCM Lane LOS | - | F | D | - | - |
| HCM 95th %tile Q(veh) | - | 0.7 | 0.6 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.998 | | | 0.997 | |
| Flt Protected | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Flt Permitted | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 667 | 0 | 0 | 1418 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 84 | 84 | 84 | 91 | 91 | 91 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2085 | 2102 | 649 | 1407 | 0 | 0 | 655 | 0 | 0 |
| Stage 1 | 673 | 673 | - | - | - | - | - | - | - |
| Stage 2 | 1412 | 1429 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 57 | 51 | 466 | 479 | - | - | 923 | - | - |
| Stage 1 | 503 | 451 | - | - | - | - | - | - | - |
| Stage 2 | 223 | 198 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 52 | 0 | 466 | 479 | - | - | 923 | - | - |
| Mov Cap-2 Maneuver | 52 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 483 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 211 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 53.9 | 0.2 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 479 | - | - | 52 | 466 | 923 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.24 | 0.027 | 0.012 | - | - |
| HCM Control Delay (s) | 12.7 | 0 | - | 94.9 | 12.9 | 8.9 | 0 | - |
| HCM Lane LOS | B | A | - | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.8 | 0.1 | 0 | - | - |

# APPENDIX L2
# CAPACITY ANALYSES

2040 Background-Optimized Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Future Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 58 | | | 175 | | 14 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 634 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 890 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 13.0 | 53.0 | | 19.0 | 59.0 | | 24.0 | 36.0 | 36.0 | 42.0 | 54.0 | |
| Total Split (%) | 8.7% | 35.3% | | 12.7% | 39.3% | | 16.0% | 24.0% | 24.0% | 28.0% | 36.0% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 8.0 | 46.0 | 70.0 | 14.0 | 52.0 | 96.0 | 19.0 | 30.0 | 30.0 | 37.0 | 48.0 | |
| Actuated g/C Ratio | 0.05 | 0.31 | 0.47 | 0.09 | 0.35 | 0.64 | 0.13 | 0.20 | 0.20 | 0.25 | 0.32 | |
| v/c Ratio | 1.27 | 1.33 | 0.46 | 1.52 | 1.25 | 1.15 | 1.50 | 0.75 | 0.37 | 1.56 | 1.59 | |
| Control Delay | 238.0 | 197.6 | 18.5 | 307.0 | 158.5 | 106.8 | 291.7 | 64.2 | 7.9 | 293.4 | 307.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 238.0 | 197.6 | 18.5 | 307.0 | 158.5 | 106.8 | 291.7 | 64.2 | 7.9 | 293.4 | 307.2 | |
| LOS | F | F | B | F | F | F | F | E | A | F | F | |
| Approach Delay | | 165.9 | | | 150.4 | | | 127.2 | | | 299.0 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | ~143 | ~934 | 145 | ~329 | ~975 | ~1308 | ~425 | 251 | 0 | ~934 | ~1236 | |

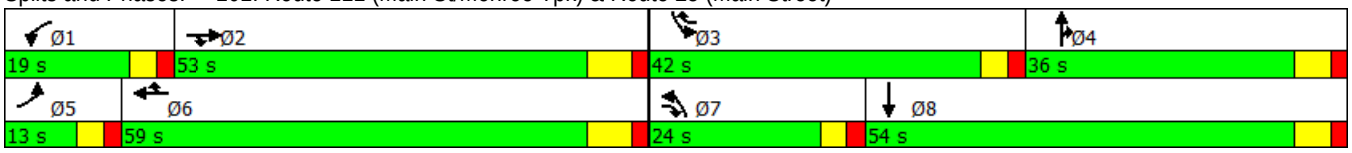
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #279 | #1075 | 233 | #507 | #1115 | #1578 | #585 | 301 | 44 | #936 | #1312 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 91 | 1049 | 784 | 159 | 1226 | 1000 | 209 | 684 | 435 | 846 | 560 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.27 | 1.33 | 0.46 | 1.52 | 1.25 | 1.15 | 1.50 | 0.75 | 0.37 | 1.56 | 1.59 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.59 | | | |
| Intersection Signal Delay: 192.2 | | Intersection LOS: F | |
| Intersection Capacity Utilization 123.2% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Future Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.992 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1848 | 0 | |
| Flt Permitted | 0.950 | | 0.034 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 61 | 1801 | 1848 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 52 | | | 7 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 125 | 150 | 179 | 1779 | 1772 | 109 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 125 | 150 | 179 | 1779 | 1881 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 16.0 | | 11.0 | 125.0 | 123.0 | | 9.0 |
| Total Split (%) | 10.7% | | 7.3% | 83.3% | 82.0% | | 6% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 12.0 | 23.0 | 128.0 | 119.3 | 117.3 | | |
| Actuated g/C Ratio | 0.08 | 0.15 | 0.85 | 0.80 | 0.78 | | |
| v/c Ratio | 0.92 | 0.54 | 1.39 | 1.24 | 1.30 | | |
| Control Delay | 125.2 | 45.8 | 247.1 | 134.5 | 151.4 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.4 | 0.1 | | |
| Total Delay | 125.2 | 45.8 | 247.1 | 134.9 | 151.5 | | |
| LOS | F | D | F | F | F | | |
| Approach Delay | 81.9 | | | 145.2 | 151.5 | | |
| Approach LOS | F | | | F | F | | |
| Queue Length 50th (ft) | 124 | 89 | ~182 | ~2156 | ~2356 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #210 | 140 | #345 | #2416 | m#288 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 136 | 278 | 129 | 1432 | 1446 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 51 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 151 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.92 | 0.54 | 1.39 | 1.39 | 1.35 | | |

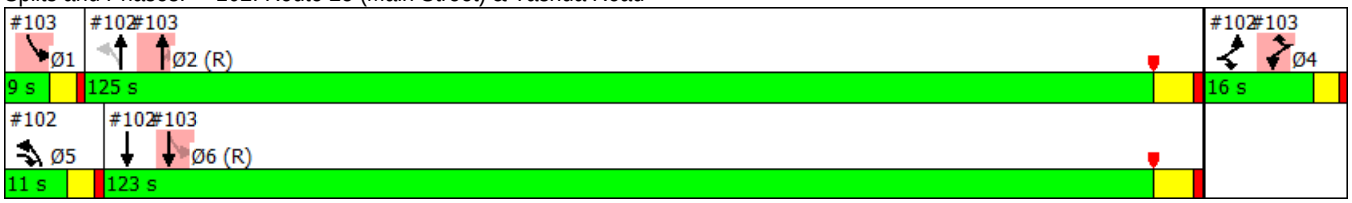
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 104 (69%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 143.8 | | Intersection LOS: F | |
| Intersection Capacity Utilization 118.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

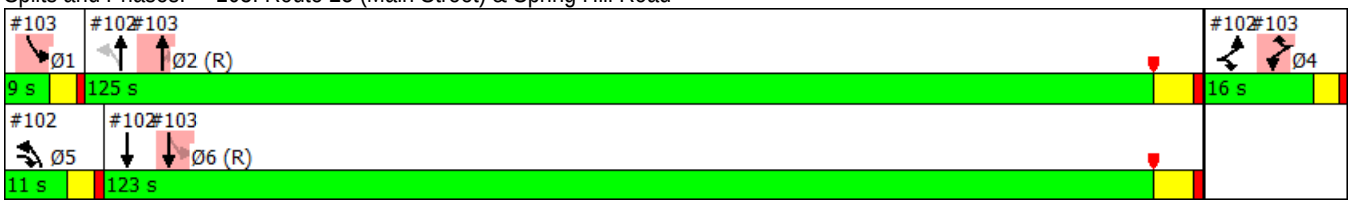


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Future Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1636 | 1516 | 1783 | 1516 | 1694 | 1783 | |
| Flt Permitted | 0.950 | | | | 0.034 | | |
| Satd. Flow (perm) | 1636 | 1516 | 1783 | 1516 | 61 | 1783 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 106 | | 67 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.99 | 0.99 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 163 | 163 | 1687 | 121 | 130 | 1739 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 1687 | 121 | 130 | 1739 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 16.0 | 16.0 | 125.0 | 125.0 | 9.0 | 123.0 | 11.0 |
| Total Split (%) | 10.7% | 10.7% | 83.3% | 83.3% | 6.0% | 82.0% | 7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 12.0 | 12.0 | 119.3 | 119.3 | 124.0 | 117.3 | |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.80 | 0.80 | 0.83 | 0.78 | |
| v/c Ratio | 1.25 | 0.75 | 1.19 | 0.10 | 1.25 | 1.25 | |
| Control Delay | 215.3 | 46.0 | 98.8 | 0.9 | 150.7 | 133.0 | |
| Queue Delay | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.2 | |
| Total Delay | 215.3 | 46.0 | 99.1 | 0.9 | 150.7 | 133.2 | |
| LOS | F | D | F | A | F | F | |
| Approach Delay | 130.7 | | 92.6 | | | 134.4 | |
| Approach LOS | F | | F | | | F | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~198 | 54 | ~1986 | 2 | ~108 | ~2121 | |
| Queue Length 95th (ft) | #299 | 109 | m331 | m1 | m#91 | m#1889 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 130 | 218 | 1418 | 1219 | 104 | 1394 | |
| Starvation Cap Reductn | 0 | 0 | 110 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 85 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.25 | 0.75 | 1.29 | 0.10 | 1.25 | 1.33 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 104 (69%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 115.2 | | Intersection LOS: F | |
| Intersection Capacity Utilization 113.2% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

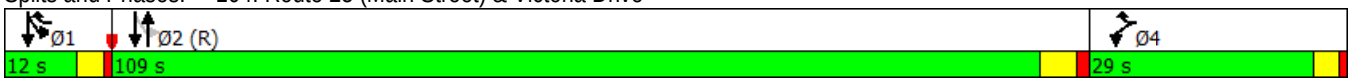


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Future Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 150 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.982 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1869 | 1725 | 3327 | 0 | 1752 | 1845 |
| Flt Permitted | 0.950 | | | | 0.067 | |
| Satd. Flow (perm) | 1869 | 1725 | 3327 | 0 | 124 | 1845 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 47 | 22 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.98 | 0.98 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 325 | 213 | 1612 | 214 | 151 | 1548 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 325 | 213 | 1826 | 0 | 151 | 1548 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 29.0 | | 109.0 | | 12.0 | |
| Total Split (%) | 19.3% | | 72.7% | | 8.0% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 25.0 | 36.9 | 103.6 | | 113.0 | 117.0 |
| Actuated g/C Ratio | 0.17 | 0.25 | 0.69 | | 0.75 | 0.78 |
| v/c Ratio | 1.05 | 0.46 | 0.79 | | 0.84 | 1.08 |
| Control Delay | 122.1 | 40.8 | 6.4 | | 38.6 | 49.5 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 122.1 | 40.8 | 6.4 | | 38.6 | 49.5 |
| LOS | F | D | A | | D | D |
| Approach Delay | 89.9 | | 6.4 | | | 48.5 |
| Approach LOS | F | | A | | | D |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~343 | 139 | 347 | | 53 | ~1715 |
| Queue Length 95th (ft) | #447 | 189 | m252 | | m32 | m712 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 150 | | | 250 | |
| Base Capacity (vph) | 311 | 460 | 2304 | | 180 | 1439 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 1.05 | 0.46 | 0.79 | | 0.84 | 1.08 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 39 (26%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.08 | | | |
| Intersection Signal Delay: 35.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 96.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

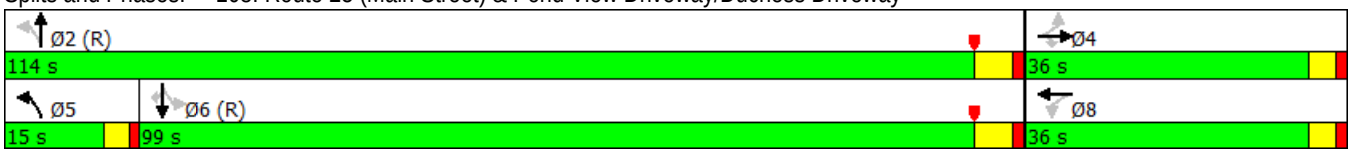


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Future Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.892 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.990 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1613 | 0 | 1620 | 3345 | 0 | 0 | 1764 | 1449 |
| Flt Permitted | | 0.741 | | | 0.715 | | 0.041 | | | | 0.947 | |
| Satd. Flow (perm) | 0 | 1309 | 1501 | 0 | 1165 | 0 | 70 | 3345 | 0 | 0 | 1672 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 168 | | 49 | | | 3 | | | | 172 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 174 | | | 143 | | | 1823 | | | 386 | |
| Travel Time (s) | | 4.7 | | | 3.9 | | | 31.1 | | | 6.6 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 373 | 0 | 346 | 5 | 0 | 20 | 231 | 1350 | 24 | 26 | 1355 | 341 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 373 | 346 | 0 | 25 | 0 | 231 | 1374 | 0 | 0 | 1381 | 341 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 36.0 | 36.0 | 36.0 | 36.0 | 36.0 | | 15.0 | 114.0 | | 99.0 | 99.0 | 99.0 |
| Total Split (%) | 24.0% | 24.0% | 24.0% | 24.0% | 24.0% | | 10.0% | 76.0% | | 66.0% | 66.0% | 66.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 31.5 | 31.5 | | 31.5 | | 110.0 | 108.3 | | | 93.3 | 93.3 |
| Actuated g/C Ratio | | 0.21 | 0.21 | | 0.21 | | 0.73 | 0.72 | | | 0.62 | 0.62 |
| v/c Ratio | | 1.36 | 0.77 | | 0.09 | | 1.40 | 0.57 | | | 1.33 | 0.35 |
| Control Delay | | 227.9 | 40.9 | | 3.1 | | 233.4 | 20.1 | | | 172.8 | 2.5 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 1.8 | 3.8 |
| Total Delay | | 227.9 | 40.9 | | 3.1 | | 233.4 | 20.1 | | | 174.6 | 6.2 |
| LOS | | F | D | | A | | F | C | | | F | A |
| Approach Delay | | 137.9 | | | 3.1 | | | 50.8 | | | 141.3 | |
| Approach LOS | | F | | | A | | | D | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | ~478 | 172 | | 0 | | ~255 | 536 | | | ~1769 | 47 |
| Queue Length 95th (ft) | | #634 | 266 | | 5 | | m#364 | 634 | | | m887 | m23 |
| Internal Link Dist (ft) | | 94 | | | 63 | | | 1743 | | | 306 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 274 | 447 | | 283 | | 165 | 2415 | | | 1039 | 966 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 295 | 526 |
| Spillback Cap Reductn | | 0 | 0 | | 2 | | 0 | 94 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.36 | 0.77 | | 0.09 | | 1.40 | 0.59 | | | 1.86 | 0.78 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 77 (51%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.40 | | | |
| Intersection Signal Delay: 104.2 | | Intersection LOS: F | |
| Intersection Capacity Utilization 144.6% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

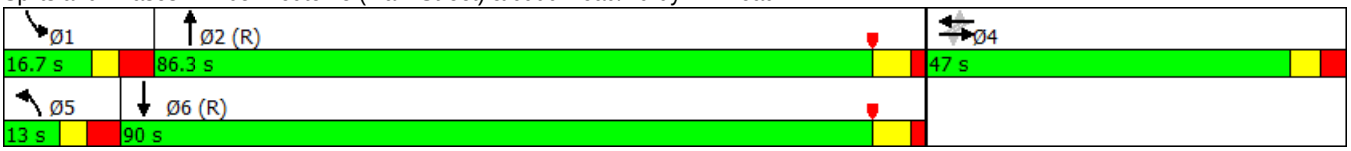


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Future Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.948 | | | 0.952 | | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1732 | 0 | 1678 | 1681 | 0 | 1620 | 3329 | 0 | 1620 | 1752 | 0 |
| Flt Permitted | 0.144 | | | 0.264 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 254 | 1732 | 0 | 466 | 1681 | 0 | 1620 | 3329 | 0 | 1620 | 1752 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 17 | | | | | | 6 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 386 | | | 459 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.6 | | | 7.8 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 135 | 236 | 124 | 204 | 301 | 140 | 83 | 1531 | 83 | 82 | 1398 | 82 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 135 | 360 | 0 | 204 | 441 | 0 | 83 | 1614 | 0 | 82 | 1480 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 47.0 | 47.0 | | 47.0 | 47.0 | | 13.0 | 86.3 | | 16.7 | 90.0 | |
| Total Split (%) | 31.3% | 31.3% | | 31.3% | 31.3% | | 8.7% | 57.5% | | 11.1% | 60.0% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 40.6 | 40.6 | | 40.6 | 40.6 | | 6.2 | 80.8 | | 9.4 | 84.0 | |
| Actuated g/C Ratio | 0.27 | 0.27 | | 0.27 | 0.27 | | 0.04 | 0.54 | | 0.06 | 0.56 | |
| v/c Ratio | 1.99 | 0.75 | | 1.62 | 0.97 | | 1.26 | 0.90 | | 0.81 | 1.51 | |
| Control Delay | 520.3 | 58.6 | | 346.9 | 89.3 | | 238.0 | 16.1 | | 88.8 | 261.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.8 | | 0.0 | 1.2 | |
| Total Delay | 520.3 | 58.6 | | 346.9 | 89.3 | | 238.0 | 18.9 | | 88.8 | 262.3 | |
| LOS | F | E | | F | F | | F | B | | F | F | |
| Approach Delay | | 184.5 | | | 170.8 | | | 29.6 | | | 253.2 | |
| Approach LOS | | F | | | F | | | C | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~204 | 310 | | ~286 | 430 | | ~101 | 264 | | 80 | ~2028 | |
| Queue Length 95th (ft) | #344 | 428 | | #454 | #652 | | m#182 | m285 | | m89 | m#2234 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 306 | | | 379 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 68 | 481 | | 126 | 454 | | 66 | 1795 | | 106 | 981 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 105 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 196 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.99 | 0.75 | | 1.62 | 0.97 | | 1.26 | 0.96 | | 0.77 | 1.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 39 (26%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.99 | | | |
| Intersection Signal Delay: 147.1 | | Intersection LOS: F | |
| Intersection Capacity Utilization 121.9% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 1711 | 1801 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.056 | | |
| Satd. Flow (perm) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 101 | 1801 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 325 | | | | 110 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 0 | 54 | 0 | 247 | 0 | 1141 | 11 | 406 | 1479 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 54 | 247 | 0 | 0 | 1141 | 11 | 406 | 1479 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 11.4 | 11.4 | | 9.0 | 98.0 | 98.0 | 31.0 | 120.0 | |
| Total Split (%) | 6.4% | 6.4% | | 7.6% | 7.6% | | 6.0% | 65.3% | 65.3% | 20.7% | 80.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 5.9 | 5.9 | | | 100.8 | 100.8 | 134.6 | 131.8 | |
| Actuated g/C Ratio | | | | 0.04 | 0.04 | | | 0.67 | 0.67 | 0.90 | 0.88 | |
| v/c Ratio | | | | 0.81 | 0.66 | | | 0.94 | 0.01 | 1.07 | 0.93 | |
| Control Delay | | | | 134.2 | 10.2 | | | 16.7 | 0.0 | 100.4 | 13.2 | |
| Queue Delay | | | | 0.0 | 3.8 | | | 1.1 | 0.0 | 0.0 | 5.0 | |
| Total Delay | | | | 134.2 | 14.0 | | | 17.8 | 0.0 | 100.4 | 18.2 | |
| LOS | | | | F | B | | | B | A | F | B | |
| Approach Delay | | | | | 35.6 | | | 17.7 | | | 35.9 | |
| Approach LOS | | | | | D | | | B | | | D | |
| Queue Length 50th (ft) | | | | 53 | 0 | | | 1142 | 0 | ~364 | 207 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | | | #139 | 12 | | | m#1244 | m0 | m#426 | m303 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 67 | 372 | | | 1210 | 1064 | 380 | 1582 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 77 | |
| Spillback Cap Reductn | | | | 0 | 64 | | | 15 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.81 | 0.80 | | | 0.95 | 0.01 | 1.07 | 0.98 | |

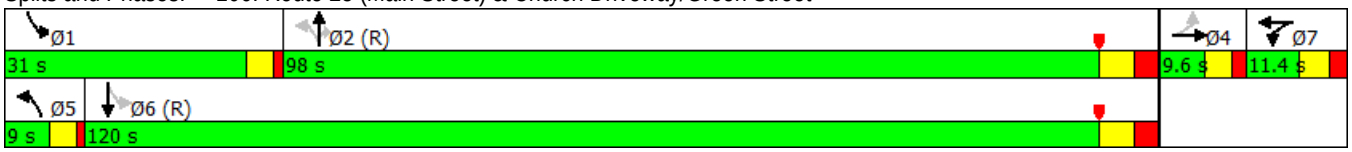
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 18 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.07 | | | |
| Intersection Signal Delay: 29.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 106.7% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Future Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.954 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.954 | | | | | 0.124 | | | | 0.725 | |
| Satd. Flow (perm) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 216 | 1801 | 0 | 0 | 2480 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 106 | | | | | | | | | 173 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 467 | 11 | 533 | 0 | 13 | 13 | 473 | 1560 | 0 | 11 | 1319 | 308 |
| Shared Lane Traffic (%) | 49% | | | | | | | | | | | |
| Lane Group Flow (vph) | 238 | 240 | 533 | 0 | 26 | 0 | 473 | 1560 | 0 | 0 | 1330 | 308 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 9.5 | 9.5 | | 25.0 | | | 90.5 | 90.5 | 25.0 |
| Total Split (%) | 16.7% | 16.7% | 16.7% | 6.3% | 6.3% | | 16.7% | | | 60.3% | 60.3% | 16.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 18.4 | 18.4 | 43.6 | | 5.0 | | 111.3 | 115.3 | | | 88.8 | 112.7 |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.29 | | 0.03 | | 0.74 | 0.77 | | | 0.59 | 0.75 |
| v/c Ratio | 1.20 | 1.20 | 1.02 | | 0.46 | | 1.31 | 1.13 | | | 0.91 | 0.26 |
| Control Delay | 180.3 | 181.5 | 84.1 | | 95.8 | | 188.0 | 81.4 | | | 37.9 | 3.2 |
| Queue Delay | 0.0 | 0.0 | 20.3 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 180.3 | 181.5 | 104.4 | | 95.8 | | 188.0 | 81.4 | | | 37.9 | 3.2 |
| LOS | F | F | F | | F | | F | F | | | D | A |
| Approach Delay | | 140.6 | | | 95.8 | | | 106.2 | | | 31.3 | |
| Approach LOS | | F | | | F | | | F | | | C | |
| Queue Length 50th (ft) | ~295 | ~298 | ~441 | | 26 | | ~479 | ~1801 | | | 618 | 36 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #483 | #488 | #501 | | 54 | | m#615 | m#2026 | | | #810 | 67 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 199 | 200 | 520 | | 57 | | 361 | 1384 | | | 1468 | 1192 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 28 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 1.20 | 1.20 | 1.08 | | 0.46 | | 1.31 | 1.13 | | | 0.91 | 0.26 |

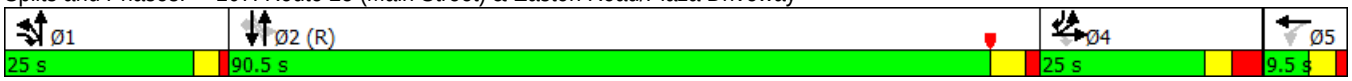
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.31 | | | |
| Intersection Signal Delay: 87.5 | | Intersection LOS: F | |
| Intersection Capacity Utilization 140.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Future Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.995 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 39 | 5 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 300 | 75 | 1485 | 52 | 12 | 1847 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 300 | 75 | 1537 | 0 | 12 | 1847 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 31.0 | 31.0 | 65.0 | | 9.0 | 74.0 |
| Total Split (%) | 29.5% | 29.5% | 61.9% | | 8.6% | 70.5% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 21.7 | 21.7 | 72.1 | | 5.0 | 73.9 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.69 | | 0.05 | 0.70 |
| v/c Ratio | 0.82 | 0.21 | 0.64 | | 0.15 | 0.74 |
| Control Delay | 57.5 | 18.9 | 12.1 | | 57.6 | 5.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 57.5 | 18.9 | 12.1 | | 57.6 | 5.4 |
| LOS | E | B | B | | E | A |
| Approach Delay | 49.8 | | 12.1 | | | 5.7 |
| Approach LOS | D | | B | | | A |
| Queue Length 50th (ft) | 193 | 20 | 254 | | 9 | 92 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 235 | 46 | 491 | | m10 | m122 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 463 | 443 | 2419 | | 81 | 2490 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 44 |
| Spillback Cap Reductn | 0 | 0 | 53 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.65 | 0.17 | 0.65 | | 0.15 | 0.76 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 34 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 12.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

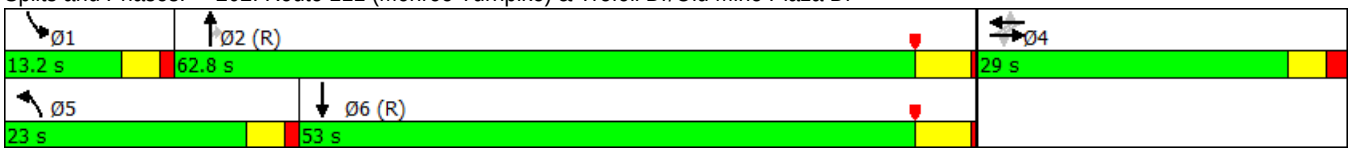
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Future Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.880 | | | | 0.850 | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1711 | 0 | 1770 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Flt Permitted | 0.639 | | | 0.206 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1190 | 1711 | 0 | 384 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 268 | | | 100 | | | | 93 | | 10 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 99 | 25 | 321 | 88 | 25 | 100 | 279 | 1372 | 93 | 58 | 1453 | 116 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 99 | 346 | 0 | 88 | 125 | 0 | 279 | 1372 | 93 | 58 | 1569 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 23.0 | 62.8 | 62.8 | 13.2 | 53.0 | |
| Total Split (%) | 27.6% | 27.6% | | 27.6% | 27.6% | | 21.9% | 59.8% | 59.8% | 12.6% | 50.5% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 23.3 | 23.3 | | 23.3 | 23.3 | | 18.5 | 62.2 | 62.2 | 7.5 | 49.4 | |
| Actuated g/C Ratio | 0.22 | 0.22 | | 0.22 | 0.22 | | 0.18 | 0.59 | 0.59 | 0.07 | 0.47 | |
| v/c Ratio | 0.38 | 0.59 | | 1.04 | 0.27 | | 0.93 | 0.65 | 0.10 | 0.46 | 0.95 | |
| Control Delay | 39.0 | 13.4 | | 150.9 | 11.5 | | 88.4 | 10.4 | 1.4 | 63.0 | 28.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 39.0 | 13.4 | | 150.9 | 11.5 | | 88.4 | 10.7 | 1.4 | 63.0 | 28.0 | |
| LOS | D | B | | F | B | | F | B | A | E | C | |
| Approach Delay | | 19.1 | | | 69.1 | | | 22.6 | | | 29.3 | |
| Approach LOS | | B | | | E | | | C | | | C | |
| Queue Length 50th (ft) | 56 | 43 | | 59 | 13 | | 182 | 153 | 0 | 41 | 236 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 95 | 94 | | #137 | 47 | | #326 | 155 | m9 | m72 | #624 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 274 | 600 | | 88 | 479 | | 307 | 2095 | 975 | 153 | 1653 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 212 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.36 | 0.58 | | 1.00 | 0.26 | | 0.91 | 0.73 | 0.10 | 0.38 | 0.95 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 26 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 27.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 89.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



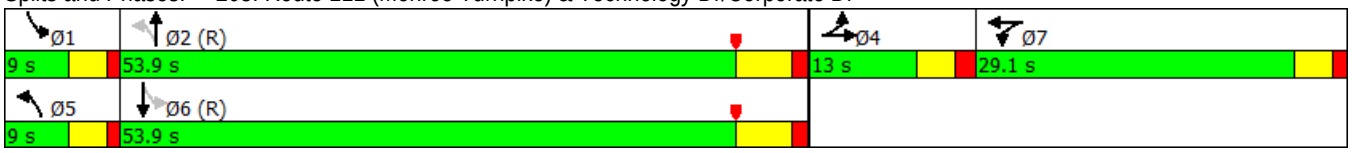
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Future Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.888 | | | 0.993 | | | 0.997 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 1711 | 3514 | 0 | 1711 | 3529 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.199 | | | 0.090 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 358 | 3514 | 0 | 162 | 3529 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 114 | | | 130 | | | 6 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 86 | 0 | 111 | 363 | 0 | 200 | 44 | 1330 | 66 | 33 | 1000 | 22 |
| Shared Lane Traffic (%) | 10% | | | 19% | | | | | | | | |
| Lane Group Flow (vph) | 77 | 120 | 0 | 294 | 269 | 0 | 44 | 1396 | 0 | 33 | 1022 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 13.0 | 13.0 | | 29.1 | 29.1 | | 9.0 | 53.9 | | 9.0 | 53.9 | |
| Total Split (%) | 12.4% | 12.4% | | 27.7% | 27.7% | | 8.6% | 51.3% | | 8.6% | 51.3% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 7.3 | 7.3 | | 21.6 | 21.6 | | 60.8 | 56.0 | | 60.8 | 56.0 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.21 | 0.21 | | 0.58 | 0.53 | | 0.58 | 0.53 | |
| v/c Ratio | 0.68 | 0.56 | | 0.88 | 0.67 | | 0.16 | 0.74 | | 0.20 | 0.54 | |
| Control Delay | 76.7 | 20.6 | | 67.1 | 27.7 | | 12.7 | 19.5 | | 9.5 | 14.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 76.7 | 20.6 | | 67.1 | 27.7 | | 12.7 | 19.5 | | 9.5 | 14.6 | |
| LOS | E | C | | E | C | | B | B | | A | B | |
| Approach Delay | | 42.5 | | | 48.3 | | | 19.3 | | | 14.5 | |
| Approach LOS | | D | | | D | | | B | | | B | |
| Queue Length 50th (ft) | 53 | 4 | | 198 | 87 | | 10 | 186 | | 7 | 235 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #96 | 48 | | 256 | 143 | | m25 | 350 | | 18 | 383 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 128 | 228 | | 385 | 442 | | 271 | 1876 | | 167 | 1883 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.53 | | 0.76 | 0.61 | | 0.16 | 0.74 | | 0.20 | 0.54 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 22 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 24.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 65.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

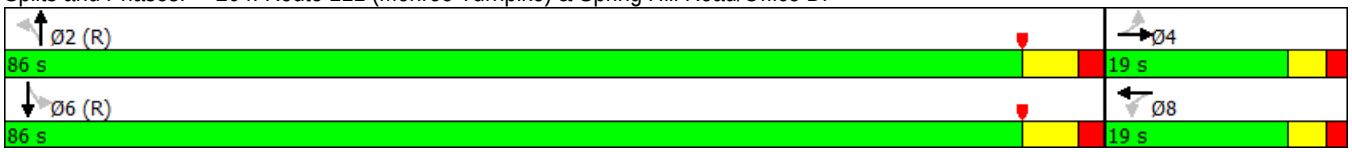


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Future Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.980 | | | | | | | | | 0.993 | |
| Flt Protected | | 0.959 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1925 | 0 | 0 | 3539 | 0 | 0 | 3514 | 0 |
| Flt Permitted | | 0.757 | | | | | | 0.946 | | | | |
| Satd. Flow (perm) | 0 | 1428 | 0 | 0 | 1925 | 0 | 0 | 3348 | 0 | 0 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 36 | | | | | | | | | 13 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 75 | 0 | 13 | 0 | 0 | 0 | 11 | 1633 | 0 | 0 | 945 | 44 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 1644 | 0 | 0 | 989 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 19.0 | 19.0 | | 19.0 | 19.0 | | 86.0 | 86.0 | | 86.0 | 86.0 | |
| Total Split (%) | 18.1% | 18.1% | | 18.1% | 18.1% | | 81.9% | 81.9% | | 81.9% | 81.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 9.3 | | | | | | 88.1 | | | 88.1 | |
| Actuated g/C Ratio | | 0.09 | | | | | | 0.84 | | | 0.84 | |
| v/c Ratio | | 0.55 | | | | | | 0.59 | | | 0.34 | |
| Control Delay | | 41.4 | | | | | | 2.9 | | | 3.2 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | 0.0 | |
| Total Delay | | 41.4 | | | | | | 2.9 | | | 3.3 | |
| LOS | | D | | | | | | A | | | A | |
| Approach Delay | | 41.4 | | | | | | 2.9 | | | 3.3 | |
| Approach LOS | | D | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 34 | | | | | | 10 | | | 79 | |
| Queue Length 95th (ft) | | 68 | | | | | | 23 | | | m113 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 225 | | | | | | 2809 | | | 2951 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 433 | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.39 | | | | | | 0.59 | | | 0.39 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 92 (88%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 4.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



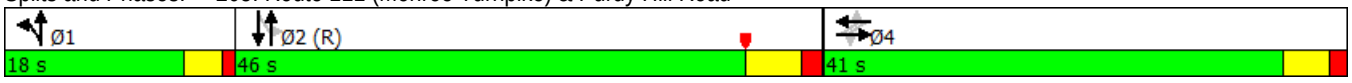
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Future Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.942 | | | 0.932 | | | 0.966 | | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1755 | 0 | 1770 | 1736 | 0 | 1711 | 3419 | 0 | 1711 | 3500 | 0 |
| Flt Permitted | 0.486 | | | 0.323 | | | 0.950 | | | 0.117 | | |
| Satd. Flow (perm) | 905 | 1755 | 0 | 602 | 1736 | 0 | 1711 | 3419 | 0 | 211 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 33 | | | 43 | | | 59 | | | 9 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 145 | 229 | 145 | 195 | 138 | 115 | 213 | 1169 | 337 | 58 | 709 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 145 | 374 | 0 | 195 | 253 | 0 | 213 | 1506 | 0 | 58 | 767 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 41.0 | 41.0 | | 41.0 | 41.0 | | 18.0 | | | 46.0 | 46.0 | |
| Total Split (%) | 39.0% | 39.0% | | 39.0% | 39.0% | | 17.1% | | | 43.8% | 43.8% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 33.8 | 33.8 | | 33.8 | 33.8 | | 14.0 | 62.1 | | 42.0 | 42.0 | |
| Actuated g/C Ratio | 0.32 | 0.32 | | 0.32 | 0.32 | | 0.13 | 0.59 | | 0.40 | 0.40 | |
| v/c Ratio | 0.50 | 0.64 | | 1.01 | 0.43 | | 0.93 | 0.74 | | 0.69 | 0.55 | |
| Control Delay | 34.7 | 32.6 | | 103.9 | 24.9 | | 93.2 | 6.3 | | 61.4 | 19.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | 34.7 | 32.6 | | 103.9 | 24.9 | | 93.2 | 6.5 | | 61.4 | 19.3 | |
| LOS | C | C | | F | C | | F | A | | E | B | |
| Approach Delay | | 33.2 | | | 59.3 | | | 17.3 | | | 22.3 | |
| Approach LOS | | C | | | E | | | B | | | C | |
| Queue Length 50th (ft) | 76 | 188 | | 127 | 106 | | 129 | 56 | | 32 | 188 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 125 | 256 | | #258 | 168 | | #279 | 76 | | m#80 | 227 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 309 | 621 | | 205 | 621 | | 228 | 2045 | | 84 | 1404 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 99 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.47 | 0.60 | | 0.95 | 0.41 | | 0.93 | 0.77 | | 0.69 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 75 (71%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 26.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 94.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



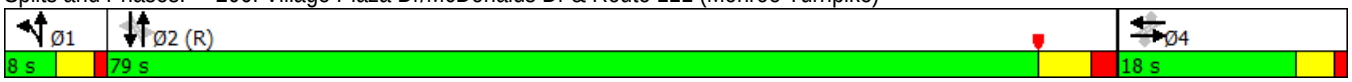
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Future Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.992 | |
| Flt Protected | | 0.958 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1531 | 0 | 1947 | 1689 | 1711 | 1792 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | | 0.719 | | | 0.619 | | 0.279 | | | 0.158 | | |
| Satd. Flow (perm) | 0 | 1295 | 1531 | 0 | 1268 | 1689 | 502 | 1792 | 0 | 275 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 76 | | | 76 | | 6 | | | 6 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 86 | 12 | 74 | 47 | 0 | 71 | 83 | 1125 | 42 | 54 | 753 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 98 | 74 | 0 | 47 | 71 | 83 | 1167 | 0 | 54 | 796 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 18.0 | 8.0 | | | 79.0 | 79.0 | |
| Total Split (%) | 17.1% | 17.1% | 17.1% | 17.1% | 17.1% | 17.1% | 7.6% | | | 75.2% | 75.2% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 11.8 | 11.8 | | 11.8 | 11.8 | 81.1 | 85.1 | | 74.8 | 74.8 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.77 | 0.81 | | 0.71 | 0.71 | |
| v/c Ratio | | 0.67 | 0.31 | | 0.33 | 0.28 | 0.19 | 0.80 | | 0.28 | 0.63 | |
| Control Delay | | 66.9 | 13.0 | | 48.6 | 11.7 | 2.4 | 8.3 | | 5.6 | 5.1 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 66.9 | 13.0 | | 48.6 | 11.7 | 2.4 | 8.3 | | 5.6 | 5.1 | |
| LOS | | E | B | | D | B | A | A | | A | A | |
| Approach Delay | | 43.7 | | | 26.4 | | | 7.9 | | | 5.1 | |
| Approach LOS | | D | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 64 | 0 | | 29 | 0 | 4 | 165 | | 7 | 110 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | 105 | 31 | | 61 | 32 | m11 | 185 | | m8 | m101 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 171 | 268 | | 167 | 289 | 433 | 1452 | | 195 | 1273 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.57 | 0.28 | | 0.28 | 0.25 | 0.19 | 0.80 | | 0.28 | 0.63 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 34 (32%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 10.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 84.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Future Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.969 | | | 0.982 | |
| Flt Protected | | 0.982 | | | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1646 | 1425 | 0 | 1777 | 1478 | 1711 | 1745 | 0 | 1652 | 1829 | 0 |
| Flt Permitted | | 0.505 | | | 0.647 | | 0.166 | | | 0.085 | | |
| Satd. Flow (perm) | 0 | 847 | 1425 | 0 | 1165 | 1478 | 299 | 1745 | 0 | 148 | 1829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 296 | | | 141 | | 18 | | | 8 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 111 | 185 | 309 | 88 | 242 | 143 | 233 | 756 | 200 | 101 | 573 | 79 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 296 | 309 | 0 | 330 | 143 | 233 | 956 | 0 | 101 | 652 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 38.0 | 38.0 | 38.0 | 38.0 | 38.0 | 9.2 | 14.0 | 57.8 | | 9.2 | 53.0 | |
| Total Split (%) | 36.2% | 36.2% | 36.2% | 36.2% | 36.2% | 8.8% | 13.3% | 55.0% | | 8.8% | 50.5% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 33.1 | 33.1 | | 33.1 | 43.0 | 62.5 | 51.2 | | 54.2 | 46.8 | |
| Actuated g/C Ratio | | 0.32 | 0.32 | | 0.32 | 0.41 | 0.60 | 0.49 | | 0.52 | 0.45 | |
| v/c Ratio | | 1.11 | 0.47 | | 0.90 | 0.21 | 0.77 | 1.11 | | 0.68 | 0.80 | |
| Control Delay | | 123.0 | 6.5 | | 63.3 | 4.3 | 25.0 | 91.0 | | 42.1 | 28.3 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | | 123.0 | 6.5 | | 63.3 | 4.3 | 25.0 | 91.2 | | 42.1 | 28.3 | |
| LOS | | F | A | | E | A | C | F | | D | C | |
| Approach Delay | | 63.5 | | | 45.4 | | | 78.2 | | | 30.1 | |
| Approach LOS | | E | | | D | | | E | | | C | |
| Queue Length 50th (ft) | | ~228 | 6 | | 211 | 1 | 71 | ~745 | | 24 | 317 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #338 | 45 | | #381 | 38 | m108 | #980 | | #92 | 341 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 267 | 651 | | 367 | 688 | 310 | 860 | | 148 | 819 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 2 | 0 | 26 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.11 | 0.47 | | 0.90 | 0.21 | 0.75 | 1.15 | | 0.68 | 0.80 | |

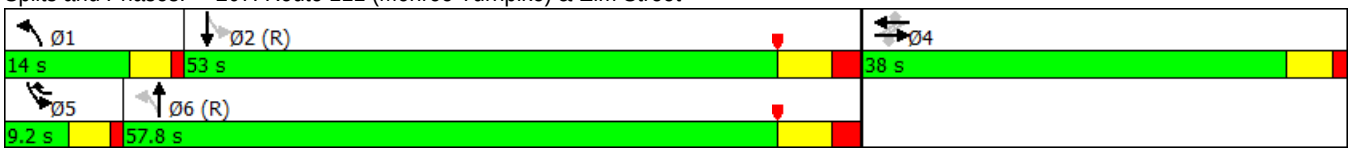
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 91 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 110 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.11 | | | |
| Intersection Signal Delay: 58.1 | | Intersection LOS: E | |
| Intersection Capacity Utilization 97.8% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



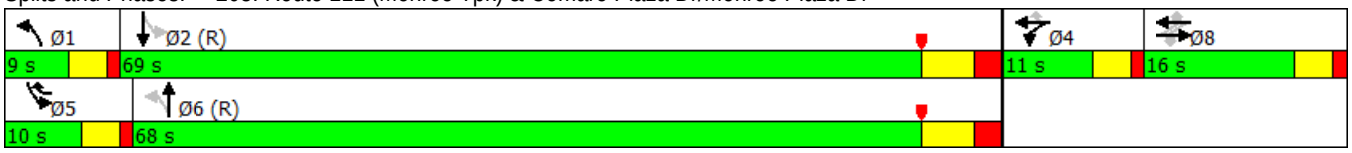
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Future Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.959 | | | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1727 | 1583 | 0 | 1664 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.677 | | | 0.692 | | 0.375 | | | 0.201 | | |
| Satd. Flow (perm) | 0 | 1219 | 1583 | 0 | 1203 | 1531 | 652 | 1797 | 0 | 349 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | | 170 | | 1 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 65 | 11 | 65 | 106 | 11 | 170 | 43 | 796 | 11 | 102 | 568 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 76 | 65 | 0 | 117 | 170 | 43 | 807 | 0 | 102 | 591 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 16.0 | 16.0 | 16.0 | 11.0 | | 10.0 | 9.0 | 68.0 | | 10.0 | 69.0 | |
| Total Split (%) | 15.2% | 15.2% | 15.2% | 10.5% | | 9.5% | 8.6% | 64.8% | | 9.5% | 65.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.7 | 9.7 | | 16.9 | 30.6 | 71.4 | 64.0 | | 74.3 | 68.3 | |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.16 | 0.29 | 0.68 | 0.61 | | 0.71 | 0.65 | |
| v/c Ratio | | 0.68 | 0.26 | | 0.52 | 0.30 | 0.09 | 0.74 | | 0.32 | 0.51 | |
| Control Delay | | 74.6 | 3.5 | | 45.2 | 5.6 | 3.1 | 11.4 | | 6.9 | 10.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 1.0 | | 0.0 | 0.6 | |
| Total Delay | | 74.6 | 3.5 | | 45.2 | 5.6 | 3.1 | 12.4 | | 6.9 | 11.3 | |
| LOS | | E | A | | D | A | A | B | | A | B | |
| Approach Delay | | 41.8 | | | 21.8 | | | 11.9 | | | 10.7 | |
| Approach LOS | | D | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 50 | 0 | | 67 | 0 | 5 | 187 | | 16 | 179 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #107 | 7 | | 119 | 47 | m4 | m129 | | m36 | 297 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 135 | 281 | | 248 | 570 | 491 | 1095 | | 321 | 1165 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 86 | | 0 | 246 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 10 | 0 | 107 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.56 | 0.23 | | 0.47 | 0.30 | 0.09 | 0.82 | | 0.32 | 0.64 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 11 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.74 | | | |
| Intersection Signal Delay: 15.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Future Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.939 | | | 0.936 | | | 0.978 | | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1691 | 0 | 1770 | 1744 | 0 | 1652 | 1761 | 0 | 1652 | 1723 | 0 |
| Flt Permitted | 0.616 | | | 0.508 | | | 0.283 | | | 0.084 | | |
| Satd. Flow (perm) | 1071 | 1691 | 0 | 946 | 1744 | 0 | 492 | 1761 | 0 | 146 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | 38 | | | 14 | | | 32 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 341 | 143 | 99 | 120 | 96 | 72 | 63 | 811 | 137 | 77 | 462 | 187 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 341 | 242 | 0 | 120 | 168 | 0 | 63 | 948 | 0 | 77 | 649 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 39.0 | 39.0 | | 39.0 | 39.0 | | 66.0 | 66.0 | | 66.0 | 66.0 | |
| Total Split (%) | 37.1% | 37.1% | | 37.1% | 37.1% | | 62.9% | 62.9% | | 62.9% | 62.9% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 33.4 | 33.4 | | 33.4 | 33.4 | | 60.0 | 60.0 | | 60.0 | 60.0 | |
| Actuated g/C Ratio | 0.32 | 0.32 | | 0.32 | 0.32 | | 0.57 | 0.57 | | 0.57 | 0.57 | |
| v/c Ratio | 1.00 | 0.43 | | 0.40 | 0.29 | | 0.22 | 0.94 | | 0.93 | 0.65 | |
| Control Delay | 86.9 | 26.9 | | 32.9 | 22.2 | | 9.9 | 28.2 | | 97.0 | 11.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.6 | | 0.0 | 0.1 | |
| Total Delay | 86.9 | 26.9 | | 32.9 | 22.2 | | 9.9 | 29.8 | | 97.0 | 11.2 | |
| LOS | F | C | | C | C | | A | C | | F | B | |
| Approach Delay | | 62.0 | | | 26.7 | | | 28.6 | | | 20.3 | |
| Approach LOS | | E | | | C | | | C | | | C | |
| Queue Length 50th (ft) | ~228 | 108 | | 63 | 64 | | 6 | 285 | | 44 | 98 | |

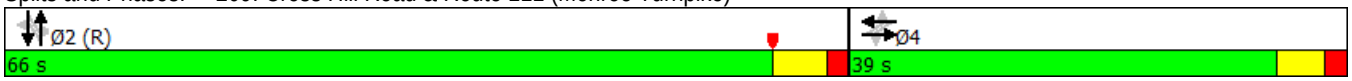
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #416 | 181 | | 107 | 107 | | m26 | #850 | | m#145 | 155 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 340 | 561 | | 300 | 580 | | 281 | 1012 | | 83 | 998 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 18 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 27 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.00 | 0.43 | | 0.40 | 0.29 | | 0.22 | 0.95 | | 0.93 | 0.67 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 97.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



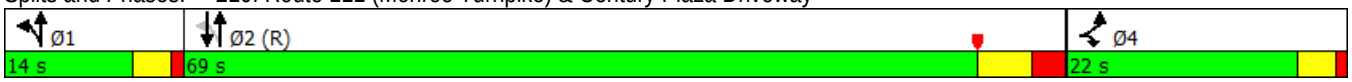
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Future Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.984 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1772 | 0 |
| Flt Permitted | 0.950 | | 0.350 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 630 | 1801 | 1772 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 163 | | | 11 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Adj. Flow (vph) | 163 | 163 | 202 | 1011 | 558 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 202 | 1011 | 632 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 22.0 | 22.0 | 14.0 | | 69.0 | |
| Total Split (%) | 21.0% | 21.0% | 13.3% | | 65.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 13.9 | 13.9 | 79.1 | 83.1 | 69.5 | |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.75 | 0.79 | 0.66 | |
| v/c Ratio | 0.72 | 0.47 | 0.37 | 0.71 | 0.54 | |
| Control Delay | 61.3 | 10.8 | 3.5 | 6.2 | 12.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | |
| Total Delay | 61.3 | 10.8 | 3.5 | 6.4 | 12.2 | |
| LOS | E | B | A | A | B | |
| Approach Delay | 36.1 | | | 5.9 | 12.2 | |
| Approach LOS | D | | | A | B | |
| Queue Length 50th (ft) | 106 | 0 | 18 | 198 | 197 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 149 | 39 | m30 | m334 | 351 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 293 | 406 | 595 | 1425 | 1176 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 71 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.56 | 0.40 | 0.34 | 0.75 | 0.54 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.72 | | | |
| Intersection Signal Delay: 12.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5360 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1716 | 42 | 0 | 1564 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1758 | 0 | 0 | 1564 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 91.5% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| 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 | 80 | 80 | 95 | 95 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1716 | 42 | 0 | 1564 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3301 | 1737 | 0 | 0 | 1758 | 0 |
| Stage 1 | 1737 | - | - | - | - | - |
| Stage 2 | 1564 | - | - | - | - | - |
| Critical Hdwy | 7.13 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 6.13 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.13 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 5 | 108 | - | - | 353 | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 5 | 108 | - | - | 353 | - |
| Mov Cap-2 Maneuver | 5 | - | - | - | - | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 353 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 440 | 100 | 40 | 40 | 20 | 220 |
| Future Volume (vph) | 440 | 100 | 40 | 40 | 20 | 220 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.932 | | 0.876 | |
| Flt Protected | | 0.961 | | | 0.996 | |
| Satd. Flow (prot) | 0 | 1756 | 1646 | 0 | 1541 | 0 |
| Flt Permitted | | 0.961 | | | 0.996 | |
| Satd. Flow (perm) | 0 | 1756 | 1646 | 0 | 1541 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 506 | 115 | 50 | 50 | 25 | 275 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 621 | 100 | 0 | 300 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 57.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 440 | 100 | 40 | 40 | 20 | 220 |
| Future Vol, veh/h | 440 | 100 | 40 | 40 | 20 | 220 |
| 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 | 87 | 87 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 506 | 115 | 50 | 50 | 25 | 275 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 100 | 0 | - | 0 | 1201 | 75 |
| Stage 1 | - | - | - | - | 75 | - |
| Stage 2 | - | - | - | - | 1126 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1480 | - | - | - | 202 | 981 |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 307 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1480 | - | - | - | 128 | 981 |
| Mov Cap-2 Maneuver | - | - | - | - | 128 | - |
| Stage 1 | - | - | - | - | 943 | - |
| Stage 2 | - | - | - | - | 195 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 7.1 | 0 | 15.8 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1480 | - | - | - | 631 |
| HCM Lane V/C Ratio | 0.342 | - | - | - | 0.475 |
| HCM Control Delay (s) | 8.7 | 0 | - | - | 15.8 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 1.5 | - | - | - | 2.6 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Future Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.992 | | | 0.945 | | | 0.995 | | | 0.961 | |
| Flt Protected | | 0.975 | | | 0.998 | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 0 | 1742 | 0 | 0 | 1757 | 0 | 0 | 1719 | 0 | 0 | 1769 | 0 |
| Flt Permitted | | 0.975 | | | 0.998 | | | 0.994 | | | 0.988 | |
| Satd. Flow (perm) | 0 | 1742 | 0 | 0 | 1757 | 0 | 0 | 1719 | 0 | 0 | 1769 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 301 | 253 | 36 | 12 | 214 | 155 | 38 | 288 | 13 | 105 | 200 | 126 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 590 | 0 | 0 | 381 | 0 | 0 | 339 | 0 | 0 | 431 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 95.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 147.2 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 250 | 210 | 30 | 0 | 10 | 180 | 130 | 0 | 30 | 230 | 10 |
| Future Vol, veh/h | 0 | 250 | 210 | 30 | 0 | 10 | 180 | 130 | 0 | 30 | 230 | 10 |
| Peak Hour Factor | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 301 | 253 | 36 | 0 | 12 | 214 | 155 | 0 | 38 | 288 | 13 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 271.9 | 74.2 | 61.6 |
| HCM LOS | F | F | F |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 51% | 3% | 24% |
| Vol Thru, % | 85% | 43% | 56% | 46% |
| Vol Right, % | 4% | 6% | 41% | 29% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 270 | 490 | 320 | 410 |
| LT Vol | 30 | 250 | 10 | 100 |
| Through Vol | 230 | 210 | 180 | 190 |
| RT Vol | 10 | 30 | 130 | 120 |
| Lane Flow Rate | 338 | 590 | 381 | 432 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.89 | 1.519 | 0.961 | 1.087 |
| Departure Headway (Hd) | 11.387 | 9.729 | 10.873 | 10.602 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 321 | 378 | 335 | 345 |
| Service Time | 9.387 | 7.729 | 8.873 | 8.602 |
| HCM Lane V/C Ratio | 1.053 | 1.561 | 1.137 | 1.252 |
| HCM Control Delay | 61.6 | 271.9 | 74.2 | 107.8 |
| HCM Lane LOS | F | F | F | F |
| HCM 95th-tile Q | 8.3 | 30.8 | 10.1 | 13.8 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 100 | 190 | 120 |
| Future Vol, veh/h | 0 | 100 | 190 | 120 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 105 | 200 | 126 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 107.8 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Future Volume (vph) | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.998 | | | |
| Flt Protected | 0.976 | | | | | 0.999 |
| Satd. Flow (prot) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Flt Permitted | 0.976 | | | | | 0.999 |
| Satd. Flow (perm) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.91 | 0.91 |
| Adj. Flow (vph) | 13 | 13 | 1837 | 23 | 22 | 1978 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1860 | 0 | 0 | 2000 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1580 | 20 | 20 | 1800 |
| Future Vol, veh/h | 10 | 10 | 1580 | 20 | 20 | 1800 |
| 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 | 80 | 80 | 86 | 86 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1837 | 23 | 22 | 1978 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2882 | 930 | 0 | 0 | 1860 | 0 |
| Stage 1 | 1849 | - | - | - | - | - |
| Stage 2 | 1033 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 13 | 269 | - | - | 321 | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 304 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 13 | 269 | - | - | 321 | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 110 | - | - | - | - | - |
| Stage 2 | 304 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 403.6 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 25 | 321 | - |
| HCM Lane V/C Ratio | - | - | 1 | 0.068 | - |
| HCM Control Delay (s) | - | - | $ 403.6 | 17 | 0 |
| HCM Lane LOS | - | - | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 3.1 | 0.2 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Future Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.85 | 0.85 | 0.94 | 0.94 |
| Adj. Flow (vph) | 76 | 130 | 200 | 1671 | 1809 | 117 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 76 | 130 | 200 | 1671 | 1926 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 255.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Future Vol, veh/h | 70 | 120 | 170 | 1420 | 1700 | 110 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 85 | 85 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 130 | 200 | 1671 | 1809 | 117 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3102 | 963 | 1926 | 0 | - | 0 |
| Stage 1 | 1867 | - | - | - | - | - |
| Stage 2 | 1235 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 9 | 256 | 302 | - | - | - |
| Stage 1 | 108 | - | - | - | - | - |
| Stage 2 | 238 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 3 | 256 | 302 | - | - | - |
| Mov Cap-2 Maneuver | ~ 3 | - | - | - | - | - |
| Stage 1 | 108 | - | - | - | - | - |
| Stage 2 | 80 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 4920.9 | 4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 302 | - | 3 | 256 | - | - |
| HCM Lane V/C Ratio | 0.662 | - | 25.362 | 0.51 | - | - |
| HCM Control Delay (s) | 37.5 | $ | 13300.4 | 32.8 | - | - |
| HCM Lane LOS | E | - | F | D | - | - |
| HCM 95th %tile Q(veh) | 4.4 | - | 11.6 | 2.7 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.998 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.87 | 0.87 | 0.93 | 0.93 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1713 | 1925 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1713 | 1947 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| 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 | 80 | 80 | 87 | 87 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1713 | 1925 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 973 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 252 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 252 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20.9 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 252 | - | - |
| HCM Lane V/C Ratio | - | 0.099 | - | - |
| HCM Control Delay (s) | - | 20.9 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.865 | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 13 | 0 | 1536 | 2118 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 0 | 0 | 1536 | 2130 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| 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 | 80 | 80 | 97 | 97 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 0 | 1536 | 2118 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2892 | 1065 | 2129 | 0 | - | 0 |
| Stage 1 | 2124 | - | - | - | - | - |
| Stage 2 | 768 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 252 | - | 219 | - | - |
| HCM Lane V/C Ratio | - | - | 0.057 | - | - |
| HCM Control Delay (s) | 0 | - | 22.4 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.946 | | | | 0.997 | |
| Flt Protected | 0.971 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Flt Permitted | 0.971 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.92 | 0.92 | 0.89 | 0.89 |
| Adj. Flow (vph) | 43 | 29 | 11 | 1239 | 888 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 72 | 0 | 0 | 1250 | 910 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 78.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| 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 | 69 | 69 | 92 | 92 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 29 | 11 | 1239 | 888 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2160 | 899 | 910 | 0 | - | 0 |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 1261 | - | - | - | - | - |
| 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 | 52 | 338 | 748 | - | - | - |
| Stage 1 | 397 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 50 | 338 | 748 | - | - | - |
| Mov Cap-2 Maneuver | 50 | - | - | - | - | - |
| Stage 1 | 397 | - | - | - | - | - |
| Stage 2 | 254 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 184.8 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 748 | - | 76 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.953 | - | - |
| HCM Control Delay (s) | 9.9 | 0 | 184.8 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 5 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 71.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 31 | 0 | 1315 | 888 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2203 | 888 | - | 0 | - | 0 |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 1315 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 49 | 343 | 0 | - | - | - |
| Stage 1 | 402 | - | 0 | - | - | - |
| Stage 2 | 251 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 49 | 343 | - | - | - | - |
| Mov Cap-2 Maneuver | 49 | - | - | - | - | - |
| Stage 1 | 402 | - | - | - | - | - |
| Stage 2 | 251 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 89 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 49 | 343 | - | - |
| HCM Lane V/C Ratio | - | 0.628 | 0.09 | - | - |
| HCM Control Delay (s) | - | 161.4 | 16.5 | - | - |
| HCM Lane LOS | - | F | C | - | - |
| HCM 95th %tile Q(veh) | - | 2.4 | 0.3 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.995 | | | 0.998 | |
| Flt Protected | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Flt Permitted | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 25 | 63 | 0 | 1368 | 0 | 0 | 870 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 72.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 87 | 87 | 87 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2231 | 2236 | 1345 | 848 | 0 | 0 | 1368 | 0 | 0 |
| Stage 1 | 1345 | 1345 | - | - | - | - | - | - | - |
| Stage 2 | 886 | 891 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 47 | 42 | 185 | 790 | - | - | 502 | - | - |
| Stage 1 | 243 | 220 | - | - | - | - | - | - | - |
| Stage 2 | 403 | 361 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 43 | 0 | 185 | 790 | - | - | 502 | - | - |
| Mov Cap-2 Maneuver | 43 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 243 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 370 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 72.9 | 0 | 0.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 790 | - | - | 43 | 185 | 502 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.581 | 0.338 | 0.043 | - | - |
| HCM Control Delay (s) | 0 | - | - | 170 | 34.1 | 12.5 | 0 | - |
| HCM Lane LOS | A | - | - | F | D | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.1 | 1.4 | 0.1 | - | - |

# APPENDIX L3
# CAPACITY ANALYSES

2040 Background-Optimized Conditions
Saturday Midday Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Future Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 99 | | | 58 | | | 138 | | 12 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 512 | 186 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 698 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 19.0 | 56.0 | | 14.0 | 51.0 | | 30.0 | 33.0 | 33.0 | 47.0 | 50.0 | |
| Total Split (%) | 12.7% | 37.3% | | 9.3% | 34.0% | | 20.0% | 22.0% | 22.0% | 31.3% | 33.3% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 14.0 | 49.0 | 79.0 | 9.0 | 44.0 | 92.5 | 25.0 | 27.5 | 27.5 | 41.5 | 44.0 | |
| Actuated g/C Ratio | 0.09 | 0.33 | 0.53 | 0.06 | 0.29 | 0.62 | 0.17 | 0.18 | 0.18 | 0.28 | 0.29 | |
| v/c Ratio | 1.31 | 1.18 | 0.48 | 1.26 | 1.12 | 0.82 | 1.25 | 0.83 | 0.38 | 0.97 | 1.36 | |
| Control Delay | 228.8 | 134.7 | 18.6 | 229.4 | 114.3 | 29.4 | 188.6 | 71.6 | 12.4 | 75.5 | 212.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 228.8 | 134.7 | 18.6 | 229.4 | 114.3 | 29.4 | 188.6 | 71.6 | 12.4 | 75.5 | 212.0 | |
| LOS | F | F | B | F | F | C | F | E | B | E | F | |
| Approach Delay | | 120.5 | | | 89.0 | | | 102.8 | | | 134.4 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | ~262 | ~811 | 184 | ~158 | ~685 | 540 | ~419 | 262 | 7 | 458 | ~889 | |

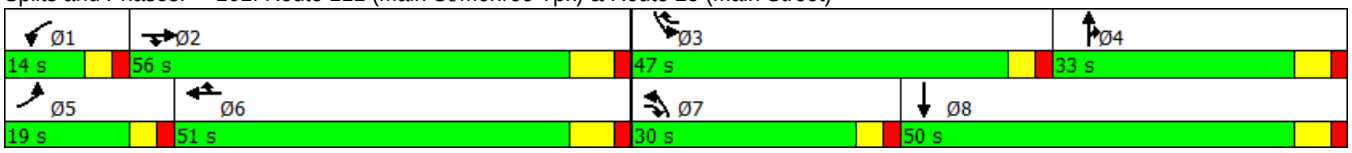
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #432 | #952 | 275 | #300 | #825 | 762 | #621 | #349 | 71 | #543 | #1064 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 159 | 1117 | 853 | 102 | 1038 | 971 | 275 | 626 | 383 | 961 | 515 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.31 | 1.18 | 0.48 | 1.26 | 1.12 | 0.82 | 1.25 | 0.83 | 0.38 | 0.96 | 1.36 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.36 | | | |
| Intersection Signal Delay: 111.3 | | Intersection LOS: F | |
| Intersection Capacity Utilization 110.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



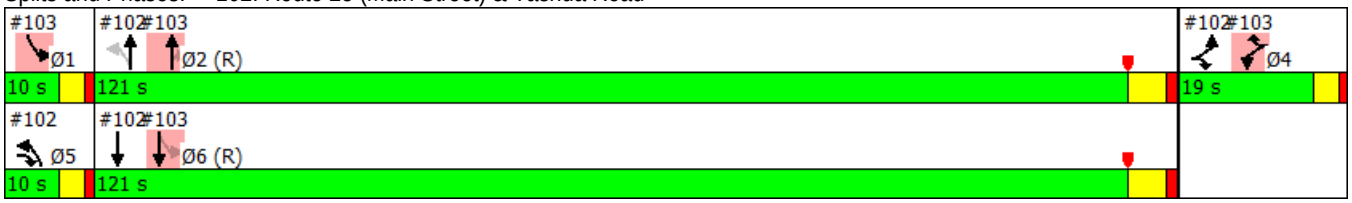
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Future Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.987 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1839 | 0 | |
| Flt Permitted | 0.950 | | 0.035 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 63 | 1801 | 1839 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 54 | | | 11 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 157 | 202 | 163 | 1598 | 1725 | 187 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 157 | 202 | 163 | 1598 | 1912 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 19.0 | | 10.0 | 121.0 | 121.0 | | 10.0 |
| Total Split (%) | 12.7% | | 6.7% | 80.7% | 80.7% | | 7% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 15.0 | 25.0 | 123.0 | 115.3 | 115.3 | | |
| Actuated g/C Ratio | 0.10 | 0.17 | 0.82 | 0.77 | 0.77 | | |
| v/c Ratio | 0.92 | 0.67 | 1.39 | 1.15 | 1.35 | | |
| Control Delay | 115.9 | 54.8 | 251.2 | 98.1 | 175.4 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | | |
| Total Delay | 115.9 | 54.8 | 251.2 | 98.6 | 175.5 | | |
| LOS | F | D | F | F | F | | |
| Approach Delay | 81.5 | | | 112.7 | 175.5 | | |
| Approach LOS | F | | | F | F | | |
| Queue Length 50th (ft) | 155 | 138 | ~161 | ~1837 | ~2447 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #293 | 228 | #318 | #2101 | m#1753 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 171 | 300 | 117 | 1384 | 1416 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 10 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 162 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.92 | 0.67 | 1.39 | 1.31 | 1.36 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 108 (72%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 139.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 120.4% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Future Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1531 | 1801 | 1531 | 1711 | 1801 | |
| Flt Permitted | 0.950 | | | | 0.035 | | |
| Satd. Flow (perm) | 1652 | 1531 | 1801 | 1531 | 63 | 1801 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 123 | | 98 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 226 | 183 | 1565 | 185 | 152 | 1663 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 226 | 183 | 1565 | 185 | 152 | 1663 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 19.0 | 19.0 | 121.0 | 121.0 | 10.0 | 121.0 | 10.0 |
| Total Split (%) | 12.7% | 12.7% | 80.7% | 80.7% | 6.7% | 80.7% | 7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 15.0 | 15.0 | 115.3 | 115.3 | 123.0 | 115.3 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.77 | 0.77 | 0.82 | 0.77 | |
| v/c Ratio | 1.37 | 0.70 | 1.13 | 0.15 | 1.30 | 1.20 | |
| Control Delay | 247.5 | 37.4 | 72.7 | 1.2 | 185.7 | 114.7 | |
| Queue Delay | 0.8 | 0.0 | 0.3 | 0.0 | 0.0 | 0.8 | |
| Total Delay | 248.3 | 37.4 | 73.0 | 1.2 | 185.7 | 115.5 | |
| LOS | F | D | E | A | F | F | |
| Approach Delay | 153.9 | | 65.5 | | | 121.4 | |
| Approach LOS | F | | E | | | F | |
| Queue Length 50th (ft) | ~291 | 56 | ~1771 | 7 | ~138 | ~1977 | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #465 | 145 | m#721 | m4 | m#151 | m#2048 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 165 | 263 | 1384 | 1199 | 117 | 1384 | |
| Starvation Cap Reductn | 0 | 0 | 110 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 7 | 0 | 0 | 0 | 0 | 248 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.43 | 0.70 | 1.23 | 0.15 | 1.30 | 1.46 | |

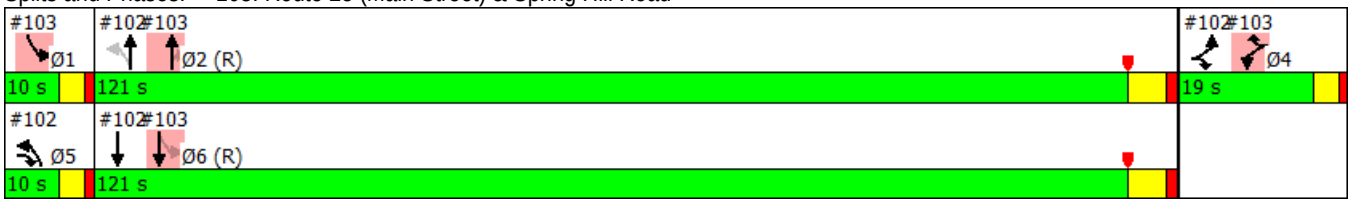
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 108 (72%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 100.1 | | Intersection LOS: F | |
| Intersection Capacity Utilization 106.6% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



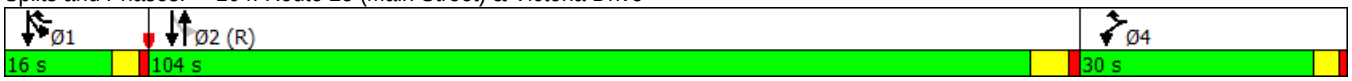
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Future Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.976 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1888 | 1742 | 3339 | 0 | 1770 | 1863 |
| Flt Permitted | 0.950 | | | | 0.064 | |
| Satd. Flow (perm) | 1888 | 1742 | 3339 | 0 | 119 | 1863 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 50 | 30 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 306 | 200 | 1511 | 283 | 189 | 1432 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 306 | 200 | 1794 | 0 | 189 | 1432 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 30.0 | | 104.0 | | 16.0 | |
| Total Split (%) | 20.0% | | 69.3% | | 10.7% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 25.7 | 41.1 | 99.4 | | 112.3 | 116.3 |
| Actuated g/C Ratio | 0.17 | 0.27 | 0.66 | | 0.75 | 0.78 |
| v/c Ratio | 0.95 | 0.39 | 0.81 | | 0.89 | 0.99 |
| Control Delay | 98.8 | 35.0 | 7.8 | | 49.2 | 14.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 98.8 | 35.0 | 7.8 | | 49.2 | 14.6 |
| LOS | F | C | A | | D | B |
| Approach Delay | 73.6 | | 7.8 | | | 18.7 |
| Approach LOS | E | | A | | | B |
| Queue Length 50th (ft) | 299 | 118 | 404 | | 96 | 1357 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #439 | 179 | m333 | | m60 | m110 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 327 | 514 | 2223 | | 221 | 1444 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.94 | 0.39 | 0.81 | | 0.86 | 0.99 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 49 (33%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 100 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.99 | | | |
| Intersection Signal Delay: 20.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 92.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Future Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.927 | | | 0.994 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.977 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1687 | 0 | 1652 | 3401 | 0 | 0 | 1797 | 1478 |
| Flt Permitted | | 0.734 | | | 0.276 | | 0.041 | | | | 0.858 | |
| Satd. Flow (perm) | 0 | 1322 | 1531 | 0 | 477 | 0 | 71 | 3401 | 0 | 0 | 1545 | 1478 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | 49 | | | 7 | | | | 207 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 198 | | | 142 | | | 1800 | | | 403 | |
| Travel Time (s) | | 5.4 | | | 3.9 | | | 30.7 | | | 6.9 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 415 | 0 | 348 | 24 | 0 | 28 | 264 | 1237 | 52 | 67 | 1382 | 421 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 415 | 348 | 0 | 52 | 0 | 264 | 1289 | 0 | 0 | 1449 | 421 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | | 15.0 | 115.0 | | 100.0 | 100.0 | 100.0 |
| Total Split (%) | 23.3% | 23.3% | 23.3% | 23.3% | 23.3% | | 10.0% | 76.7% | | 66.7% | 66.7% | 66.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 30.5 | 30.5 | | 30.5 | | 111.0 | 109.3 | | | 94.3 | 94.3 |
| Actuated g/C Ratio | | 0.20 | 0.20 | | 0.20 | | 0.74 | 0.73 | | | 0.63 | 0.63 |
| v/c Ratio | | 1.55 | 0.79 | | 0.38 | | 1.57 | 0.52 | | | 1.49 | 0.42 |
| Control Delay | | 303.1 | 42.9 | | 22.7 | | 303.4 | 20.0 | | | 246.1 | 5.3 |
| Queue Delay | | 0.5 | 0.0 | | 0.1 | | 0.0 | 0.0 | | | 1.0 | 5.7 |
| Total Delay | | 303.6 | 42.9 | | 22.8 | | 303.4 | 20.0 | | | 247.2 | 11.0 |
| LOS | | F | D | | C | | F | B | | | F | B |
| Approach Delay | | 184.7 | | | 22.8 | | | 68.1 | | | 194.0 | |
| Approach LOS | | F | | | C | | | E | | | F | |
| Queue Length 50th (ft) | | ~569 | 178 | | 2 | | ~318 | 514 | | | ~1982 | 100 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #725 | 272 | | 42 | | m#452 | 610 | | | m#1110 | m44 |
| Internal Link Dist (ft) | | 118 | | | 62 | | | 1720 | | | 323 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 268 | 442 | | 136 | | 168 | 2480 | | | 971 | 1006 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 170 | 516 |
| Spillback Cap Reductn | | 10 | 0 | | 3 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.61 | 0.79 | | 0.39 | | 1.57 | 0.52 | | | 1.81 | 0.86 |

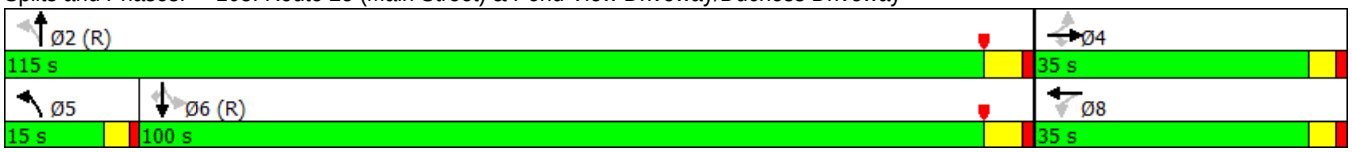
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.57 | | | |
| Intersection Signal Delay: 144.1 | | Intersection LOS: F | |
| Intersection Capacity Utilization 143.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Future Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.921 | | | 0.919 | | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1716 | 0 | 1711 | 1655 | 0 | 1652 | 3394 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | 0.289 | | | 0.496 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 520 | 1716 | 0 | 893 | 1655 | 0 | 1652 | 3394 | 0 | 1652 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 34 | | | | | | 7 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 403 | | | 454 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.9 | | | 7.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 98 | 87 | 98 | 298 | 131 | 155 | 74 | 1479 | 85 | 98 | 1500 | 87 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 98 | 185 | 0 | 298 | 286 | 0 | 74 | 1564 | 0 | 98 | 1587 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 38.0 | 38.0 | | 38.0 | 38.0 | | 13.0 | 92.4 | | 19.6 | 99.0 | |
| Total Split (%) | 25.3% | 25.3% | | 25.3% | 25.3% | | 8.7% | 61.6% | | 13.1% | 66.0% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 31.6 | 31.6 | | 31.6 | 31.6 | | 6.2 | 87.7 | | 11.5 | 93.0 | |
| Actuated g/C Ratio | 0.21 | 0.21 | | 0.21 | 0.21 | | 0.04 | 0.58 | | 0.08 | 0.62 | |
| v/c Ratio | 0.90 | 0.48 | | 1.59 | 0.82 | | 1.09 | 0.79 | | 0.78 | 1.43 | |
| Control Delay | 119.7 | 46.7 | | 324.6 | 76.1 | | 185.0 | 7.7 | | 77.3 | 225.4 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.2 | | 0.0 | 1.3 | |
| Total Delay | 119.7 | 46.8 | | 324.6 | 76.1 | | 185.0 | 8.9 | | 77.3 | 226.7 | |
| LOS | F | D | | F | E | | F | A | | E | F | |
| Approach Delay | | 72.0 | | | 202.9 | | | 16.9 | | | 218.0 | |
| Approach LOS | | E | | | F | | | B | | | F | |
| Queue Length 50th (ft) | 94 | 131 | | ~414 | 270 | | ~83 | 174 | | 94 | ~2107 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #213 | 213 | | #554 | #365 | | m#156 | m207 | | m94 | m#1945 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 323 | | | 374 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 109 | 388 | | 188 | 348 | | 68 | 1987 | | 140 | 1107 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 213 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 4 | | 0 | 0 | | 0 | 0 | | 0 | 254 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.90 | 0.48 | | 1.59 | 0.82 | | 1.09 | 0.88 | | 0.70 | 1.86 | |

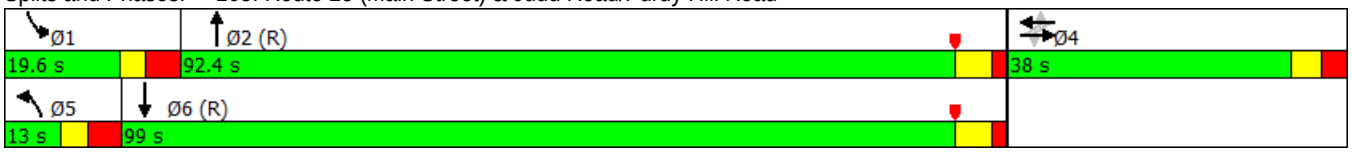
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 44 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.59 | | | |
| Intersection Signal Delay: 127.4 | | Intersection LOS: F | |
| Intersection Capacity Utilization 116.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

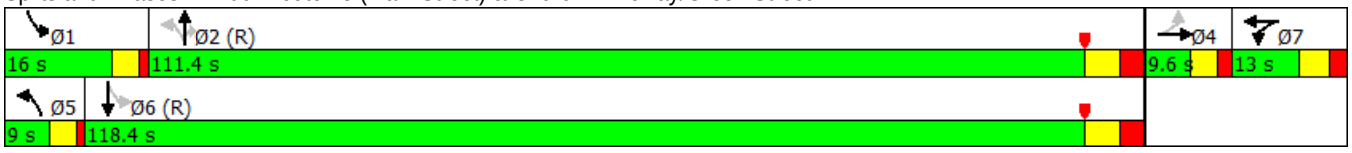


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.034 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 61 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 166 | | | | 110 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 46 | 0 | 264 | 0 | 1589 | 11 | 247 | 1652 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 46 | 264 | 0 | 0 | 1589 | 11 | 247 | 1652 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 13.0 | 13.0 | | 9.0 | 111.4 | 111.4 | 16.0 | 118.4 | |
| Total Split (%) | 6.4% | 6.4% | | 8.7% | 8.7% | | 6.0% | 74.3% | 74.3% | 10.7% | 78.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 7.5 | 7.5 | | | 114.2 | 114.2 | 133.0 | 130.2 | |
| Actuated g/C Ratio | | | | 0.05 | 0.05 | | | 0.76 | 0.76 | 0.89 | 0.87 | |
| v/c Ratio | | | | 0.55 | 1.13 | | | 1.17 | 0.01 | 1.34 | 1.07 | |
| Control Delay | | | | 93.3 | 121.2 | | | 96.6 | 0.0 | 220.6 | 53.9 | |
| Queue Delay | | | | 0.0 | 4.7 | | | 0.1 | 0.0 | 0.0 | 13.5 | |
| Total Delay | | | | 93.3 | 125.9 | | | 96.7 | 0.0 | 220.6 | 67.4 | |
| LOS | | | | F | F | | | F | A | F | E | |
| Approach Delay | | | | | 121.1 | | | 96.0 | | | 87.3 | |
| Approach LOS | | | | | F | | | F | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 45 | ~135 | | | ~1863 | 0 | ~270 | ~1793 | |
| Queue Length 95th (ft) | | | | #93 | #300 | | | #2136 | m0 | m#382 | #2031 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 84 | 233 | | | 1357 | 1180 | 184 | 1547 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 91 | |
| Spillback Cap Reductn | | | | 0 | 61 | | | 37 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.55 | 1.53 | | | 1.20 | 0.01 | 1.34 | 1.13 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 29 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.34 | | | |
| Intersection Signal Delay: 93.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 119.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Future Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | 0.999 | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | 0.976 | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1694 | 0 | 1652 | 1799 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | 0.750 | | 0.118 | | | | 0.792 | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1302 | 0 | 205 | 1799 | 0 | 0 | 2710 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 81 | | | | | 1 | | | | 318 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 382 | 0 | 337 | 13 | 0 | 13 | 364 | 1303 | 10 | 11 | 1394 | 330 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 191 | 191 | 337 | 0 | 26 | 0 | 364 | 1313 | 0 | 0 | 1405 | 330 |
| Turn Type | Split | NA | pm+ov | Perm | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 24.2 | 24.2 | 20.0 | 9.5 | 9.5 | | 20.0 | | | 96.3 | 96.3 | 24.2 |
| Total Split (%) | 16.1% | 16.1% | 13.3% | 6.3% | 6.3% | | 13.3% | | | 64.2% | 64.2% | 16.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 17.6 | 17.6 | 37.0 | | 5.0 | | 110.2 | 114.2 | | | 92.7 | 115.8 |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.25 | | 0.03 | | 0.73 | 0.76 | | | 0.62 | 0.77 |
| v/c Ratio | 1.01 | 1.01 | 0.77 | | 0.60 | | 1.19 | 0.96 | | | 0.84 | 0.26 |
| Control Delay | 131.0 | 131.0 | 46.6 | | 120.6 | | 121.9 | 16.9 | | | 29.2 | 1.1 |
| Queue Delay | 0.0 | 0.0 | 13.0 | | 0.0 | | 0.0 | 42.9 | | | 0.9 | 0.0 |
| Total Delay | 131.0 | 131.0 | 59.6 | | 120.6 | | 121.9 | 59.8 | | | 30.1 | 1.1 |
| LOS | F | F | E | | F | | F | E | | | C | A |
| Approach Delay | | 97.5 | | | 120.6 | | | 73.3 | | | 24.6 | |
| Approach LOS | | F | | | F | | | E | | | C | |
| Queue Length 50th (ft) | ~200 | ~200 | 211 | | 26 | | ~307 | 503 | | | 567 | 3 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #370 | #370 | #317 | | #66 | | m#223 | m427 | | | 690 | 25 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 190 | 190 | 438 | | 43 | | 305 | 1370 | | | 1674 | 1254 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 207 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 84 | | 0 | | 0 | 0 | | | 90 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 1.01 | 1.01 | 0.95 | | 0.60 | | 1.19 | 1.13 | | | 0.89 | 0.26 |

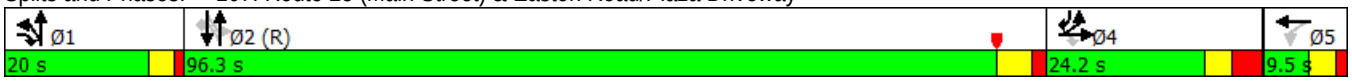
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.19 | | | |
| Intersection Signal Delay: 57.4 | | Intersection LOS: E | |
| Intersection Capacity Utilization 134.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Future Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.996 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 8 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 13 | 1511 | 45 | 22 | 1402 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1556 | 0 | 22 | 1402 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 11.0 | 11.0 | 65.0 | | 9.0 | 74.0 |
| Total Split (%) | 12.9% | 12.9% | 76.5% | | 10.6% | 87.1% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.2 | 7.2 | 71.4 | | 5.0 | 75.0 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.84 | | 0.06 | 0.88 |
| v/c Ratio | 0.34 | 0.09 | 0.53 | | 0.22 | 0.45 |
| Control Delay | 43.0 | 19.6 | 4.9 | | 37.0 | 1.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 43.0 | 19.6 | 4.9 | | 37.0 | 1.4 |
| LOS | D | B | A | | D | A |
| Approach Delay | 38.2 | | 4.9 | | | 2.0 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 26 | 0 | 105 | | 12 | 54 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 53 | 15 | 248 | | m18 | 74 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 156 | 151 | 2960 | | 100 | 3121 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 509 |
| Spillback Cap Reductn | 0 | 0 | 49 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.32 | 0.09 | 0.53 | | 0.22 | 0.54 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 43 (51%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay: 4.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 52.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

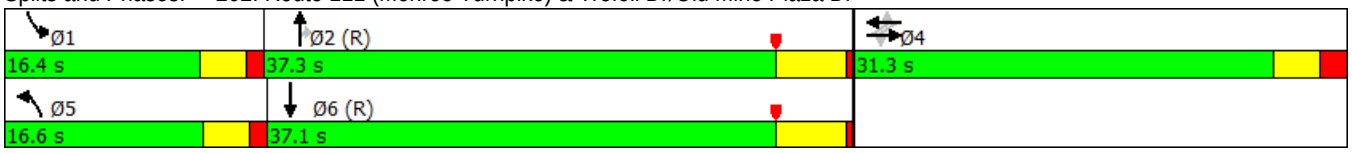
Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Future Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.895 | | | 0.885 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1778 | 0 | 1770 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Flt Permitted | 0.423 | | | 0.467 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 788 | 1778 | 0 | 870 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 144 | | | 205 | | | | 253 | | 12 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 75 | 175 | 223 | 64 | 213 | 179 | 979 | 253 | 181 | 1021 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 75 | 250 | 0 | 223 | 277 | 0 | 179 | 979 | 253 | 181 | 1106 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 31.3 | 31.3 | | 31.3 | 31.3 | | 16.6 | 37.3 | 37.3 | 16.4 | 37.1 | |
| Total Split (%) | 36.8% | 36.8% | | 36.8% | 36.8% | | 19.5% | 43.9% | 43.9% | 19.3% | 43.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 11.5 | 36.9 | 36.9 | 11.3 | 36.7 | |
| Actuated g/C Ratio | 0.27 | 0.27 | | 0.27 | 0.27 | | 0.14 | 0.43 | 0.43 | 0.13 | 0.43 | |
| v/c Ratio | 0.35 | 0.43 | | 0.94 | 0.44 | | 0.78 | 0.64 | 0.31 | 0.77 | 0.73 | |
| Control Delay | 28.5 | 12.5 | | 77.7 | 9.2 | | 61.7 | 17.9 | 2.4 | 54.7 | 27.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 28.5 | 12.5 | | 77.7 | 9.2 | | 61.7 | 18.1 | 2.4 | 54.7 | 27.9 | |
| LOS | C | B | | E | A | | E | B | A | D | C | |
| Approach Delay | | 16.2 | | | 39.8 | | | 20.8 | | | 31.7 | |
| Approach LOS | | B | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 31 | 42 | | 111 | 28 | | 76 | 227 | 28 | 76 | 323 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 59 | 78 | | #236 | 86 | | #179 | 287 | 20 | #181 | 390 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 245 | 653 | | 271 | 689 | | 251 | 1535 | 829 | 256 | 1516 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 97 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | 0.38 | | 0.82 | 0.40 | | 0.71 | 0.68 | 0.31 | 0.71 | 0.73 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 35 (41%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.94 | | | |
| Intersection Signal Delay: 27.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 77.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



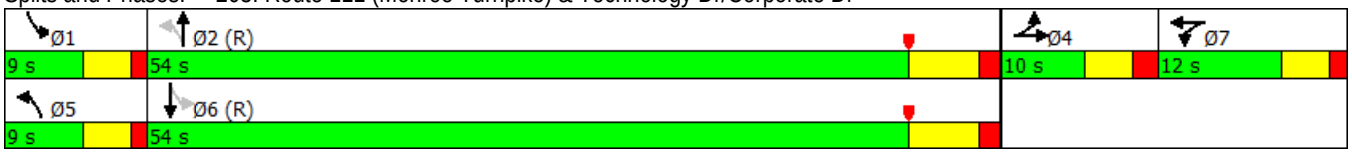
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.922 | | | 0.996 | | | 0.999 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 1711 | 3525 | 0 | 1711 | 3536 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.226 | | | 0.148 | | |
| Satd. Flow (perm) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 407 | 3525 | 0 | 266 | 3536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 141 | | | 148 | | | 5 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 13 | 0 | 25 | 69 | 0 | 23 | 11 | 1307 | 34 | 31 | 1113 | 10 |
| Shared Lane Traffic (%) | 10% | | | 31% | | | | | | | | |
| Lane Group Flow (vph) | 12 | 26 | 0 | 48 | 44 | 0 | 11 | 1341 | 0 | 31 | 1123 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 10.0 | 10.0 | | 12.0 | 12.0 | | 9.0 | 54.0 | | 9.0 | 54.0 | |
| Total Split (%) | 11.8% | 11.8% | | 14.1% | 14.1% | | 10.6% | 63.5% | | 10.6% | 63.5% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.1 | 5.1 | | 6.3 | 6.3 | | 64.1 | 60.4 | | 65.7 | 64.0 | |
| Actuated g/C Ratio | 0.06 | 0.06 | | 0.07 | 0.07 | | 0.75 | 0.71 | | 0.77 | 0.75 | |
| v/c Ratio | 0.12 | 0.12 | | 0.40 | 0.18 | | 0.03 | 0.53 | | 0.11 | 0.42 | |
| Control Delay | 40.8 | 1.0 | | 47.0 | 1.6 | | 1.2 | 3.1 | | 1.5 | 2.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.8 | 1.0 | | 47.0 | 1.6 | | 1.2 | 3.1 | | 1.5 | 2.3 | |
| LOS | D | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 13.6 | | | 25.3 | | | 3.1 | | | 2.3 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 6 | 0 | | 26 | 0 | | 1 | 35 | | 0 | 23 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 21 | 0 | | 58 | 0 | | m1 | 48 | | m1 | 161 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 101 | 229 | | 149 | 270 | | 383 | 2507 | | 290 | 2663 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.11 | | 0.32 | 0.16 | | 0.03 | 0.53 | | 0.11 | 0.42 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 74 (87%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.53 | | | |
| Intersection Signal Delay: 3.7 | | Intersection LOS: A | |
| Intersection Capacity Utilization 50.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

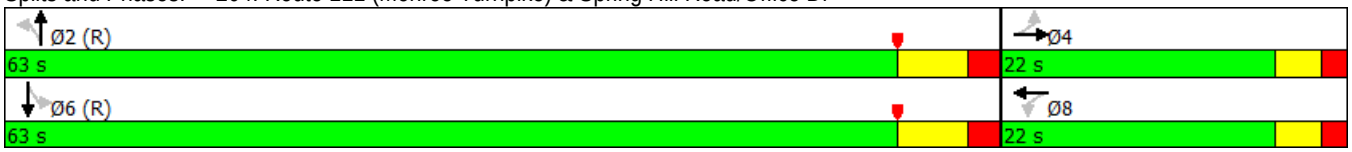


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Future Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.969 | | | 0.865 | | | | | | 0.990 | |
| Flt Protected | | 0.963 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1796 | 0 | 0 | 1665 | 0 | 0 | 3539 | 0 | 0 | 3504 | 0 |
| Flt Permitted | | 0.768 | | | | | | 0.939 | | | 0.939 | |
| Satd. Flow (perm) | 0 | 1432 | 0 | 0 | 1665 | 0 | 0 | 3323 | 0 | 0 | 3290 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 45 | | | 62 | | | | | | 17 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 125 | 0 | 38 | 0 | 0 | 13 | 12 | 1429 | 0 | 10 | 1208 | 83 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 163 | 0 | 0 | 13 | 0 | 0 | 1441 | 0 | 0 | 1301 | 0 |
| Turn Type | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 22.0 | 22.0 | | 22.0 | 22.0 | | 63.0 | 63.0 | | 63.0 | 63.0 | |
| Total Split (%) | 25.9% | 25.9% | | 25.9% | 25.9% | | 74.1% | 74.1% | | 74.1% | 74.1% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 11.9 | | | 11.9 | | | 61.9 | | | 61.9 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | | 0.73 | | | 0.73 | |
| v/c Ratio | | 0.68 | | | 0.05 | | | 0.60 | | | 0.54 | |
| Control Delay | | 39.1 | | | 0.3 | | | 4.3 | | | 4.3 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | | 39.1 | | | 0.3 | | | 4.3 | | | 4.4 | |
| LOS | | D | | | A | | | A | | | A | |
| Approach Delay | | 39.1 | | | 0.3 | | | 4.3 | | | 4.4 | |
| Approach LOS | | D | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 60 | | | 0 | | | 8 | | | 90 | |
| Queue Length 95th (ft) | | 98 | | | 0 | | | 12 | | | m159 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 327 | | | 388 | | | 2421 | | | 2402 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 73 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.50 | | | 0.03 | | | 0.60 | | | 0.56 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 36 (42%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 6.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.1% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

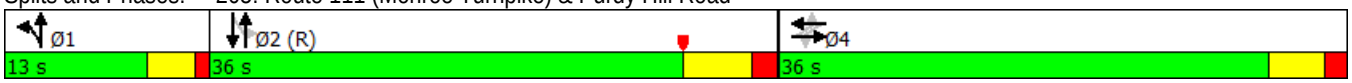


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Future Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.915 | | | 0.929 | | | 0.976 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1704 | 0 | 1770 | 1730 | 0 | 1711 | 3454 | 0 | 1711 | 3476 | 0 |
| Flt Permitted | 0.576 | | | 0.393 | | | 0.950 | | | 0.204 | | |
| Satd. Flow (perm) | 1073 | 1704 | 0 | 732 | 1730 | 0 | 1711 | 3454 | 0 | 367 | 3476 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 87 | | | 60 | | | 39 | | | 20 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 209 | 151 | 198 | 244 | 111 | 100 | 177 | 1000 | 188 | 83 | 896 | 125 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 349 | 0 | 244 | 211 | 0 | 177 | 1188 | 0 | 83 | 1021 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 36.0 | 36.0 | | 36.0 | 36.0 | | 13.0 | | | 36.0 | 36.0 | |
| Total Split (%) | 42.4% | 42.4% | | 42.4% | 42.4% | | 15.3% | | | 42.4% | 42.4% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 29.1 | 29.1 | | 29.1 | 29.1 | | 9.0 | 46.8 | | 31.7 | 31.7 | |
| Actuated g/C Ratio | 0.34 | 0.34 | | 0.34 | 0.34 | | 0.11 | 0.55 | | 0.37 | 0.37 | |
| v/c Ratio | 0.57 | 0.55 | | 0.98 | 0.33 | | 0.98 | 0.62 | | 0.61 | 0.78 | |
| Control Delay | 29.2 | 19.7 | | 80.7 | 15.6 | | 102.2 | 4.3 | | 45.9 | 29.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.1 | | 0.0 | 0.0 | |
| Total Delay | 29.2 | 19.7 | | 80.7 | 15.6 | | 102.2 | 4.3 | | 45.9 | 29.0 | |
| LOS | C | B | | F | B | | F | A | | D | C | |
| Approach Delay | | 23.3 | | | 50.5 | | | 17.0 | | | 30.2 | |
| Approach LOS | | C | | | D | | | B | | | C | |
| Queue Length 50th (ft) | 87 | 106 | | 122 | 55 | | 83 | 29 | | 37 | 253 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 148 | 173 | | #267 | 108 | | #218 | 50 | | #111 | 334 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 390 | 674 | | 266 | 667 | | 181 | 1918 | | 137 | 1308 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 80 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.54 | 0.52 | | 0.92 | 0.32 | | 0.98 | 0.65 | | 0.61 | 0.78 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 29 (34%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 26.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 91.1% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



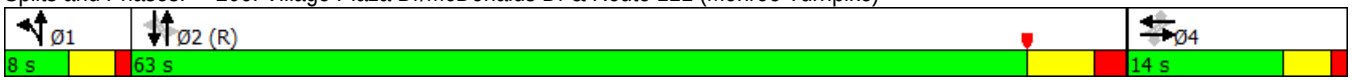
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Future Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.992 | | | 0.990 | |
| Flt Protected | | 0.950 | | | 0.961 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1969 | 1689 | 1711 | 1786 | 0 | 1652 | 1783 | 0 |
| Flt Permitted | | 0.717 | | | 0.578 | | 0.102 | | | 0.152 | | |
| Satd. Flow (perm) | 0 | 1291 | 1531 | 0 | 1184 | 1689 | 184 | 1786 | 0 | 264 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 125 | | | 94 | | 12 | | | 9 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.81 | 0.81 | 0.81 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 125 | 0 | 125 | 49 | 12 | 74 | 87 | 1087 | 65 | 52 | 1010 | 72 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 125 | 125 | 0 | 61 | 74 | 87 | 1152 | 0 | 52 | 1082 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 14.0 | 8.0 | | | 63.0 | 63.0 | |
| Total Split (%) | 16.5% | 16.5% | 16.5% | 16.5% | 16.5% | 16.5% | 9.4% | | | 74.1% | 74.1% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.7 | 9.7 | | 9.7 | 9.7 | 63.2 | 67.2 | | 56.9 | 56.9 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.74 | 0.79 | | 0.67 | 0.67 | |
| v/c Ratio | | 0.85 | 0.44 | | 0.45 | 0.27 | 0.42 | 0.81 | | 0.30 | 0.90 | |
| Control Delay | | 82.2 | 12.2 | | 46.6 | 8.0 | 8.6 | 11.5 | | 4.5 | 11.3 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 82.2 | 12.2 | | 46.6 | 8.0 | 8.6 | 11.5 | | 4.5 | 11.3 | |
| LOS | | F | B | | D | A | A | B | | A | B | |
| Approach Delay | | 47.2 | | | 25.5 | | | 11.3 | | | 11.0 | |
| Approach LOS | | D | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 67 | 0 | | 31 | 0 | 8 | 268 | | 5 | 100 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #159 | 46 | | 62 | 20 | 16 | 477 | | m6 | m104 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 150 | 288 | | 137 | 279 | 208 | 1414 | | 176 | 1196 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.83 | 0.43 | | 0.45 | 0.27 | 0.42 | 0.81 | | 0.30 | 0.90 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 25 (29%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 15.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 86.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Future Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.990 | | | 0.977 | |
| Flt Protected | | 0.975 | | | 0.979 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1635 | 1425 | 0 | 1763 | 1478 | 1711 | 1783 | 0 | 1652 | 1820 | 0 |
| Flt Permitted | | 0.525 | | | 0.495 | | 0.105 | | | 0.113 | | |
| Satd. Flow (perm) | 0 | 880 | 1425 | 0 | 891 | 1478 | 189 | 1783 | 0 | 196 | 1820 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 225 | | | 92 | | 6 | | | 13 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 167 | 156 | 278 | 125 | 163 | 175 | 258 | 835 | 62 | 134 | 742 | 134 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 323 | 278 | 0 | 288 | 175 | 258 | 897 | 0 | 134 | 876 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 31.0 | 31.0 | 31.0 | 31.0 | 31.0 | 9.2 | 12.0 | 44.8 | | 9.2 | 42.0 | |
| Total Split (%) | 36.5% | 36.5% | 36.5% | 36.5% | 36.5% | 10.8% | 14.1% | 52.7% | | 10.8% | 49.4% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 26.1 | 26.1 | | 26.1 | 36.0 | 48.4 | 38.2 | | 42.8 | 35.4 | |
| Actuated g/C Ratio | | 0.31 | 0.31 | | 0.31 | 0.42 | 0.57 | 0.45 | | 0.50 | 0.42 | |
| v/c Ratio | | 1.20 | 0.47 | | 1.05 | 0.26 | 1.04 | 1.12 | | 0.73 | 1.15 | |
| Control Delay | | 148.6 | 8.6 | | 101.7 | 8.9 | 76.9 | 89.2 | | 32.4 | 100.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 148.6 | 8.6 | | 101.7 | 8.9 | 76.9 | 89.2 | | 32.4 | 100.2 | |
| LOS | | F | A | | F | A | E | F | | C | F | |
| Approach Delay | | 83.9 | | | 66.6 | | | 86.4 | | | 91.2 | |
| Approach LOS | | F | | | E | | | F | | | F | |
| Queue Length 50th (ft) | | ~212 | 20 | | ~170 | 26 | ~99 | ~557 | | 34 | ~537 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #370 | 82 | | #269 | 54 | m#169 | m#787 | | m56 | m#760 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 270 | 593 | | 273 | 679 | 247 | 804 | | 184 | 765 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.20 | 0.47 | | 1.05 | 0.26 | 1.04 | 1.12 | | 0.73 | 1.15 | |

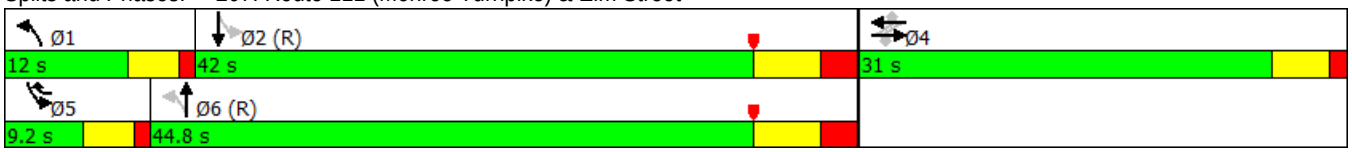
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 67 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 120 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.20 | | | |
| Intersection Signal Delay: 84.6 | | Intersection LOS: F | |
| Intersection Capacity Utilization 104.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



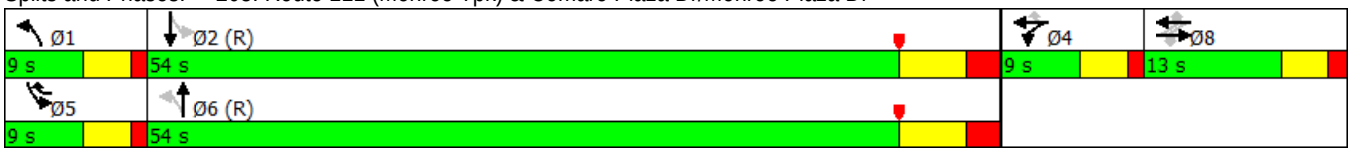
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Future Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.958 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1583 | 0 | 1666 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.625 | | | 0.689 | | 0.192 | | | 0.133 | | |
| Satd. Flow (perm) | 0 | 1125 | 1583 | 0 | 1198 | 1531 | 334 | 1797 | 0 | 231 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 146 | | | 143 | | 1 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 76 | 11 | 87 | 172 | 22 | 183 | 63 | 863 | 11 | 116 | 779 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 87 | 87 | 0 | 194 | 183 | 63 | 874 | 0 | 116 | 811 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 13.0 | 13.0 | 13.0 | 9.0 | | 9.0 | 9.0 | 54.0 | | 9.0 | 54.0 | |
| Total Split (%) | 15.3% | 15.3% | 15.3% | 10.6% | | 10.6% | 10.6% | 63.5% | | 10.6% | 63.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 8.5 | 8.5 | | 13.8 | 26.8 | 55.2 | 47.8 | | 56.0 | 49.6 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.16 | 0.32 | 0.65 | 0.56 | | 0.66 | 0.58 | |
| v/c Ratio | | 0.78 | 0.30 | | 0.88 | 0.32 | 0.21 | 0.86 | | 0.49 | 0.77 | |
| Control Delay | | 80.5 | 4.2 | | 70.8 | 8.0 | 3.3 | 14.6 | | 9.0 | 15.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.7 | | 0.0 | 2.8 | |
| Total Delay | | 80.5 | 4.2 | | 70.8 | 8.0 | 3.3 | 17.3 | | 9.0 | 18.5 | |
| LOS | | F | A | | E | A | A | B | | A | B | |
| Approach Delay | | 42.4 | | | 40.3 | | | 16.4 | | | 17.3 | |
| Approach LOS | | D | | | D | | | B | | | B | |
| Queue Length 50th (ft) | | 46 | 0 | | 93 | 15 | 6 | 173 | | 10 | 195 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #124 | 11 | | #221 | 61 | m6 | m151 | | m21 | #452 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 115 | 293 | | 224 | 579 | 294 | 1011 | | 236 | 1047 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 139 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 4 | 0 | 66 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.76 | 0.30 | | 0.87 | 0.32 | 0.21 | 0.92 | | 0.49 | 0.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 79 (93%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 22.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 78.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



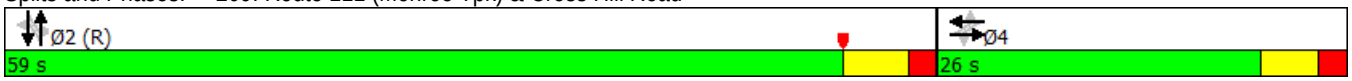
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Future Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.925 | | | 0.940 | | | 0.980 | | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1666 | 0 | 1770 | 1751 | 0 | 1652 | 1765 | 0 | 1652 | 1745 | 0 |
| Flt Permitted | 0.574 | | | 0.650 | | | 0.182 | | | 0.096 | | |
| Satd. Flow (perm) | 998 | 1666 | 0 | 1211 | 1751 | 0 | 316 | 1765 | 0 | 167 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 56 | | | 37 | | | 17 | | | 29 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 213 | 75 | 75 | 188 | 113 | 75 | 63 | 895 | 137 | 51 | 704 | 184 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 213 | 150 | 0 | 188 | 188 | 0 | 63 | 1032 | 0 | 51 | 888 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | | 59.0 | 59.0 | | 59.0 | 59.0 | |
| Total Split (%) | 30.6% | 30.6% | | 30.6% | 30.6% | | 69.4% | 69.4% | | 69.4% | 69.4% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 19.7 | 19.7 | | 19.7 | 19.7 | | 53.7 | 53.7 | | 53.7 | 53.7 | |
| Actuated g/C Ratio | 0.23 | 0.23 | | 0.23 | 0.23 | | 0.63 | 0.63 | | 0.63 | 0.63 | |
| v/c Ratio | 0.93 | 0.35 | | 0.67 | 0.43 | | 0.32 | 0.92 | | 0.49 | 0.80 | |
| Control Delay | 77.0 | 19.4 | | 42.8 | 25.5 | | 6.5 | 17.2 | | 15.6 | 9.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.1 | | 0.0 | 1.2 | |
| Total Delay | 77.0 | 19.4 | | 42.8 | 25.5 | | 6.5 | 18.3 | | 15.6 | 10.2 | |
| LOS | E | B | | D | C | | A | B | | B | B | |
| Approach Delay | | 53.2 | | | 34.2 | | | 17.6 | | | 10.5 | |
| Approach LOS | | D | | | C | | | B | | | B | |
| Queue Length 50th (ft) | 110 | 41 | | 91 | 67 | | 6 | 97 | | 2 | 33 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #197 | 77 | | 140 | 109 | | m11 | m#721 | | m5 | 160 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 239 | 442 | | 290 | 448 | | 200 | 1121 | | 105 | 1113 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 19 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 82 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.89 | 0.34 | | 0.65 | 0.42 | | 0.32 | 0.94 | | 0.49 | 0.86 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 22.1 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



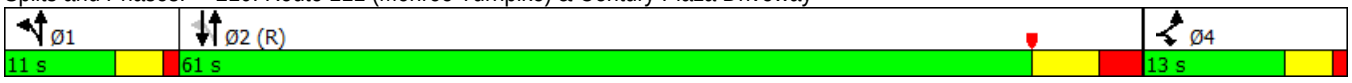
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Future Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.985 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1774 | 0 |
| Flt Permitted | 0.950 | | 0.196 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 353 | 1801 | 1774 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 200 | | | 14 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.97 | 0.97 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 200 | 175 | 866 | 804 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 200 | 175 | 866 | 902 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 13.0 | 13.0 | 11.0 | | 61.0 | |
| Total Split (%) | 15.3% | 15.3% | 12.9% | | 71.8% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 64.0 | 68.0 | 55.6 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.75 | 0.80 | 0.65 | |
| v/c Ratio | 0.55 | 0.58 | 0.50 | 0.60 | 0.77 | |
| Control Delay | 48.5 | 12.9 | 5.0 | 5.5 | 16.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 48.5 | 12.9 | 5.0 | 5.5 | 16.4 | |
| LOS | D | B | A | A | B | |
| Approach Delay | 24.8 | | | 5.4 | 16.4 | |
| Approach LOS | C | | | A | B | |
| Queue Length 50th (ft) | 52 | 0 | 19 | 175 | 293 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #107 | 61 | m22 | m236 | 494 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 181 | 346 | 384 | 1440 | 1164 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.55 | 0.58 | 0.46 | 0.60 | 0.77 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 69 (81%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 12.4 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5365 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1617 | 32 | 11 | 1579 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1649 | 0 | 0 | 1590 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 90.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| 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 | 80 | 80 | 94 | 94 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1617 | 32 | 11 | 1579 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3233 | 1633 | 0 | 0 | 1649 | 0 |
| Stage 1 | 1633 | - | - | - | - | - |
| Stage 2 | 1600 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 10 | 124 | - | - | 389 | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 181 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 8 | 124 | - | - | 389 | - |
| Mov Cap-2 Maneuver | 8 | - | - | - | - | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 389 | - |
| HCM Lane V/C Ratio | - | - | - | 0.027 | - |
| HCM Control Delay (s) | - | - | 0 | 14.5 | 0 |
| HCM Lane LOS | - | - | A | B | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 160 | 80 | 50 | 0 | 20 | 170 |
| Future Volume (vph) | 160 | 80 | 50 | 0 | 20 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.879 | |
| Flt Protected | | 0.968 | | | 0.995 | |
| Satd. Flow (prot) | 0 | 1803 | 1801 | 0 | 1575 | 0 |
| Flt Permitted | | 0.968 | | | 0.995 | |
| Satd. Flow (perm) | 0 | 1803 | 1801 | 0 | 1575 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 180 | 90 | 63 | 0 | 25 | 213 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 270 | 63 | 0 | 238 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 38.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.8 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 160 | 80 | 50 | 0 | 20 | 170 |
| Future Vol, veh/h | 160 | 80 | 50 | 0 | 20 | 170 |
| 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 | 89 | 89 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 90 | 63 | 0 | 25 | 213 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 63 | 0 | - | 0 | 512 | 63 |
| Stage 1 | - | - | - | - | 63 | - |
| Stage 2 | - | - | - | - | 449 | - |
| 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 | 1540 | - | - | - | 522 | 1002 |
| Stage 1 | - | - | - | - | 960 | - |
| Stage 2 | - | - | - | - | 643 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1540 | - | - | - | 458 | 1002 |
| Mov Cap-2 Maneuver | - | - | - | - | 458 | - |
| Stage 1 | - | - | - | - | 960 | - |
| Stage 2 | - | - | - | - | 564 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 5.1 | 0 | 10.5 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1540 | - | - | - | 891 |
| HCM Lane V/C Ratio | 0.117 | - | - | - | 0.267 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.5 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 1.1 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Future Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| 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 | | 0.992 | | | 0.961 | | | 0.983 | | | 0.949 | |
| Flt Protected | | 0.980 | | | 0.996 | | | 0.994 | | | 0.987 | |
| Satd. Flow (prot) | 0 | 1751 | 0 | 0 | 1783 | 0 | 0 | 1699 | 0 | 0 | 1745 | 0 |
| Flt Permitted | | 0.980 | | | 0.996 | | | 0.994 | | | 0.987 | |
| Satd. Flow (perm) | 0 | 1751 | 0 | 0 | 1783 | 0 | 0 | 1699 | 0 | 0 | 1745 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 175 | 225 | 25 | 25 | 225 | 100 | 25 | 150 | 25 | 138 | 188 | 200 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 425 | 0 | 0 | 350 | 0 | 0 | 200 | 0 | 0 | 526 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 79.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 63.2 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 140 | 180 | 20 | 0 | 20 | 180 | 80 | 0 | 20 | 120 | 20 |
| Future Vol, veh/h | 0 | 140 | 180 | 20 | 0 | 20 | 180 | 80 | 0 | 20 | 120 | 20 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 175 | 225 | 25 | 0 | 25 | 225 | 100 | 0 | 25 | 150 | 25 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 56.9 | 35 | 20.8 |
| HCM LOS | F | D | C |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 12% | 41% | 7% | 26% |
| Vol Thru, % | 75% | 53% | 64% | 36% |
| Vol Right, % | 12% | 6% | 29% | 38% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 160 | 340 | 280 | 420 |
| LT Vol | 20 | 140 | 20 | 110 |
| Through Vol | 120 | 180 | 180 | 150 |
| RT Vol | 20 | 20 | 80 | 160 |
| Lane Flow Rate | 200 | 425 | 350 | 525 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.488 | 0.931 | 0.775 | 1.113 |
| Departure Headway (Hd) | 9.253 | 8.337 | 8.445 | 7.635 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 392 | 438 | 431 | 473 |
| Service Time | 7.253 | 6.337 | 6.445 | 5.705 |
| HCM Lane V/C Ratio | 0.51 | 0.97 | 0.812 | 1.11 |
| HCM Control Delay | 20.8 | 56.9 | 35 | 103.3 |
| HCM Lane LOS | C | F | D | F |
| HCM 95th-tile Q | 2.6 | 10.6 | 6.6 | 17.6 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | | |
| Traffic Vol, veh/h | 0 | 110 | 150 | 160 |
| Future Vol, veh/h | 0 | 110 | 150 | 160 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 138 | 188 | 200 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 103.3 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Future Volume (vph) | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.86 | 0.86 |
| Adj. Flow (vph) | 13 | 13 | 1511 | 11 | 12 | 1605 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1522 | 0 | 0 | 1617 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 55.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1420 | 10 | 10 | 1380 |
| Future Vol, veh/h | 10 | 10 | 1420 | 10 | 10 | 1380 |
| 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 | 80 | 80 | 94 | 94 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1511 | 11 | 12 | 1605 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2342 | 761 | 0 | 0 | 1521 | 0 |
| Stage 1 | 1516 | - | - | - | - | - |
| Stage 2 | 826 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 30 | 348 | - | - | 435 | - |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 390 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 22 | 348 | - | - | 435 | - |
| Mov Cap-2 Maneuver | 22 | - | - | - | - | - |
| Stage 1 | 168 | - | - | - | - | - |
| Stage 2 | 291 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 183.3 | 0 | 1.8 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 41 | 435 | - |
| HCM Lane V/C Ratio | - | - | 0.61 | 0.027 | - |
| HCM Control Delay (s) | - | - | 183.3 | 13.5 | 1.7 |
| HCM Lane LOS | - | - | F | B | A |
| HCM 95th %tile Q(veh) | - | - | 2.2 | 0.1 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Future Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.92 | 0.92 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 175 | 141 | 1413 | 1330 | 96 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 175 | 141 | 1413 | 1426 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.0% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 39.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Future Vol, veh/h | 60 | 140 | 130 | 1300 | 1250 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 92 | 92 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 175 | 141 | 1413 | 1330 | 96 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2367 | 713 | 1426 | 0 | - | 0 |
| Stage 1 | 1378 | - | - | - | - | - |
| Stage 2 | 989 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 29 | 374 | 473 | - | - | - |
| Stage 1 | 199 | - | - | - | - | - |
| Stage 2 | 321 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 20 | 374 | 473 | - | - | - |
| Mov Cap-2 Maneuver | ~ 20 | - | - | - | - | - |
| Stage 1 | 199 | - | - | - | - | - |
| Stage 2 | 225 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 505.7 | 1.4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 473 | - | 20 | 374 | - | - |
| HCM Lane V/C Ratio | 0.299 | - | 3.75 | 0.468 | - | - |
| HCM Control Delay (s) | 15.8 | - | $ 1632.4 | 22.8 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.2 | - | 9.8 | 2.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1432 | 1389 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1432 | 1400 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 46.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1432 | 1389 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 700 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 382 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 382 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 382 | - | - |
| HCM Lane V/C Ratio | - | 0.065 | - | - |
| HCM Control Delay (s) | - | 15.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | | | 0.999 | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 13 | 0 | 1545 | 1435 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 1545 | 1446 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 0 | 1545 | 1435 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2213 | 723 | 1446 | 0 | - | 0 |
| Stage 1 | 1440 | - | - | - | - | - |
| Stage 2 | 773 | - | - | - | - | - |
| Critical Hdwy | 7.54 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 6.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 24 | 369 | 465 | - | - | - |
| Stage 1 | 139 | - | - | - | - | - |
| Stage 2 | 358 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 24 | 369 | 465 | - | - | - |
| Mov Cap-2 Maneuver | 24 | - | - | - | - | - |
| Stage 1 | 139 | - | - | - | - | - |
| Stage 2 | 358 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 158.2 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 465 | - | 45 | - | - |
| HCM Lane V/C Ratio | - | - | 0.556 | - | - |
| HCM Control Delay (s) | 0 | - | 158.2 | - | - |
| HCM Lane LOS | A | - | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 2.1 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 0.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 1 | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| 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 | 1022 | 1084 | 1622 | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | 1622 | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | - | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 1022 | 1084 | 0 | - | - | - |
| Stage 1 | 1022 | - | 0 | - | - | - |
| Stage 2 | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | 0 | 0 | - | - |
| HCM Lane LOS | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1022 | 895 | - | 1622 | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 1022 | 0 | - | 1622 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | 0 | - | - | - | - | - | - | - |
| Stage 1 | - | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | - |

# APPENDIX M1
# CAPACITY ANALYSES
2040 Future Conditions
Weekday Morning Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 193 | 1322 | 159 | 90 | 1145 | 1135 | 201 | 364 | 250 | 1034 | 273 | 93 |
| Future Volume (vph) | 193 | 1322 | 159 | 90 | 1145 | 1135 | 201 | 364 | 250 | 1034 | 273 | 93 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.962 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1678 | 3355 | 1501 | 1678 | 3471 | 1501 | 1620 | 3355 | 1449 | 3367 | 1699 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 149 | | | 95 | | | 175 | | 11 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 212 | 1453 | 175 | 93 | 1180 | 1170 | 228 | 414 | 284 | 1077 | 284 | 97 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 212 | 1453 | 175 | 93 | 1180 | 1170 | 228 | 414 | 284 | 1077 | 381 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 21.0 | 69.0 | | 11.0 | 59.0 | | 27.0 | 21.0 | 21.0 | 49.0 | 43.0 | |
| Total Split (%) | 14.0% | 46.0% | | 7.3% | 39.3% | | 18.0% | 14.0% | 14.0% | 32.7% | 28.7% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 16.0 | 62.0 | 88.9 | 6.0 | 52.0 | 103.0 | 21.9 | 15.0 | 15.0 | 44.0 | 37.1 | |
| Actuated g/C Ratio | 0.11 | 0.41 | 0.59 | 0.04 | 0.35 | 0.69 | 0.15 | 0.10 | 0.10 | 0.29 | 0.25 | |
| v/c Ratio | 1.19 | 1.05 | 0.18 | 1.39 | 0.98 | 1.10 | 0.97 | 1.24 | 0.94 | 1.09 | 0.89 | |
| Control Delay | 182.9 | 80.3 | 3.4 | 292.2 | 69.9 | 83.3 | 112.7 | 182.4 | 63.6 | 105.6 | 76.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 182.9 | 80.3 | 3.4 | 292.2 | 69.9 | 83.3 | 112.7 | 182.4 | 63.6 | 105.6 | 76.4 | |
| LOS | F | F | A | F | E | F | F | F | E | F | E | |
| Approach Delay | | 84.8 | | | 84.8 | | | 128.8 | | | 98.0 | |
| Approach LOS | | F | | | F | | | F | | | F | |

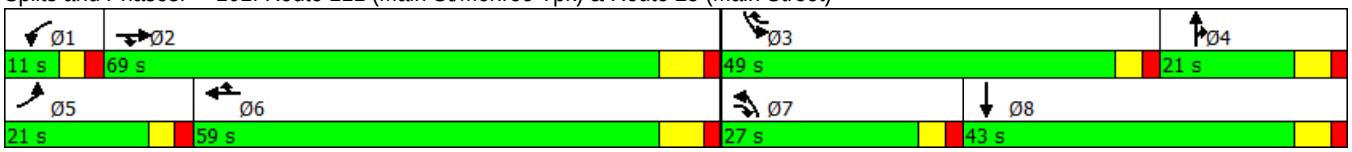
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~249 | ~811 | 10 | ~121 | 601 | ~1270 | 225 | ~263 | 113 | ~609 | 354 | |
| Queue Length 95th (ft) | #419 | #951 | 43 | #244 | #757 | #1539 | #384 | #364 | #282 | #745 | #541 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 178 | 1386 | 951 | 67 | 1203 | 1060 | 237 | 335 | 302 | 987 | 428 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.19 | 1.05 | 0.18 | 1.39 | 0.98 | 1.10 | 0.96 | 1.24 | 0.94 | 1.09 | 0.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.39 | | | |
| Intersection Signal Delay: 93.8 | | Intersection LOS: F | |
| Intersection Capacity Utilization 104.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

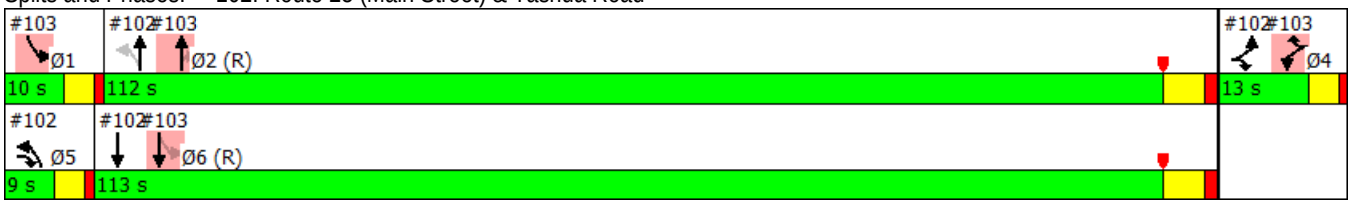


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 79 | 181 | 91 | 1339 | 1473 | 67 | |
| Future Volume (vph) | 79 | 181 | 91 | 1339 | 1473 | 67 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.994 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1694 | 1516 | 1694 | 1783 | 1834 | 0 | |
| Flt Permitted | 0.950 | | 0.038 | | | | |
| Satd. Flow (perm) | 1694 | 1516 | 68 | 1783 | 1834 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 86 | | | 6 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.91 | 0.91 | 0.97 | 0.97 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 95 | 218 | 100 | 1471 | 1519 | 69 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 95 | 218 | 100 | 1471 | 1588 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 13.0 | | 9.0 | 112.0 | 113.0 | | 10.0 |
| Total Split (%) | 9.6% | | 6.7% | 83.0% | 83.7% | | 7% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 9.0 | 18.0 | 113.0 | 106.3 | 107.3 | | |
| Actuated g/C Ratio | 0.07 | 0.13 | 0.84 | 0.79 | 0.79 | | |
| v/c Ratio | 0.85 | 0.79 | 0.85 | 1.05 | 1.09 | | |
| Control Delay | 113.3 | 54.6 | 78.8 | 53.8 | 52.0 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 20.9 | 4.7 | | |
| Total Delay | 113.3 | 54.6 | 78.8 | 74.8 | 56.7 | | |
| LOS | F | D | E | E | E | | |
| Approach Delay | 72.4 | | | 75.0 | 56.7 | | |
| Approach LOS | E | | | E | E | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 84 | 115 | 37 | ~1400 | ~329 | | |
| Queue Length 95th (ft) | #167 | #197 | #148 | #1666 | m#116 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 112 | 276 | 117 | 1403 | 1458 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 63 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 101 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.85 | 0.79 | 0.85 | 1.13 | 1.14 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 66.4 | | Intersection LOS: E | |
| Intersection Capacity Utilization 100.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

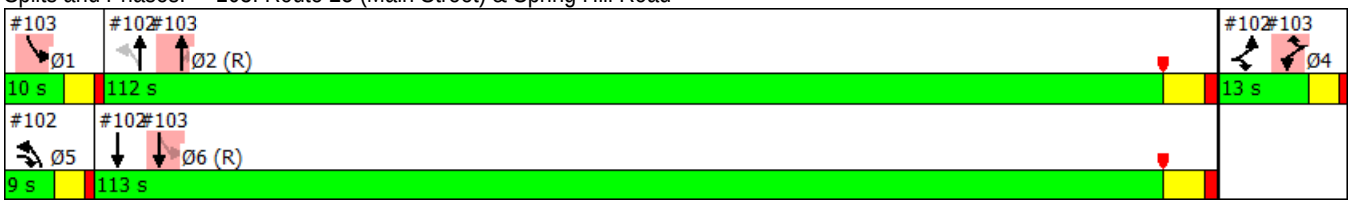


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 91 | 132 | 1276 | 141 | 132 | 1449 | |
| Future Volume (vph) | 91 | 132 | 1276 | 141 | 132 | 1449 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1620 | 1501 | 1766 | 1501 | 1678 | 1766 | |
| Flt Permitted | 0.950 | | | | 0.037 | | |
| Satd. Flow (perm) | 1620 | 1501 | 1766 | 1501 | 65 | 1766 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 142 | | 111 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | |
| Adj. Flow (vph) | 114 | 165 | 1434 | 158 | 138 | 1509 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 114 | 165 | 1434 | 158 | 138 | 1509 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 13.0 | 13.0 | 112.0 | 112.0 | 10.0 | 113.0 | 9.0 |
| Total Split (%) | 9.6% | 9.6% | 83.0% | 83.0% | 7.4% | 83.7% | 7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 9.0 | 9.0 | 106.3 | 106.3 | 115.0 | 107.3 | |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.79 | 0.79 | 0.85 | 0.79 | |
| v/c Ratio | 1.06 | 0.71 | 1.03 | 0.13 | 1.09 | 1.08 | |
| Control Delay | 161.1 | 31.1 | 26.0 | 0.6 | 83.9 | 53.5 | |
| Queue Delay | 0.0 | 0.0 | 22.9 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 161.1 | 31.1 | 48.8 | 0.6 | 83.9 | 53.5 | |
| LOS | F | C | D | A | F | D | |
| Approach Delay | 84.2 | | 44.0 | | | 56.1 | |
| Approach LOS | F | | D | | | E | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~109 | 19 | ~1341 | 1 | ~86 | ~1470 | |
| Queue Length 95th (ft) | #200 | 68 | m219 | m1 | m#86 | m#1462 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 108 | 232 | 1390 | 1205 | 127 | 1403 | |
| Starvation Cap Reductn | 0 | 0 | 75 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.06 | 0.71 | 1.09 | 0.13 | 1.09 | 1.08 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 2 (1%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.09 | | | |
| Intersection Signal Delay: 52.9 | | Intersection LOS: D | |
| Intersection Capacity Utilization 91.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 105 | 98 | 1132 | 197 | 104 | 1499 |
| Future Volume (vph) | 105 | 98 | 1132 | 197 | 104 | 1499 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.978 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1851 | 1708 | 3282 | 0 | 1736 | 1827 |
| Flt Permitted | 0.950 | | | | 0.138 | |
| Satd. Flow (perm) | 1851 | 1708 | 3282 | 0 | 252 | 1827 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 120 | 50 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 131 | 123 | 1316 | 229 | 111 | 1595 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 131 | 123 | 1545 | 0 | 111 | 1595 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 14.0 | | 112.0 | | 9.0 | |
| Total Split (%) | 10.4% | | 83.0% | | 6.7% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 10.0 | 19.0 | 106.5 | | 113.0 | 117.0 |
| Actuated g/C Ratio | 0.07 | 0.14 | 0.79 | | 0.84 | 0.87 |
| v/c Ratio | 0.96 | 0.36 | 0.59 | | 0.42 | 1.01 |
| Control Delay | 127.6 | 12.3 | 0.8 | | 2.2 | 27.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 127.6 | 12.3 | 0.8 | | 2.2 | 27.9 |
| LOS | F | B | A | | A | C |
| Approach Delay | 71.8 | | 0.8 | | | 26.2 |
| Approach LOS | E | | A | | | C |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 117 | 2 | 18 | | 12 | ~1503 |
| Queue Length 95th (ft) | #207 | 43 | m34 | | m11 | m1391 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 137 | 343 | 2599 | | 265 | 1583 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.96 | 0.36 | 0.59 | | 0.42 | 1.01 |

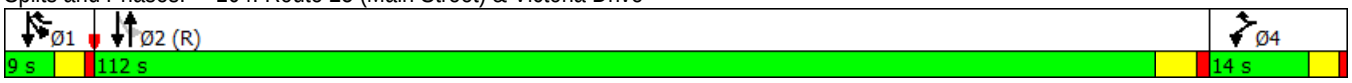
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 70 (52%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 100 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 18.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 91.4% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

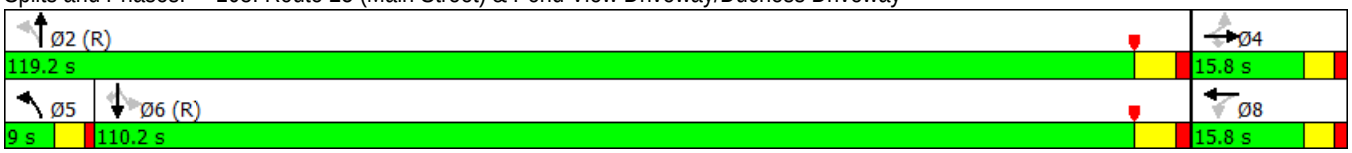


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1074 | 22 | 13 | 1387 | 207 |
| Future Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1074 | 22 | 13 | 1387 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.899 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.988 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1623 | 0 | 1620 | 3345 | 0 | 0 | 1766 | 1449 |
| Flt Permitted | | 0.747 | | | 0.927 | | 0.037 | | | | 0.985 | |
| Satd. Flow (perm) | 0 | 1319 | 1501 | 0 | 1523 | 0 | 63 | 3345 | 0 | 0 | 1740 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 139 | | 54 | | | 7 | | | | 192 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 180 | | | 127 | | | 1827 | | | 378 | |
| Travel Time (s) | | 4.9 | | | 3.5 | | | 31.1 | | | 6.4 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 0 | 264 | 4 | 0 | 12 | 109 | 1155 | 24 | 13 | 1430 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 100 | 264 | 0 | 16 | 0 | 109 | 1179 | 0 | 0 | 1443 | 213 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 15.8 | 15.8 | 15.8 | 15.8 | 15.8 | | 9.0 | 119.2 | | 110.2 | 110.2 | 110.2 |
| Total Split (%) | 11.7% | 11.7% | 11.7% | 11.7% | 11.7% | | 6.7% | 88.3% | | 81.6% | 81.6% | 81.6% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 11.3 | 11.3 | | 11.3 | | 115.2 | 113.5 | | | 104.5 | 104.5 |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.08 | | 0.85 | 0.84 | | | 0.77 | 0.77 |
| v/c Ratio | | 0.91 | 1.04 | | 0.09 | | 0.98 | 0.42 | | | 1.07 | 0.18 |
| Control Delay | | 124.8 | 96.1 | | 1.0 | | 107.0 | 4.5 | | | 45.9 | 0.6 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 12.2 | 1.0 |
| Total Delay | | 124.8 | 96.1 | | 1.0 | | 107.0 | 4.5 | | | 58.1 | 1.5 |
| LOS | | F | F | | A | | F | A | | | E | A |
| Approach Delay | | 104.0 | | | 1.0 | | | 13.2 | | | 50.8 | |
| Approach LOS | | F | | | A | | | B | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 88 | ~131 | | 0 | | 48 | 148 | | | ~1428 | 2 |
| Queue Length 95th (ft) | | #185 | #275 | | 0 | | #176 | 193 | | | m173 | m0 |
| Internal Link Dist (ft) | | 100 | | | 47 | | | 1747 | | | 298 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 110 | 253 | | 176 | | 111 | 2813 | | | 1346 | 1165 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 225 | 716 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 64 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.91 | 1.04 | | 0.09 | | 0.98 | 0.43 | | | 1.29 | 0.47 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 108 (80%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 140 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.07 | | | |
| Intersection Signal Delay: 41.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 105.7% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

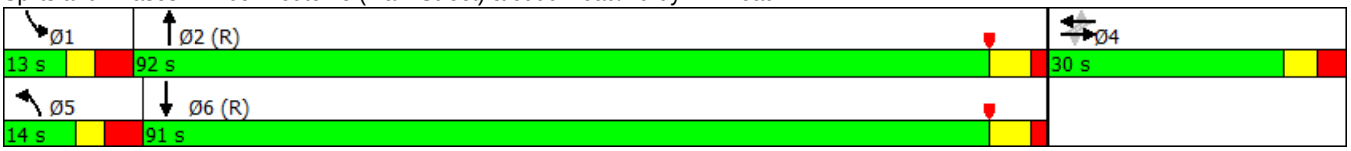


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 91 | 62 | 106 | 159 | 92 | 101 | 96 | 1032 | 41 | 18 | 1348 | 41 |
| Future Volume (vph) | 91 | 62 | 106 | 159 | 92 | 101 | 96 | 1032 | 41 | 18 | 1348 | 41 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.905 | | | 0.921 | | | 0.994 | | | 0.996 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1653 | 0 | 1678 | 1627 | 0 | 1620 | 3335 | 0 | 1620 | 1759 | 0 |
| Flt Permitted | 0.396 | | | 0.403 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 699 | 1653 | 0 | 712 | 1627 | 0 | 1620 | 3335 | 0 | 1620 | 1759 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 55 | | | | | | 6 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 378 | | | 457 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.4 | | | 7.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 114 | 78 | 133 | 177 | 102 | 112 | 103 | 1110 | 44 | 19 | 1390 | 42 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 114 | 211 | 0 | 177 | 214 | 0 | 103 | 1154 | 0 | 19 | 1432 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 14.0 | 92.0 | | 13.0 | 91.0 | |
| Total Split (%) | 22.2% | 22.2% | | 22.2% | 22.2% | | 10.4% | 68.1% | | 9.6% | 67.4% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 23.6 | 23.6 | | 23.6 | 23.6 | | 7.2 | 93.8 | | 5.6 | 85.0 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.05 | 0.69 | | 0.04 | 0.63 | |
| v/c Ratio | 0.93 | 0.63 | | 1.43 | 0.75 | | 1.20 | 0.50 | | 0.28 | 1.29 | |
| Control Delay | 120.5 | 47.2 | | 272.2 | 70.4 | | 219.9 | 5.1 | | 57.9 | 159.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.2 | |
| Total Delay | 120.5 | 47.2 | | 272.2 | 70.4 | | 219.9 | 5.3 | | 57.9 | 159.7 | |
| LOS | F | D | | F | E | | F | A | | E | F | |
| Approach Delay | | 73.0 | | | 161.8 | | | 22.9 | | | 158.4 | |
| Approach LOS | | E | | | F | | | C | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 100 | 128 | | ~209 | 180 | | ~110 | 43 | | 16 | ~1600 | |
| Queue Length 95th (ft) | #187 | 182 | | #362 | #295 | | m#228 | m347 | | m16 | m#1505 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 298 | | | 377 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 122 | 334 | | 124 | 284 | | 86 | 2319 | | 74 | 1107 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 430 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 47 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.93 | 0.63 | | 1.43 | 0.75 | | 1.20 | 0.61 | | 0.26 | 1.35 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 94 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.43 | | | |
| Intersection Signal Delay: 100.9 | | Intersection LOS: F | |
| Intersection Capacity Utilization 114.0% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

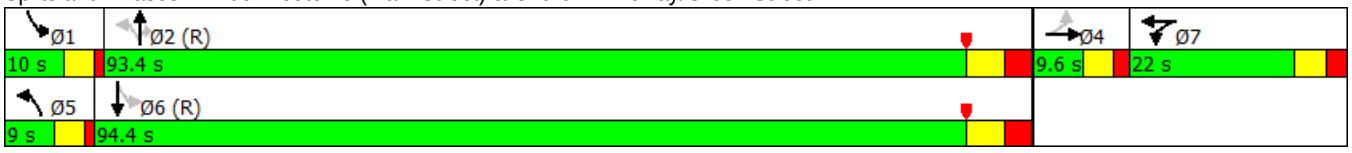


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 52 | 0 | 390 | 0 | 1081 | 11 | 150 | 1378 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 52 | 0 | 390 | 0 | 1081 | 11 | 150 | 1378 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.063 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 112 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 194 | | | | 90 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 63 | 0 | 470 | 0 | 1201 | 12 | 160 | 1466 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 63 | 470 | 0 | 0 | 1201 | 12 | 160 | 1466 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 22.0 | 22.0 | | 9.0 | 93.4 | 93.4 | 10.0 | 94.4 | |
| Total Split (%) | 7.1% | 7.1% | | 16.3% | 16.3% | | 6.7% | 69.2% | 69.2% | 7.4% | 69.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 16.5 | 16.5 | | | 96.2 | 96.2 | 109.0 | 106.2 | |
| Actuated g/C Ratio | | | | 0.12 | 0.12 | | | 0.71 | 0.71 | 0.81 | 0.79 | |
| v/c Ratio | | | | 0.30 | 1.32 | | | 0.95 | 0.01 | 1.00 | 1.05 | |
| Control Delay | | | | 58.5 | 190.5 | | | 30.8 | 0.0 | 91.7 | 45.8 | |
| Queue Delay | | | | 0.0 | 2.5 | | | 1.7 | 0.0 | 0.0 | 22.3 | |
| Total Delay | | | | 58.5 | 193.0 | | | 32.4 | 0.0 | 91.7 | 68.1 | |
| LOS | | | | E | F | | | C | A | F | E | |
| Approach Delay | | | | | 177.1 | | | 32.1 | | | 70.4 | |
| Approach LOS | | | | | F | | | C | | | E | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 51 | ~375 | | | 899 | 0 | 72 | ~1402 | |
| Queue Length 95th (ft) | | | | 90 | #510 | | | m#735 | m0 | m#142 | #1707 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 207 | 355 | | | 1270 | 1106 | 160 | 1402 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 190 | |
| Spillback Cap Reductn | | | | 0 | 70 | | | 22 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.30 | 1.65 | | | 0.96 | 0.01 | 1.00 | 1.21 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 39 (29%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.32 | | | |
| Intersection Signal Delay: 73.5 | | Intersection LOS: E | |
| Intersection Capacity Utilization 114.4% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



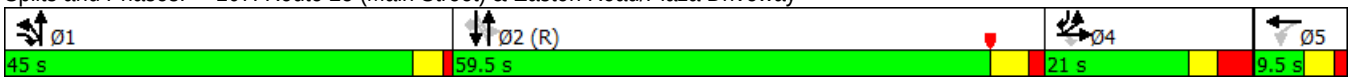
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 220 | 0 | 460 | 0 | 10 | 0 | 506 | 974 | 0 | 0 | 1108 | 530 |
| Future Volume (vph) | 220 | 0 | 460 | 0 | 10 | 0 | 506 | 974 | 0 | 0 | 1108 | 530 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | | | 0.075 | | | | | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 130 | 1801 | 0 | 0 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 107 | | | | | | | | | 188 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 272 | 0 | 568 | 0 | 13 | 0 | 550 | 1059 | 0 | 0 | 1245 | 596 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 136 | 136 | 568 | 0 | 13 | 0 | 550 | 1059 | 0 | 0 | 1245 | 596 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 21.0 | 21.0 | 45.0 | 9.5 | 9.5 | | 45.0 | | | 59.5 | 59.5 | 21.0 |
| Total Split (%) | 15.6% | 15.6% | 33.3% | 7.0% | 7.0% | | 33.3% | | | 44.1% | 44.1% | 15.6% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 13.5 | 13.5 | 59.5 | | 5.0 | | 103.1 | 107.1 | | | 60.6 | 79.6 |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.44 | | 0.04 | | 0.76 | 0.79 | | | 0.45 | 0.59 |
| v/c Ratio | 0.84 | 0.84 | 0.77 | | 0.19 | | 0.98 | 0.74 | | | 0.81 | 0.61 |
| Control Delay | 97.8 | 97.8 | 32.6 | | 69.5 | | 44.4 | 10.9 | | | 38.3 | 15.3 |
| Queue Delay | 0.0 | 0.0 | 0.1 | | 0.0 | | 0.0 | 26.9 | | | 1.3 | 0.0 |
| Total Delay | 97.8 | 97.8 | 32.6 | | 69.5 | | 44.4 | 37.7 | | | 39.6 | 15.3 |
| LOS | F | F | C | | E | | D | D | | | D | B |
| Approach Delay | | 53.7 | | | 69.5 | | | 40.0 | | | 31.7 | |
| Approach LOS | | D | | | E | | | D | | | C | |
| Queue Length 50th (ft) | 124 | 124 | 334 | | 11 | | 403 | 410 | | | 468 | 199 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #197 | #197 | 341 | | 31 | | m429 | m543 | | | #635 | 364 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 173 | 173 | 734 | | 69 | | 561 | 1429 | | | 1536 | 989 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 413 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 3 | | 0 | | 0 | 0 | | | 126 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.79 | 0.79 | 0.78 | | 0.19 | | 0.98 | 1.04 | | | 0.88 | 0.60 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 135 | | | |
| Actuated Cycle Length: 135 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 100 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.98 | | | |
| Intersection Signal Delay: 39.2 | | Intersection LOS: D | |
| Intersection Capacity Utilization 108.1% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1311 | 280 | 70 | 1340 |
| Future Volume (vph) | 40 | 10 | 1311 | 280 | 70 | 1340 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.974 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3447 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3447 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 55 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 50 | 13 | 1457 | 311 | 78 | 1489 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1768 | 0 | 78 | 1489 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 13.0 | 13.0 | 83.0 | | 14.0 | 97.0 |
| Total Split (%) | 11.8% | 11.8% | 75.5% | | 12.7% | 88.2% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 8.0 | 8.0 | 85.2 | | 8.6 | 95.9 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.77 | | 0.08 | 0.87 |
| v/c Ratio | 0.39 | 0.10 | 0.66 | | 0.59 | 0.48 |
| Control Delay | 57.4 | 23.8 | 9.1 | | 49.5 | 4.1 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.3 |
| Total Delay | 57.4 | 23.8 | 9.1 | | 49.5 | 4.4 |
| LOS | E | C | A | | D | A |
| Approach Delay | 50.5 | | 9.1 | | | 6.7 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 34 | 0 | 314 | | 56 | 159 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 65 | 17 | 425 | | m86 | 240 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 152 | 148 | 2681 | | 155 | 3084 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 860 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.09 | 0.66 | | 0.50 | 0.67 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 37 (34%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay: 8.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 52 | 10 | 170 | 50 | 10 | 30 | 210 | 1051 | 60 | 40 | 1190 | 52 |
| Future Volume (vph) | 52 | 10 | 170 | 50 | 10 | 30 | 210 | 1051 | 60 | 40 | 1190 | 52 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.859 | | | 0.888 | | | | 0.850 | | 0.994 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1752 | 1690 | 0 | 1752 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Flt Permitted | 0.724 | | | 0.282 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1336 | 1690 | 0 | 520 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 213 | | | 38 | | | | 66 | | 5 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 65 | 13 | 213 | 63 | 13 | 38 | 231 | 1155 | 66 | 44 | 1322 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 65 | 226 | 0 | 63 | 51 | 0 | 231 | 1155 | 66 | 44 | 1380 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 27.0 | 73.8 | 73.8 | 11.2 | 58.0 | |
| Total Split (%) | 22.7% | 22.7% | | 22.7% | 22.7% | | 24.5% | 67.1% | 67.1% | 10.2% | 52.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 14.2 | 14.2 | | 14.2 | 14.2 | | 18.6 | 77.4 | 77.4 | 6.5 | 63.4 | |
| Actuated g/C Ratio | 0.13 | 0.13 | | 0.13 | 0.13 | | 0.17 | 0.70 | 0.70 | 0.06 | 0.58 | |
| v/c Ratio | 0.38 | 0.56 | | 0.94 | 0.20 | | 0.81 | 0.47 | 0.06 | 0.43 | 0.69 | |
| Control Delay | 48.2 | 12.4 | | 142.2 | 18.7 | | 66.0 | 2.3 | 0.5 | 62.8 | 7.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 48.2 | 12.4 | | 142.2 | 18.7 | | 66.0 | 2.5 | 0.5 | 62.8 | 7.7 | |
| LOS | D | B | | F | B | | E | A | A | E | A | |
| Approach Delay | | 20.4 | | | 87.0 | | | 12.5 | | | 9.4 | |
| Approach LOS | | C | | | F | | | B | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 42 | 8 | | 45 | 8 | | 132 | 30 | 0 | 33 | 93 | |
| Queue Length 95th (ft) | 72 | 50 | | #92 | 34 | | 218 | 102 | m3 | m61 | 125 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 245 | 484 | | 95 | 351 | | 352 | 2465 | 1122 | 113 | 2009 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 553 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.27 | 0.47 | | 0.66 | 0.15 | | 0.66 | 0.60 | 0.06 | 0.39 | 0.69 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 47 (43%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.94 | | | |
| Intersection Signal Delay: 14.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 78.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

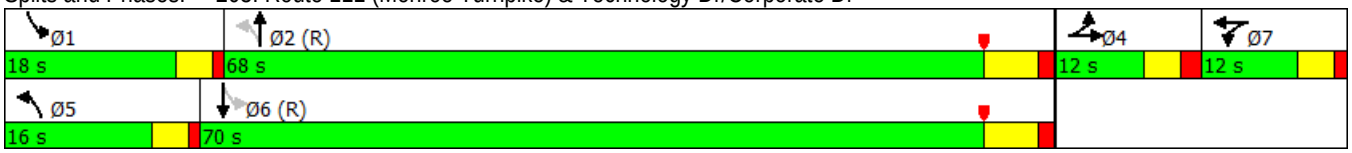
Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 653 | 280 | 160 | 1202 | 100 |
| Future Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 653 | 280 | 160 | 1202 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.912 | | | 0.955 | | | 0.988 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 1711 | 3380 | 0 | 1711 | 3497 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.157 | | | 0.230 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 283 | 3380 | 0 | 414 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 109 | | | 114 | | | 100 | | | 13 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 25 | 0 | 37 | 60 | 0 | 24 | 125 | 742 | 318 | 167 | 1252 | 104 |
| Shared Lane Traffic (%) | 10% | | | 28% | | | | | | | | |
| Lane Group Flow (vph) | 22 | 40 | 0 | 43 | 41 | 0 | 125 | 1060 | 0 | 167 | 1356 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 12.0 | 12.0 | | 12.0 | 12.0 | | 16.0 | 68.0 | | 18.0 | 70.0 | |
| Total Split (%) | 10.9% | 10.9% | | 10.9% | 10.9% | | 14.5% | 61.8% | | 16.4% | 63.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.5 | 5.5 | | 6.5 | 6.5 | | 84.1 | 76.1 | | 85.6 | 76.8 | |
| Actuated g/C Ratio | 0.05 | 0.05 | | 0.06 | 0.06 | | 0.76 | 0.69 | | 0.78 | 0.70 | |
| v/c Ratio | 0.27 | 0.22 | | 0.45 | 0.21 | | 0.42 | 0.45 | | 0.41 | 0.55 | |
| Control Delay | 58.3 | 2.8 | | 64.5 | 2.5 | | 12.0 | 6.3 | | 3.9 | 5.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 58.3 | 2.8 | | 64.5 | 2.5 | | 12.0 | 6.3 | | 3.9 | 5.3 | |
| LOS | E | A | | E | A | | B | A | | A | A | |
| Approach Delay | | 22.5 | | | 34.2 | | | 6.9 | | | 5.2 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 15 | 0 | | 31 | 0 | | 16 | 105 | | 10 | 136 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 38 | 0 | | 65 | 0 | | 58 | 124 | | 10 | 165 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 107 | 205 | | 115 | 210 | | 383 | 2368 | | 499 | 2446 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.20 | | 0.37 | 0.20 | | 0.33 | 0.45 | | 0.33 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 45 (41%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.55 | | | |
| Intersection Signal Delay: 7.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr



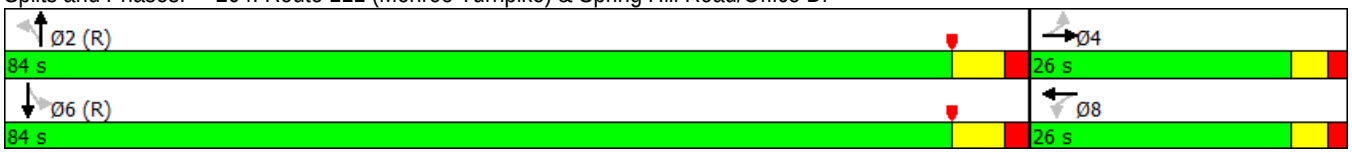
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 75 | 1 | 31 | 0 | 1 | 0 | 11 | 656 | 0 | 0 | 1456 | 136 |
| Future Volume (vph) | 75 | 1 | 31 | 0 | 1 | 0 | 11 | 656 | 0 | 0 | 1456 | 136 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.961 | | | | | | | | | 0.987 | |
| Flt Protected | | 0.966 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1753 | 0 | 0 | 1888 | 0 | 0 | 3468 | 0 | 0 | 3426 | 0 |
| Flt Permitted | | 0.791 | | | | | | 0.912 | | | | |
| Satd. Flow (perm) | 0 | 1435 | 0 | 0 | 1888 | 0 | 0 | 3166 | 0 | 0 | 3426 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 17 | | | | | | | | | 22 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 94 | 1 | 39 | 0 | 1 | 0 | 12 | 729 | 0 | 0 | 1486 | 139 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 134 | 0 | 0 | 1 | 0 | 0 | 741 | 0 | 0 | 1625 | 0 |
| Turn Type | Perm | NA | | | NA | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 26.0 | 26.0 | | 26.0 | 26.0 | | 84.0 | 84.0 | | 84.0 | 84.0 | |
| Total Split (%) | 23.6% | 23.6% | | 23.6% | 23.6% | | 76.4% | 76.4% | | 76.4% | 76.4% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 13.5 | | | 13.5 | | | 85.3 | | | 85.3 | |
| Actuated g/C Ratio | | 0.12 | | | 0.12 | | | 0.78 | | | 0.78 | |
| v/c Ratio | | 0.70 | | | 0.00 | | | 0.30 | | | 0.61 | |
| Control Delay | | 58.8 | | | 38.0 | | | 4.9 | | | 3.7 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.4 | |
| Total Delay | | 58.8 | | | 38.0 | | | 4.9 | | | 4.0 | |
| LOS | | E | | | D | | | A | | | A | |
| Approach Delay | | 58.8 | | | 38.0 | | | 4.9 | | | 4.0 | |
| Approach LOS | | E | | | D | | | A | | | A | |
| Queue Length 50th (ft) | | 80 | | | 1 | | | 74 | | | 102 | |
| Queue Length 95th (ft) | | 119 | | | 5 | | | 95 | | | m155 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 291 | | | 365 | | | 2455 | | | 2661 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 460 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.46 | | | 0.00 | | | 0.30 | | | 0.74 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 3 (3%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.70 | | | |
| Intersection Signal Delay: 7.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

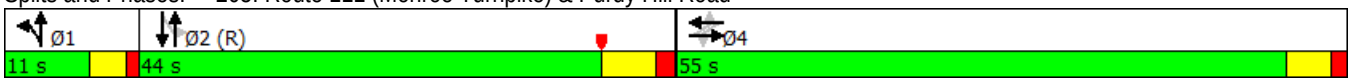


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 67 | 85 | 179 | 373 | 144 | 51 | 99 | 534 | 97 | 30 | 1040 | 54 |
| Future Volume (vph) | 67 | 85 | 179 | 373 | 144 | 51 | 99 | 534 | 97 | 30 | 1040 | 54 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.898 | | | 0.961 | | | 0.977 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 1641 | 0 | 1736 | 1756 | 0 | 1678 | 3391 | 0 | 1678 | 3447 | 0 |
| Flt Permitted | 0.581 | | | 0.479 | | | 0.950 | | | 0.377 | | |
| Satd. Flow (perm) | 1061 | 1641 | 0 | 875 | 1756 | 0 | 1678 | 3391 | 0 | 666 | 3447 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 127 | | | 21 | | | 25 | | | 5 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 81 | 102 | 216 | 419 | 162 | 57 | 110 | 593 | 108 | 32 | 1118 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 81 | 318 | 0 | 419 | 219 | 0 | 110 | 701 | 0 | 32 | 1176 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 55.0 | 55.0 | | 55.0 | 55.0 | | 11.0 | | | 44.0 | 44.0 | |
| Total Split (%) | 50.0% | 50.0% | | 50.0% | 50.0% | | 10.0% | | | 40.0% | 40.0% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 49.9 | 49.9 | | 49.9 | 49.9 | | 7.0 | 51.0 | | 37.9 | 37.9 | |
| Actuated g/C Ratio | 0.45 | 0.45 | | 0.45 | 0.45 | | 0.06 | 0.46 | | 0.34 | 0.34 | |
| v/c Ratio | 0.17 | 0.39 | | 1.06 | 0.27 | | 1.04 | 0.44 | | 0.14 | 0.99 | |
| Control Delay | 19.0 | 13.1 | | 92.4 | 17.9 | | 153.9 | 7.3 | | 18.2 | 42.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 19.0 | 13.1 | | 92.4 | 17.9 | | 153.9 | 7.3 | | 18.2 | 42.8 | |
| LOS | B | B | | F | B | | F | A | | B | D | |
| Approach Delay | | 14.3 | | | 66.8 | | | 27.2 | | | 42.1 | |
| Approach LOS | | B | | | E | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 33 | 83 | | ~325 | 84 | | ~67 | 42 | | 13 | 412 | |
| Queue Length 95th (ft) | 60 | 130 | | #510 | 136 | | #200 | 52 | | m16 | m405 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 481 | 813 | | 396 | 808 | | 106 | 1585 | | 229 | 1190 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.39 | | 1.06 | 0.27 | | 1.04 | 0.44 | | 0.14 | 0.99 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 87 (79%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 110 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.06 | | | |
| Intersection Signal Delay: 39.7 | | Intersection LOS: D | |
| Intersection Capacity Utilization 89.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

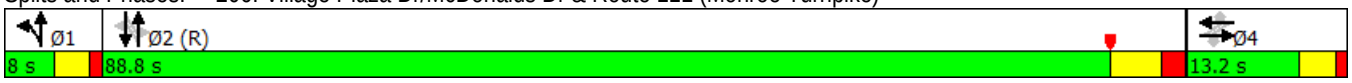


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 499 | 50 | 70 | 1245 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 499 | 50 | 70 | 1245 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1909 | 1656 | 1678 | 1741 | 0 | 1620 | 1764 | 0 |
| Flt Permitted | | 0.673 | | | 0.749 | | 0.047 | | | 0.431 | | |
| Satd. Flow (perm) | 0 | 1189 | 1501 | 0 | 1505 | 1656 | 83 | 1741 | 0 | 735 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 72 | | | 72 | | 21 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 13 | 0 | 25 | 75 | 0 | 63 | 34 | 561 | 56 | 80 | 1415 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 25 | 0 | 75 | 63 | 34 | 617 | 0 | 80 | 1426 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 8.0 | | | 88.8 | 88.8 | |
| Total Split (%) | 12.0% | 12.0% | 12.0% | 12.0% | 12.0% | 12.0% | 7.3% | | | 80.7% | 80.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.1 | 9.1 | | 9.1 | 9.1 | 91.5 | 96.3 | | 85.2 | 85.2 | |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.83 | 0.88 | | 0.77 | 0.77 | |
| v/c Ratio | | 0.13 | 0.13 | | 0.60 | 0.31 | 0.27 | 0.40 | | 0.14 | 1.04 | |
| Control Delay | | 50.2 | 1.4 | | 70.0 | 13.6 | 13.6 | 2.4 | | 2.8 | 40.4 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 50.2 | 1.4 | | 70.0 | 13.6 | 13.6 | 2.4 | | 2.8 | 40.4 | |
| LOS | | D | A | | E | B | B | A | | A | D | |
| Approach Delay | | 18.1 | | | 44.2 | | | 3.0 | | | 38.4 | |
| Approach LOS | | B | | | D | | | A | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 9 | 0 | | 52 | 0 | 2 | 55 | | 7 | ~1121 | |
| Queue Length 95th (ft) | | 26 | 0 | | #90 | 26 | m20 | 57 | | m9 | m#1186 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 98 | 190 | | 124 | 203 | 127 | 1526 | | 569 | 1365 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.13 | 0.13 | | 0.60 | 0.31 | 0.27 | 0.40 | | 0.14 | 1.04 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 30 (27%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 140 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 28.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization 93.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)

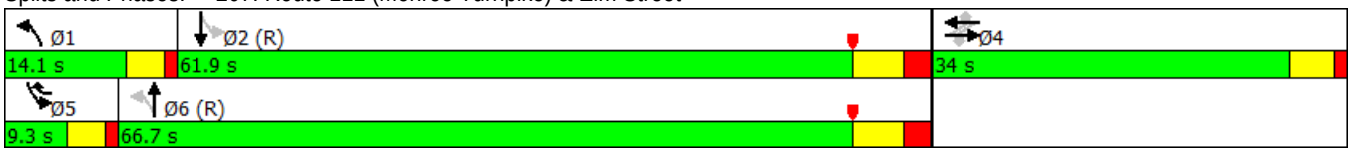


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 190 | 442 | 61 | 130 | 40 | 160 | 318 | 41 | 40 | 822 | 60 |
| Future Volume (vph) | 40 | 190 | 442 | 61 | 130 | 40 | 160 | 318 | 41 | 40 | 822 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.983 | | | 0.990 | |
| Flt Protected | | 0.991 | | | 0.984 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1629 | 1398 | 0 | 1738 | 1449 | 1678 | 1736 | 0 | 1620 | 1809 | 0 |
| Flt Permitted | | 0.856 | | | 0.617 | | 0.066 | | | 0.478 | | |
| Satd. Flow (perm) | 0 | 1407 | 1398 | 0 | 1090 | 1449 | 117 | 1736 | 0 | 815 | 1809 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 208 | | | 77 | | 9 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 46 | 218 | 508 | 71 | 151 | 47 | 195 | 388 | 50 | 41 | 847 | 62 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 264 | 508 | 0 | 222 | 47 | 195 | 438 | 0 | 41 | 909 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | 9.3 | 14.1 | 66.7 | | 9.3 | 61.9 | |
| Total Split (%) | 30.9% | 30.9% | 30.9% | 30.9% | 30.9% | 8.5% | 12.8% | 60.6% | | 8.5% | 56.3% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 28.6 | 28.6 | | 28.6 | 38.6 | 72.3 | 62.4 | | 63.4 | 56.0 | |
| Actuated g/C Ratio | | 0.26 | 0.26 | | 0.26 | 0.35 | 0.66 | 0.57 | | 0.58 | 0.51 | |
| v/c Ratio | | 0.72 | 0.98 | | 0.78 | 0.08 | 0.91 | 0.44 | | 0.08 | 0.99 | |
| Control Delay | | 49.5 | 60.3 | | 58.2 | 2.2 | 71.3 | 9.7 | | 7.4 | 47.4 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.6 | |
| Total Delay | | 49.5 | 60.3 | | 58.2 | 2.2 | 71.3 | 9.7 | | 7.4 | 49.0 | |
| LOS | | D | E | | E | A | E | A | | A | D | |
| Approach Delay | | 56.6 | | | 48.4 | | | 28.7 | | | 47.2 | |
| Approach LOS | | E | | | D | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 169 | 232 | | 145 | 0 | 66 | 204 | | 4 | 557 | |
| Queue Length 95th (ft) | | 254 | #423 | | #246 | 9 | #179 | 183 | | m19 | #902 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 372 | 522 | | 288 | 558 | 217 | 989 | | 507 | 922 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 7 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.71 | 0.97 | | 0.77 | 0.08 | 0.90 | 0.44 | | 0.08 | 0.99 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 87 (79%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 110 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.99 | | | |
| Intersection Signal Delay: 45.6 | | Intersection LOS: D | |
| Intersection Capacity Utilization 98.2% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

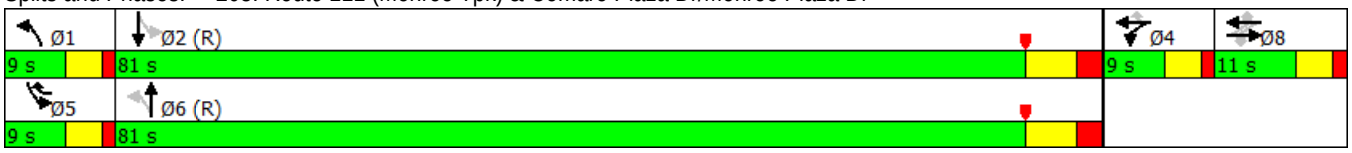


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 308 | 10 | 30 | 822 | 30 |
| Future Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 308 | 10 | 30 | 822 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.995 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1662 | 1538 | 0 | 1604 | 1487 | 1604 | 1740 | 0 | 1604 | 1740 | 0 |
| Flt Permitted | | 0.784 | | | 0.784 | | 0.229 | | | 0.519 | | |
| Satd. Flow (perm) | 0 | 1371 | 1538 | 0 | 1324 | 1487 | 387 | 1740 | 0 | 877 | 1740 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 113 | | | 36 | | 3 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 25 | 0 | 75 | 60 | 0 | 36 | 35 | 362 | 12 | 32 | 874 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 75 | 0 | 60 | 36 | 35 | 374 | 0 | 32 | 906 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 11.0 | 11.0 | 11.0 | 9.0 | | 9.0 | 9.0 | 81.0 | | 9.0 | 81.0 | |
| Total Split (%) | 10.0% | 10.0% | 10.0% | 8.2% | | 8.2% | 8.2% | 73.6% | | 8.2% | 73.6% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 6.1 | 6.1 | | 10.4 | 20.7 | 87.1 | 82.0 | | 87.9 | 83.8 | |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.09 | 0.19 | 0.79 | 0.75 | | 0.80 | 0.76 | |
| v/c Ratio | | 0.33 | 0.39 | | 0.44 | 0.12 | 0.10 | 0.29 | | 0.04 | 0.68 | |
| Control Delay | | 61.8 | 9.4 | | 53.2 | 11.9 | 2.5 | 4.4 | | 2.6 | 9.5 | |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.1 | |
| Total Delay | | 61.8 | 9.5 | | 53.2 | 11.9 | 2.5 | 4.4 | | 2.6 | 10.6 | |
| LOS | | E | A | | D | B | A | A | | A | B | |
| Approach Delay | | 22.6 | | | 37.7 | | | 4.2 | | | 10.4 | |
| Approach LOS | | C | | | D | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 17 | 0 | | 38 | 0 | 4 | 63 | | 3 | 244 | |
| Queue Length 95th (ft) | | 41 | 8 | | 72 | 23 | m4 | 45 | | m5 | 436 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 83 | 199 | | 145 | 308 | 361 | 1297 | | 733 | 1326 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 206 | |
| Spillback Cap Reductn | | 0 | 6 | | 0 | 0 | 0 | 0 | | 0 | 101 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.30 | 0.39 | | 0.41 | 0.12 | 0.10 | 0.29 | | 0.04 | 0.81 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 109 (99%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 11.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 65.7% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

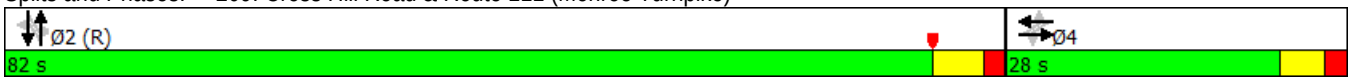


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 121 | 13 | 35 | 126 | 64 | 40 | 14 | 309 | 35 | 10 | 721 | 212 |
| Future Volume (vph) | 121 | 13 | 35 | 126 | 64 | 40 | 14 | 309 | 35 | 10 | 721 | 212 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.890 | | | 0.942 | | | 0.985 | | | 0.966 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1604 | 1557 | 0 | 1719 | 1705 | 0 | 1604 | 1723 | 0 | 1604 | 1690 | 0 |
| Flt Permitted | 0.622 | | | 0.718 | | | 0.187 | | | 0.517 | | |
| Satd. Flow (perm) | 1050 | 1557 | 0 | 1299 | 1705 | 0 | 316 | 1723 | 0 | 873 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 44 | | | 26 | | | 12 | | | 31 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 151 | 16 | 44 | 158 | 80 | 50 | 16 | 347 | 39 | 11 | 759 | 223 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 151 | 60 | 0 | 158 | 130 | 0 | 16 | 386 | 0 | 11 | 982 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 82.0 | 82.0 | | 82.0 | 82.0 | |
| Total Split (%) | 25.5% | 25.5% | | 25.5% | 25.5% | | 74.5% | 74.5% | | 74.5% | 74.5% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 19.1 | 19.1 | | 19.1 | 19.1 | | 79.3 | 79.3 | | 79.3 | 79.3 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.72 | 0.72 | | 0.72 | 0.72 | |
| v/c Ratio | 0.83 | 0.20 | | 0.70 | 0.41 | | 0.07 | 0.31 | | 0.02 | 0.80 | |
| Control Delay | 77.2 | 16.9 | | 58.9 | 35.1 | | 3.1 | 3.3 | | 1.7 | 10.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.3 | | 0.0 | 0.6 | |
| Total Delay | 77.2 | 16.9 | | 58.9 | 35.1 | | 3.1 | 3.6 | | 1.7 | 11.3 | |
| LOS | E | B | | E | D | | A | A | | A | B | |
| Approach Delay | | 60.1 | | | 48.2 | | | 3.6 | | | 11.2 | |
| Approach LOS | | E | | | D | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 102 | 9 | | 103 | 64 | | 1 | 23 | | 1 | 112 | |
| Queue Length 95th (ft) | #153 | 37 | | 151 | 103 | | 5 | 50 | | m0 | 516 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 213 | 352 | | 264 | 367 | | 227 | 1244 | | 629 | 1226 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 348 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 56 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.71 | 0.17 | | 0.60 | 0.35 | | 0.07 | 0.43 | | 0.02 | 0.84 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay: 20.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 74.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

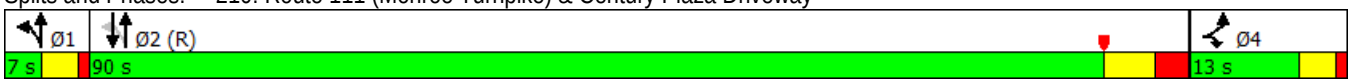


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 30 | 20 | 450 | 912 | 30 |
| Future Volume (vph) | 10 | 30 | 20 | 450 | 912 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.996 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1662 | 1538 | 1662 | 1749 | 1742 | 0 |
| Flt Permitted | 0.950 | | 0.238 | | | |
| Satd. Flow (perm) | 1662 | 1538 | 416 | 1749 | 1742 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 4 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.83 | 0.83 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 13 | 38 | 24 | 542 | 950 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 38 | 24 | 542 | 981 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 13.0 | 13.0 | 7.0 | | 90.0 | |
| Total Split (%) | 11.8% | 11.8% | 6.4% | | 81.8% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 95.8 | 99.8 | 93.8 | |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.87 | 0.91 | 0.85 | |
| v/c Ratio | 0.10 | 0.24 | 0.06 | 0.34 | 0.66 | |
| Control Delay | 48.6 | 18.9 | 0.8 | 0.9 | 8.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 48.6 | 18.9 | 0.8 | 0.9 | 8.4 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 26.5 | | | 0.9 | 8.4 | |
| Approach LOS | C | | | A | A | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 9 | 0 | 1 | 14 | 327 | |
| Queue Length 95th (ft) | 26 | 26 | m2 | 23 | 490 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 135 | 160 | 396 | 1586 | 1486 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 25 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.24 | 0.06 | 0.34 | 0.67 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 95 (86%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay: 6.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 2 | 0 | 1092 | 62 | 0 | 1429 |
| Future Volume (vph) | 2 | 0 | 1092 | 62 | 0 | 1429 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1636 | 0 | 1832 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1636 | 0 | 1832 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5363 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 3 | 0 | 1270 | 72 | 0 | 1520 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 3 | 0 | 1342 | 0 | 0 | 1520 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 85.2% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 2 | 0 | 1092 | 62 | 0 | 1429 |
| Future Vol, veh/h | 2 | 0 | 1092 | 62 | 0 | 1429 |
| 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 | 80 | 80 | 86 | 86 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 3 | 0 | 1270 | 72 | 0 | 1520 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2826 | 1306 | 0 | 0 | 1342 | 0 |
| Stage 1 | 1306 | - | - | - | - | - |
| Stage 2 | 1520 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 19 | 194 | - | - | 510 | - |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 198 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 19 | 194 | - | - | 510 | - |
| Mov Cap-2 Maneuver | 19 | - | - | - | - | - |
| Stage 1 | 252 | - | - | - | - | - |
| Stage 2 | 198 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 221.3 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 19 | 510 | - |
| HCM Lane V/C Ratio | - | - | 0.132 | - | - |
| HCM Control Delay (s) | - | - | 221.3 | 0 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0 | - |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 70 | 57 | 118 | 0 | 10 | 275 |
| Future Volume (vph) | 70 | 57 | 118 | 0 | 10 | 275 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.870 | |
| Flt Protected | | 0.973 | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1761 | 1749 | 0 | 1519 | 0 |
| Flt Permitted | | 0.973 | | | 0.998 | |
| Satd. Flow (perm) | 0 | 1761 | 1749 | 0 | 1519 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.82 | 0.82 | 0.82 | 0.82 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 85 | 70 | 144 | 0 | 13 | 344 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 155 | 144 | 0 | 357 | 0 |
| Sign Control | | Free | Free | | Stop | |

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

| Intersection | |
|---|---|
| Int Delay, s/veh | 7.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 57 | 118 | 0 | 10 | 275 |
| Future Vol, veh/h | 70 | 57 | 118 | 0 | 10 | 275 |
| 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 | 82 | 82 | 82 | 82 | 80 | 80 |
| Heavy Vehicles, % | 5 | 5 | 5 | 5 | 5 | 5 |
| Mvmt Flow | 85 | 70 | 144 | 0 | 13 | 344 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 144 | 0 | - | 0 | 384 | 144 |
| Stage 1 | - | - | - | - | 144 | - |
| Stage 2 | - | - | - | - | 240 | - |
| Critical Hdwy | 4.15 | - | - | - | 6.45 | 6.25 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.45 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.45 | - |
| Follow-up Hdwy | 2.245 | - | - | - | 3.545 | 3.345 |
| Pot Cap-1 Maneuver | 1420 | - | - | - | 613 | 895 |
| Stage 1 | - | - | - | - | 876 | - |
| Stage 2 | - | - | - | - | 793 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1420 | - | - | - | 575 | 895 |
| Mov Cap-2 Maneuver | - | - | - | - | 575 | - |
| Stage 1 | - | - | - | - | 876 | - |
| Stage 2 | - | - | - | - | 744 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.2 | 0 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1420 | - | - | - | 878 |
| HCM Lane V/C Ratio | 0.06 | - | - | - | 0.406 |
| HCM Control Delay (s) | 7.7 | 0 | - | - | 11.9 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0.2 | - | - | - | 2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 65 | 94 | 30 | 11 | 191 | 46 | 10 | 69 | 11 | 87 | 325 | 204 |
| Future Volume (vph) | 65 | 94 | 30 | 11 | 191 | 46 | 10 | 69 | 11 | 87 | 325 | 204 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.979 | | | 0.975 | | | 0.983 | | | 0.955 | |
| Flt Protected | | 0.983 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (prot) | 0 | 1716 | 0 | 0 | 1795 | 0 | 0 | 1682 | 0 | 0 | 1749 | 0 |
| Flt Permitted | | 0.983 | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (perm) | 0 | 1716 | 0 | 0 | 1795 | 0 | 0 | 1682 | 0 | 0 | 1749 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 76 | 109 | 35 | 13 | 230 | 55 | 13 | 86 | 14 | 96 | 357 | 224 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 220 | 0 | 0 | 298 | 0 | 0 | 113 | 0 | 0 | 677 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 74.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 50.5 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 65 | 94 | 30 | 0 | 11 | 191 | 46 | 0 | 10 | 69 | 11 |
| Future Vol, veh/h | 0 | 65 | 94 | 30 | 0 | 11 | 191 | 46 | 0 | 10 | 69 | 11 |
| Peak Hour Factor | 0.92 | 0.86 | 0.86 | 0.86 | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 76 | 109 | 35 | 0 | 13 | 230 | 55 | 0 | 13 | 86 | 14 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 15.2 | 17.9 | 12.2 |
| HCM LOS | C | C | B |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 11% | 34% | 4% | 14% |
| Vol Thru, % | 77% | 50% | 77% | 53% |
| Vol Right, % | 12% | 16% | 19% | 33% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 90 | 189 | 248 | 616 |
| LT Vol | 10 | 65 | 11 | 87 |
| Through Vol | 69 | 94 | 191 | 325 |
| RT Vol | 11 | 30 | 46 | 204 |
| Lane Flow Rate | 112 | 220 | 299 | 677 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.215 | 0.418 | 0.546 | 1.079 |
| Departure Headway (Hd) | 7.22 | 7.186 | 6.9 | 5.738 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 501 | 503 | 526 | 630 |
| Service Time | 5.22 | 5.186 | 4.9 | 3.827 |
| HCM Lane V/C Ratio | 0.224 | 0.437 | 0.568 | 1.075 |
| HCM Control Delay | 12.2 | 15.2 | 17.9 | 82.7 |
| HCM Lane LOS | B | C | C | F |
| HCM 95th-tile Q | 0.8 | 2 | 3.3 | 19.2 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 87 | 325 | 204 |
| Future Vol, veh/h | 0 | 87 | 325 | 204 |
| Peak Hour Factor | 0.92 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles, % | 2 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 96 | 357 | 224 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 82.7 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1681 | 10 | 0 | 1390 |
| Future Volume (vph) | 10 | 10 | 1681 | 10 | 0 | 1390 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1734 | 0 | 3268 | 0 | 0 | 3271 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.93 | 0.93 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 13 | 13 | 1808 | 11 | 0 | 1527 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1819 | 0 | 0 | 1527 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 56.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1681 | 10 | 0 | 1390 |
| Future Vol, veh/h | 10 | 10 | 1681 | 10 | 0 | 1390 |
| 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 | 80 | 80 | 93 | 93 | 91 | 91 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 13 | 13 | 1808 | 11 | 0 | 1527 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2577 | 909 | 0 | 0 | 1818 | 0 |
| Stage 1 | 1813 | - | - | - | - | - |
| Stage 2 | 764 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | - | - | 4.16 | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | - | - | 2.23 | - |
| Pot Cap-1 Maneuver | 21 | 276 | - | - | 329 | - |
| Stage 1 | 114 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 21 | 276 | - | - | 329 | - |
| Mov Cap-2 Maneuver | 21 | - | - | - | - | - |
| Stage 1 | 114 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 198.6 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 39 | 329 | - |
| HCM Lane V/C Ratio | - | - | 0.641 | - | - |
| HCM Control Delay (s) | - | - | 198.6 | 0 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.3 | 0 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 80 | 120 | 1571 | 1310 | 90 |
| Future Volume (vph) | 30 | 80 | 120 | 1571 | 1310 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 33 | 89 | 129 | 1689 | 1472 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 33 | 89 | 129 | 1689 | 1573 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 59.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 13.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 80 | 120 | 1571 | 1310 | 90 |
| Future Vol, veh/h | 30 | 80 | 120 | 1571 | 1310 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 93 | 93 | 89 | 89 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 33 | 89 | 129 | 1689 | 1472 | 101 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2625 | 787 | 1573 | 0 | - | 0 |
| Stage 1 | 1522 | - | - | - | - | - |
| Stage 2 | 1103 | - | - | - | - | - |
| Critical Hdwy | 6.86 | 6.96 | 4.16 | - | - | - |
| Critical Hdwy Stg 1 | 5.86 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.86 | - | - | - | - | - |
| Follow-up Hdwy | 3.53 | 3.33 | 2.23 | - | - | - |
| Pot Cap-1 Maneuver | ~ 19 | 332 | 410 | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 277 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 13 | 332 | 410 | - | - | - |
| Mov Cap-2 Maneuver | ~ 13 | - | - | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 190 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 368.9 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 410 | - | 13 | 332 | - | - |
| HCM Lane V/C Ratio | 0.315 | - | 2.564 | 0.268 | - | - |
| HCM Control Delay (s) | 17.8 | - | $ 1299.7 | 19.8 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.3 | - | 5 | 1.1 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 30 | 0 | 1601 | 1370 | 0 |
| Future Volume (vph) | 0 | 30 | 0 | 1601 | 1370 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 38 | 0 | 1799 | 1473 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 38 | 0 | 1799 | 1473 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 30 | 0 | 1601 | 1370 | 0 |
| Future Vol, veh/h | 0 | 30 | 0 | 1601 | 1370 | 0 |
| 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 | 80 | 80 | 89 | 89 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 0 | 1799 | 1473 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 737 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.96 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.33 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 359 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 359 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.2 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 359 | - | - |
| HCM Lane V/C Ratio | - | 0.104 | - | - |
| HCM Control Delay (s) | - | 16.2 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 10 | 1591 | 1370 | 10 |
| Future Volume (vph) | 0 | 0 | 10 | 1591 | 1370 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 11 | 1768 | 1522 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1779 | 1533 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 1591 | 1370 | 10 |
| Future Vol, veh/h | 0 | 0 | 10 | 1591 | 1370 | 10 |
| 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 | 80 | 80 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 1768 | 1522 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2434 | 767 | 1533 | 0 | - | 0 |
| Stage 1 | 1528 | - | - | - | - | - |
| Stage 2 | 906 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 26 | 345 | 430 | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 355 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 0 | 345 | 430 | - | - | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 165 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 6.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 430 | - | - | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | - | - |
| HCM Control Delay (s) | 13.6 | 6.7 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 60 | 60 | 541 | 1195 | 110 |
| Future Volume (vph) | 40 | 60 | 60 | 541 | 1195 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.919 | | | | 0.989 | |
| Flt Protected | 0.980 | | | 0.995 | | |
| Satd. Flow (prot) | 1645 | 0 | 0 | 1757 | 1747 | 0 |
| Flt Permitted | 0.980 | | | 0.995 | | |
| Satd. Flow (perm) | 1645 | 0 | 0 | 1757 | 1747 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 62 | 92 | 67 | 601 | 1219 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 154 | 0 | 0 | 668 | 1331 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 91.1% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 30.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 60 | 60 | 541 | 1195 | 110 |
| Future Vol, veh/h | 40 | 60 | 60 | 541 | 1195 | 110 |
| 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 | 65 | 65 | 90 | 90 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 62 | 92 | 67 | 601 | 1219 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2010 | 1276 | 1332 | 0 | - | 0 |
| Stage 1 | 1276 | - | - | - | - | - |
| Stage 2 | 734 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | 2.236 | - | - | - |
| Pot Cap-1 Maneuver | 64 | 202 | 512 | - | - | - |
| Stage 1 | 260 | - | - | - | - | - |
| Stage 2 | 471 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 51 | 202 | 512 | - | - | - |
| Mov Cap-2 Maneuver | ~ 51 | - | - | - | - | - |
| Stage 1 | 260 | - | - | - | - | - |
| Stage 2 | 379 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 424.1 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 512 | - | 92 | - | - |
| HCM Lane V/C Ratio | 0.13 | - | 1.672 | - | - |
| HCM Control Delay (s) | 13.1 | 0 | $ 424.1 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 12.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 20 | 0 | 581 | 1285 | 10 |
| Future Volume (vph) | 10 | 20 | 0 | 581 | 1285 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.999 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 15 | 31 | 0 | 646 | 1353 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 15 | 31 | 0 | 646 | 1364 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 78.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 20 | 0 | 581 | 1285 | 10 |
| Future Vol, veh/h | 10 | 20 | 0 | 581 | 1285 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 15 | 31 | 0 | 646 | 1353 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2004 | 1358 | - | 0 | - | 0 |
| Stage 1 | 1358 | - | - | - | - | - |
| Stage 2 | 646 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | - | - |
| Pot Cap-1 Maneuver | 65 | 180 | 0 | - | - | - |
| Stage 1 | 237 | - | 0 | - | - | - |
| Stage 2 | 518 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 65 | 180 | - | - | - | - |
| Mov Cap-2 Maneuver | 65 | - | - | - | - | - |
| Stage 1 | 237 | - | - | - | - | - |
| Stage 2 | 518 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 45 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 65 | 180 | - | - |
| HCM Lane V/C Ratio | - | 0.237 | 0.171 | - | - |
| HCM Control Delay (s) | - | 76.8 | 29.1 | - | - |
| HCM Lane LOS | - | F | D | - | - |
| HCM 95th %tile Q(veh) | - | 0.8 | 0.6 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 16 | 0 | 14 | 10 | 565 | 17 | 16 | 1279 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 16 | 0 | 14 | 10 | 565 | 17 | 16 | 1279 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.996 | | | 0.997 | |
| Flt Protected | | | | | 0.950 | | | 0.999 | | | 0.999 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1757 | 0 | 0 | 1759 | 0 |
| Flt Permitted | | | | | 0.950 | | | 0.999 | | | 0.999 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1757 | 0 | 0 | 1759 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 0 | 0 | 20 | 0 | 18 | 12 | 673 | 20 | 18 | 1405 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 20 | 18 | 0 | 705 | 0 | 0 | 1456 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 87.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 16 | 0 | 14 | 10 | 565 | 17 | 16 | 1279 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 16 | 0 | 14 | 10 | 565 | 17 | 16 | 1279 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 84 | 84 | 84 | 91 | 91 | 91 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 0 | 0 | 20 | 0 | 18 | 12 | 673 | 20 | 18 | 1405 | 33 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2164 | 2181 | 683 | 1438 | 0 | 0 | 693 | 0 | 0 |
| Stage 1 | 707 | 707 | - | - | - | - | - | - | - |
| Stage 2 | 1457 | 1474 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 51 | 45 | 446 | 466 | - | - | 893 | - | - |
| Stage 1 | 485 | 435 | - | - | - | - | - | - | - |
| Stage 2 | 212 | 189 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 44 | 0 | 446 | 466 | - | - | 893 | - | - |
| Mov Cap-2 Maneuver | 44 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 465 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 190 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 82.2 | 0.2 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 466 | - | - | 44 | 446 | 893 | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | 0.455 | 0.039 | 0.02 | - | - |
| HCM Control Delay (s) | 12.9 | 0 | - | 142.4 | 13.4 | 9.1 | 0 | - |
| HCM Lane LOS | B | A | - | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 1.6 | 0.1 | 0.1 | - | - |

# APPENDIX M2
# CAPACITY ANALYSES
2040 Future Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 116 | 1371 | 371 | 220 | 1428 | 1060 | 299 | 447 | 140 | 1090 | 528 | 216 |
| Future Volume (vph) | 116 | 1371 | 371 | 220 | 1428 | 1060 | 299 | 447 | 140 | 1090 | 528 | 216 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 58 | | | 175 | | 14 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 122 | 1443 | 391 | 242 | 1569 | 1165 | 348 | 520 | 163 | 1329 | 644 | 263 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 122 | 1443 | 391 | 242 | 1569 | 1165 | 348 | 520 | 163 | 1329 | 907 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 13.0 | 52.0 | | 19.0 | 58.0 | | 26.0 | 38.0 | 38.0 | 41.0 | 53.0 | |
| Total Split (%) | 8.7% | 34.7% | | 12.7% | 38.7% | | 17.3% | 25.3% | 25.3% | 27.3% | 35.3% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 8.0 | 45.0 | 71.0 | 14.0 | 51.0 | 94.0 | 21.0 | 32.0 | 32.0 | 36.0 | 47.0 | |
| Actuated g/C Ratio | 0.05 | 0.30 | 0.47 | 0.09 | 0.34 | 0.63 | 0.14 | 0.21 | 0.21 | 0.24 | 0.31 | |
| v/c Ratio | 1.34 | 1.41 | 0.49 | 1.52 | 1.30 | 1.19 | 1.51 | 0.71 | 0.36 | 1.61 | 1.65 | |
| Control Delay | 260.3 | 227.6 | 19.7 | 307.0 | 182.9 | 121.4 | 290.9 | 61.0 | 7.5 | 318.3 | 334.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 260.3 | 227.6 | 19.7 | 307.0 | 182.9 | 121.4 | 290.9 | 61.0 | 7.5 | 318.3 | 334.2 | |
| LOS | F | F | B | F | F | F | F | E | A | F | F | |
| Approach Delay | | 188.1 | | | 168.9 | | | 130.2 | | | 324.8 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | ~155 | ~992 | 170 | ~329 | ~1032 | ~1351 | ~471 | 251 | 0 | ~958 | ~1282 | |

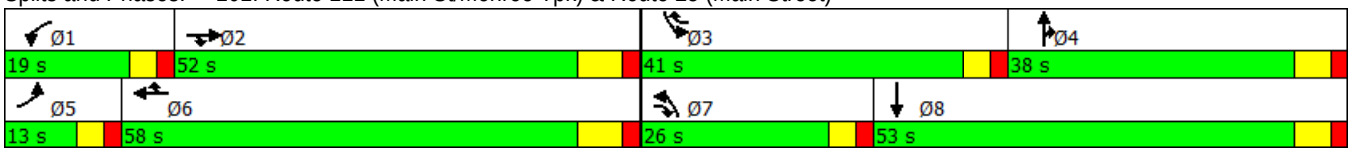
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #293 | #1132 | 265 | #507 | #1171 | #1620 | #634 | 301 | 44 | #960 | #1356 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 91 | 1026 | 793 | 159 | 1203 | 981 | 231 | 729 | 452 | 823 | 549 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.34 | 1.41 | 0.49 | 1.52 | 1.30 | 1.19 | 1.51 | 0.71 | 0.36 | 1.61 | 1.65 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.65 | | | |
| Intersection Signal Delay: 211.1 | | Intersection LOS: F | |
| Intersection Capacity Utilization 126.8% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 122 | 122 | 172 | 1760 | 1705 | 123 | |
| Future Volume (vph) | 122 | 122 | 172 | 1760 | 1705 | 123 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.991 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1846 | 0 | |
| Flt Permitted | 0.950 | | 0.036 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 65 | 1801 | 1846 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 44 | | | 8 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 153 | 153 | 181 | 1853 | 1853 | 134 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 153 | 153 | 181 | 1853 | 1987 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 17.0 | | 11.0 | 118.0 | 122.0 | | 15.0 |
| Total Split (%) | 11.3% | | 7.3% | 78.7% | 81.3% | | 10% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 13.0 | 24.0 | 121.0 | 112.3 | 116.3 | | |
| Actuated g/C Ratio | 0.09 | 0.16 | 0.81 | 0.75 | 0.78 | | |
| v/c Ratio | 1.03 | 0.54 | 1.40 | 1.37 | 1.39 | | |
| Control Delay | 147.6 | 48.9 | 253.6 | 195.2 | 190.6 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.6 | 0.1 | | |
| Total Delay | 147.6 | 48.9 | 253.6 | 195.8 | 190.7 | | |
| LOS | F | D | F | F | F | | |
| Approach Delay | 98.3 | | | 201.0 | 190.7 | | |
| Approach LOS | F | | | F | F | | |
| Queue Length 50th (ft) | ~160 | 99 | ~186 | ~2391 | ~2585 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #259 | 150 | #348 | #2649 | m#286 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 148 | 281 | 129 | 1348 | 1433 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 49 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 191 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 1.03 | 0.54 | 1.40 | 1.60 | 1.44 | | |

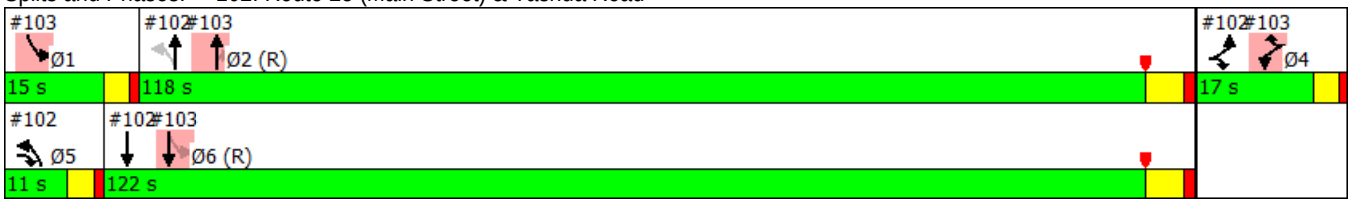
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.53 | | | |
| Intersection Signal Delay: 189.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 124.9% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

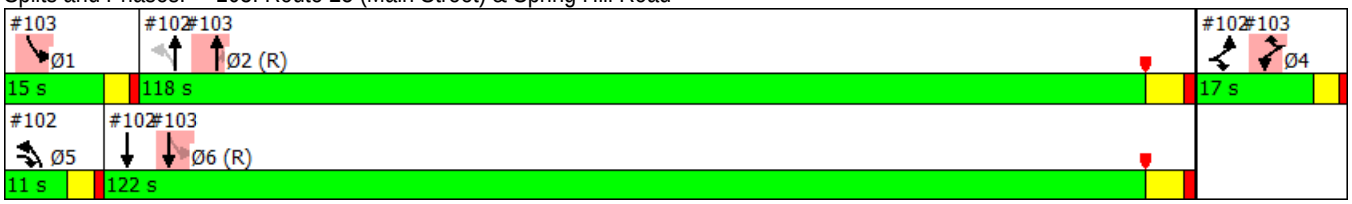


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 132 | 245 | 1759 | 123 | 242 | 1695 | |
| Future Volume (vph) | 132 | 245 | 1759 | 123 | 242 | 1695 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1636 | 1516 | 1783 | 1516 | 1694 | 1783 | |
| Flt Permitted | 0.950 | | | | 0.034 | | |
| Satd. Flow (perm) | 1636 | 1516 | 1783 | 1516 | 61 | 1783 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 106 | | 53 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.99 | 0.99 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 165 | 306 | 1777 | 124 | 263 | 1842 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 165 | 306 | 1777 | 124 | 263 | 1842 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 17.0 | 17.0 | 118.0 | 118.0 | 15.0 | 122.0 | 11.0 |
| Total Split (%) | 11.3% | 11.3% | 78.7% | 78.7% | 10.0% | 81.3% | 7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 13.0 | 13.0 | 112.3 | 112.3 | 129.0 | 116.3 | |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.75 | 0.75 | 0.86 | 0.78 | |
| v/c Ratio | 1.17 | 1.34 | 1.33 | 0.11 | 1.53 | 1.33 | |
| Control Delay | 185.4 | 211.9 | 165.8 | 1.7 | 273.6 | 171.9 | |
| Queue Delay | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.4 | |
| Total Delay | 185.4 | 211.9 | 166.1 | 1.7 | 273.6 | 172.3 | |
| LOS | F | F | F | A | F | F | |
| Approach Delay | 202.6 | | 155.3 | | | 185.0 | |
| Approach LOS | F | | F | | | F | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~191 | ~291 | ~2256 | 5 | ~280 | ~2346 | |
| Queue Length 95th (ft) | #292 | #397 | m465 | m2 | m#257 | m#1925 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 141 | 228 | 1334 | 1148 | 172 | 1382 | |
| Starvation Cap Reductn | 0 | 0 | 101 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 146 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.17 | 1.34 | 1.44 | 0.11 | 1.53 | 1.49 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 88 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.53 | | | |
| Intersection Signal Delay: 174.3 | | Intersection LOS: F | |
| Intersection Capacity Utilization 124.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

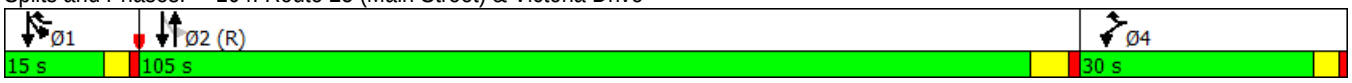


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 293 | 219 | 1692 | 245 | 190 | 1515 |
| Future Volume (vph) | 293 | 219 | 1692 | 245 | 190 | 1515 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 150 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.981 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1869 | 1725 | 3324 | 0 | 1752 | 1845 |
| Flt Permitted | 0.950 | | | | 0.040 | |
| Satd. Flow (perm) | 1869 | 1725 | 3324 | 0 | 74 | 1845 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 32 | 23 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.98 | 0.98 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 366 | 274 | 1727 | 250 | 204 | 1629 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 366 | 274 | 1977 | 0 | 204 | 1629 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 30.0 | | 105.0 | | 15.0 | |
| Total Split (%) | 20.0% | | 70.0% | | 10.0% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 26.0 | 41.0 | 99.5 | | 112.0 | 116.0 |
| Actuated g/C Ratio | 0.17 | 0.27 | 0.66 | | 0.75 | 0.77 |
| v/c Ratio | 1.13 | 0.55 | 0.89 | | 1.15 | 1.14 |
| Control Delay | 145.1 | 45.9 | 11.5 | | 120.9 | 75.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 145.1 | 45.9 | 11.5 | | 120.9 | 75.7 |
| LOS | F | D | B | | F | E |
| Approach Delay | 102.6 | | 11.5 | | | 80.8 |
| Approach LOS | F | | B | | | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~414 | 204 | 570 | | ~187 | ~1897 |
| Queue Length 95th (ft) | #515 | 258 | m258 | | m118 | m186 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 150 | | | 250 | |
| Base Capacity (vph) | 323 | 494 | 2212 | | 178 | 1426 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 1.13 | 0.55 | 0.89 | | 1.15 | 1.14 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 28 (19%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.15 | | | |
| Intersection Signal Delay: 53.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 102.6% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

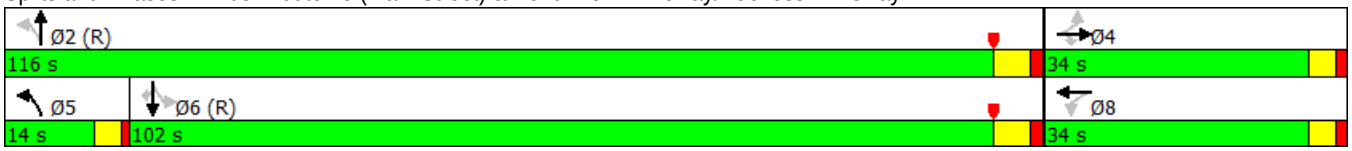


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1437 | 23 | 25 | 1442 | 331 |
| Future Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1437 | 23 | 25 | 1442 | 331 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.892 | | | 0.998 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.990 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1613 | 0 | 1620 | 3349 | 0 | 0 | 1764 | 1449 |
| Flt Permitted | | 0.741 | | | 0.644 | | 0.040 | | | | 0.943 | |
| Satd. Flow (perm) | 0 | 1309 | 1501 | 0 | 1049 | 0 | 68 | 3349 | 0 | 0 | 1665 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 147 | | 49 | | | 3 | | | | 166 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 174 | | | 143 | | | 1823 | | | 386 | |
| Travel Time (s) | | 4.7 | | | 3.9 | | | 31.1 | | | 6.6 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 373 | 0 | 346 | 5 | 0 | 20 | 231 | 1497 | 24 | 26 | 1487 | 341 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 373 | 346 | 0 | 25 | 0 | 231 | 1521 | 0 | 0 | 1513 | 341 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | | 14.0 | 116.0 | | 102.0 | 102.0 | 102.0 |
| Total Split (%) | 22.7% | 22.7% | 22.7% | 22.7% | 22.7% | | 9.3% | 77.3% | | 68.0% | 68.0% | 68.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 29.5 | 29.5 | | 29.5 | | 112.0 | 110.3 | | | 96.3 | 96.3 |
| Actuated g/C Ratio | | 0.20 | 0.20 | | 0.20 | | 0.75 | 0.74 | | | 0.64 | 0.64 |
| v/c Ratio | | 1.45 | 0.84 | | 0.10 | | 1.50 | 0.62 | | | 1.42 | 0.34 |
| Control Delay | | 265.0 | 51.2 | | 3.4 | | 269.9 | 18.3 | | | 211.6 | 2.2 |
| Queue Delay | | 3.1 | 0.0 | | 0.1 | | 0.0 | 0.1 | | | 1.7 | 4.2 |
| Total Delay | | 268.1 | 51.2 | | 3.6 | | 269.9 | 18.4 | | | 213.3 | 6.3 |
| LOS | | F | D | | A | | F | B | | | F | A |
| Approach Delay | | 163.7 | | | 3.6 | | | 51.5 | | | 175.2 | |
| Approach LOS | | F | | | A | | | D | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | ~496 | 198 | | 0 | | ~266 | 572 | | | ~2011 | 43 |
| Queue Length 95th (ft) | | #652 | #314 | | 5 | | m#337 | 641 | | | m884 | m18 |
| Internal Link Dist (ft) | | 94 | | | 63 | | | 1743 | | | 306 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 257 | 413 | | 245 | | 154 | 2463 | | | 1068 | 989 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 298 | 557 |
| Spillback Cap Reductn | | 50 | 0 | | 43 | | 0 | 150 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.80 | 0.84 | | 0.12 | | 1.50 | 0.66 | | | 1.96 | 0.79 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 86 (57%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.50 | | | |
| Intersection Signal Delay: 122.5 | | Intersection LOS: F | |
| Intersection Capacity Utilization 155.2% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



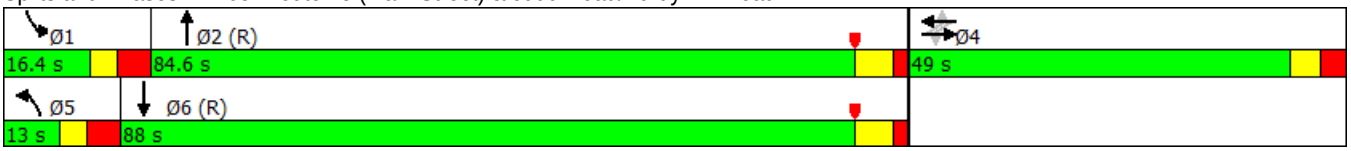
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 123 | 215 | 125 | 212 | 285 | 162 | 98 | 1570 | 103 | 111 | 1465 | 82 |
| Future Volume (vph) | 123 | 215 | 125 | 212 | 285 | 162 | 98 | 1570 | 103 | 111 | 1465 | 82 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.945 | | | 0.946 | | | 0.991 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1726 | 0 | 1678 | 1671 | 0 | 1620 | 3325 | 0 | 1620 | 1752 | 0 |
| Flt Permitted | 0.114 | | | 0.252 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 201 | 1726 | 0 | 445 | 1671 | 0 | 1620 | 3325 | 0 | 1620 | 1752 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 19 | | | | | | 7 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 386 | | | 459 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.6 | | | 7.8 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 138 | 242 | 140 | 228 | 306 | 174 | 102 | 1635 | 107 | 113 | 1495 | 84 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 138 | 382 | 0 | 228 | 480 | 0 | 102 | 1742 | 0 | 113 | 1579 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 49.0 | 49.0 | | 49.0 | 49.0 | | 13.0 | 84.6 | | 16.4 | 88.0 | |
| Total Split (%) | 32.7% | 32.7% | | 32.7% | 32.7% | | 8.7% | 56.4% | | 10.9% | 58.7% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 42.6 | 42.6 | | 42.6 | 42.6 | | 6.2 | 78.6 | | 9.6 | 82.0 | |
| Actuated g/C Ratio | 0.28 | 0.28 | | 0.28 | 0.28 | | 0.04 | 0.52 | | 0.06 | 0.55 | |
| v/c Ratio | 2.42 | 0.76 | | 1.81 | 1.01 | | 1.55 | 1.00 | | 1.10 | 1.65 | |
| Control Delay | 713.1 | 57.5 | | 425.0 | 97.0 | | 333.2 | 36.6 | | 137.1 | 322.2 | |
| Queue Delay | 0.0 | 0.1 | | 0.0 | 0.0 | | 0.0 | 20.3 | | 0.0 | 1.2 | |
| Total Delay | 713.1 | 57.6 | | 425.0 | 97.0 | | 333.2 | 57.0 | | 137.1 | 323.4 | |
| LOS | F | E | | F | F | | F | E | | F | F | |
| Approach Delay | | 231.6 | | | 202.6 | | | 72.2 | | | 311.0 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | ~222 | 327 | | ~334 | ~482 | | ~140 | 910 | | ~124 | ~2247 | |
| Queue Length 95th (ft) | #312 | 450 | | #511 | #718 | | m#232 | m731 | | m#130 | m#2290 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 306 | | | 379 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 57 | 503 | | 126 | 474 | | 66 | 1745 | | 103 | 957 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 101 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 193 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 2.42 | 0.76 | | 1.81 | 1.01 | | 1.55 | 1.06 | | 1.10 | 2.07 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 45 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 2.42
Intersection Signal Delay: 193.8 Intersection LOS: F
Intersection Capacity Utilization 139.6% ICU Level of Service H
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 54 | 0 | 230 | 0 | 1147 | 14 | 390 | 1511 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 54 | 0 | 230 | 0 | 1147 | 14 | 390 | 1511 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 1711 | 1801 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.037 | | |
| Satd. Flow (perm) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 1801 | 1531 | 67 | 1801 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 290 | | | | 110 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 0 | 58 | 0 | 247 | 0 | 1247 | 15 | 406 | 1574 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 58 | 247 | 0 | 0 | 1247 | 15 | 406 | 1574 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 101.9 | 101.9 | 28.0 | 120.9 | |
| Total Split (%) | 6.4% | 6.4% | | 7.0% | 7.0% | | 6.0% | 67.9% | 67.9% | 18.7% | 80.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 5.0 | 5.0 | | | 104.7 | 104.7 | 135.5 | 132.7 | |
| Actuated g/C Ratio | | | | 0.03 | 0.03 | | | 0.70 | 0.70 | 0.90 | 0.88 | |
| v/c Ratio | | | | 1.02 | 0.75 | | | 0.99 | 0.01 | 1.26 | 0.99 | |
| Control Delay | | | | 192.3 | 17.4 | | | 17.0 | 0.0 | 169.2 | 18.9 | |
| Queue Delay | | | | 0.0 | 59.3 | | | 1.2 | 0.0 | 0.0 | 19.1 | |
| Total Delay | | | | 192.3 | 76.7 | | | 18.2 | 0.0 | 169.2 | 38.0 | |
| LOS | | | | F | E | | | B | A | F | D | |
| Approach Delay | | | | | 98.7 | | | 18.0 | | | 64.9 | |
| Approach LOS | | | | | F | | | B | | | E | |
| Queue Length 50th (ft) | | | | ~60 | 0 | | | 199 | 0 | ~449 | 318 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | | | #159 | #56 | | | m186 | m0 | m#447 | m293 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 57 | 331 | | | 1257 | 1101 | 323 | 1593 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 96 | |
| Spillback Cap Reductn | | | | 0 | 110 | | | 7 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 1.02 | 1.12 | | | 1.00 | 0.01 | 1.26 | 1.05 | |

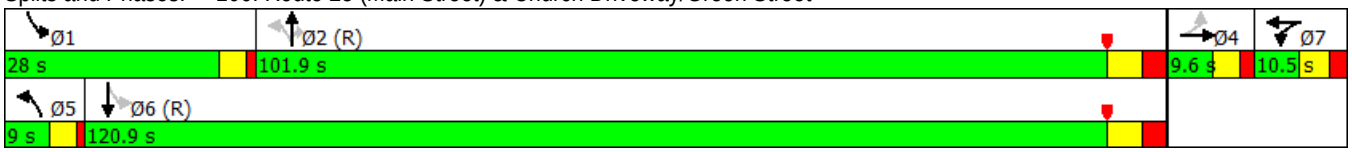
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 23 (15%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.26 | | | |
| Intersection Signal Delay: 51.1 | | Intersection LOS: D | |
| Intersection Capacity Utilization 111.5% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 430 | 10 | 538 | 0 | 10 | 10 | 481 | 1466 | 0 | 10 | 1243 | 280 |
| Future Volume (vph) | 430 | 10 | 538 | 0 | 10 | 10 | 481 | 1466 | 0 | 10 | 1243 | 280 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.954 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 1652 | 1801 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.954 | | | | | 0.103 | | | | 0.724 | |
| Satd. Flow (perm) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 179 | 1801 | 0 | 0 | 2477 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 97 | | | | | | | | | 149 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 467 | 11 | 585 | 0 | 13 | 13 | 529 | 1611 | 0 | 11 | 1366 | 308 |
| Shared Lane Traffic (%) | 49% | | | | | | | | | | | |
| Lane Group Flow (vph) | 238 | 240 | 585 | 0 | 26 | 0 | 529 | 1611 | 0 | 0 | 1377 | 308 |
| Turn Type | Split | NA | pm+ov | | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 25.0 | 25.0 | 29.0 | 9.5 | 9.5 | | 29.0 | | | 86.5 | 86.5 | 25.0 |
| Total Split (%) | 16.7% | 16.7% | 19.3% | 6.3% | 6.3% | | 19.3% | | | 57.7% | 57.7% | 16.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 18.4 | 18.4 | 47.6 | | 5.0 | | 111.3 | 115.3 | | | 84.8 | 108.7 |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.32 | | 0.03 | | 0.74 | 0.77 | | | 0.57 | 0.72 |
| v/c Ratio | 1.20 | 1.20 | 1.06 | | 0.46 | | 1.40 | 1.16 | | | 0.98 | 0.27 |
| Control Delay | 180.3 | 181.5 | 93.0 | | 95.8 | | 225.5 | 97.5 | | | 52.7 | 4.4 |
| Queue Delay | 0.0 | 0.0 | 16.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 180.3 | 181.5 | 109.0 | | 95.8 | | 225.5 | 97.5 | | | 52.7 | 4.4 |
| LOS | F | F | F | | F | | F | F | | | D | A |
| Approach Delay | | 141.3 | | | 95.8 | | | 129.1 | | | 43.8 | |
| Approach LOS | | F | | | F | | | F | | | D | |
| Queue Length 50th (ft) | ~295 | ~298 | ~538 | | 26 | | ~605 | ~1907 | | | ~756 | 48 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #483 | #488 | #823 | | 54 | | m#709 | m#2037 | | | #895 | 86 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 199 | 200 | 552 | | 57 | | 378 | 1384 | | | 1400 | 1150 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 58 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 1.20 | 1.20 | 1.18 | | 0.46 | | 1.40 | 1.16 | | | 0.98 | 0.27 |

**Intersection Summary**

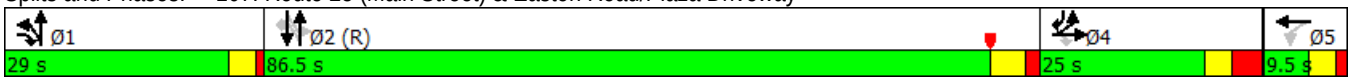
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.40
Intersection Signal Delay: 102.3 Intersection LOS: F
Intersection Capacity Utilization 144.1% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 240 | 60 | 1463 | 50 | 10 | 1594 |
| Future Volume (vph) | 240 | 60 | 1463 | 50 | 10 | 1594 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.995 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 38 | 5 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 300 | 75 | 1508 | 52 | 12 | 1875 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 300 | 75 | 1560 | 0 | 12 | 1875 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 32.0 | 32.0 | 69.0 | | 9.0 | 78.0 |
| Total Split (%) | 29.1% | 29.1% | 62.7% | | 8.2% | 70.9% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 22.6 | 22.6 | 76.2 | | 5.0 | 78.0 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.69 | | 0.05 | 0.71 |
| v/c Ratio | 0.83 | 0.21 | 0.64 | | 0.16 | 0.75 |
| Control Delay | 60.2 | 20.2 | 12.3 | | 59.9 | 5.7 |
| Queue Delay | 0.0 | 0.0 | 0.1 | | 0.0 | 0.1 |
| Total Delay | 60.2 | 20.2 | 12.3 | | 59.9 | 5.7 |
| LOS | E | C | B | | E | A |
| Approach Delay | 52.2 | | 12.3 | | | 6.1 |
| Approach LOS | D | | B | | | A |
| Queue Length 50th (ft) | 203 | 21 | 270 | | 9 | 101 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 245 | 48 | 512 | | m11 | m140 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 458 | 438 | 2441 | | 77 | 2509 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 67 |
| Spillback Cap Reductn | 0 | 0 | 78 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.66 | 0.17 | 0.66 | | 0.16 | 0.77 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 28 (25%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay: 13.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 65.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

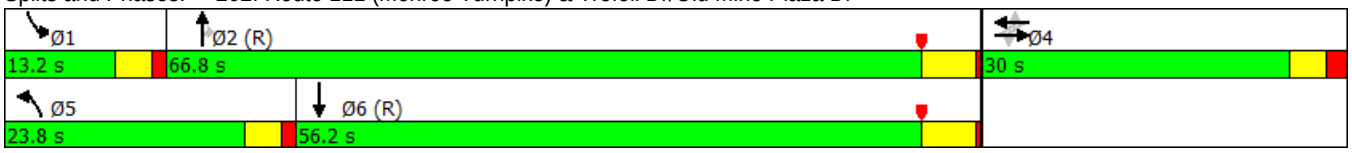
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 83 | 20 | 260 | 70 | 20 | 80 | 240 | 1203 | 80 | 50 | 1274 | 103 |
| Future Volume (vph) | 83 | 20 | 260 | 70 | 20 | 80 | 240 | 1203 | 80 | 50 | 1274 | 103 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.880 | | | | 0.850 | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1711 | 0 | 1770 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Flt Permitted | 0.635 | | | 0.212 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1183 | 1711 | 0 | 395 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 265 | | | 100 | | | | 93 | | 10 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 102 | 25 | 321 | 88 | 25 | 100 | 279 | 1399 | 93 | 58 | 1481 | 120 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 102 | 346 | 0 | 88 | 125 | 0 | 279 | 1399 | 93 | 58 | 1601 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 30.0 | 30.0 | | 30.0 | 30.0 | | 23.8 | 66.8 | 66.8 | 13.2 | 56.2 | |
| Total Split (%) | 27.3% | 27.3% | | 27.3% | 27.3% | | 21.6% | 60.7% | 60.7% | 12.0% | 51.1% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 25.0 | 25.0 | | 25.0 | 25.0 | | 19.2 | 65.4 | 65.4 | 7.6 | 52.0 | |
| Actuated g/C Ratio | 0.23 | 0.23 | | 0.23 | 0.23 | | 0.17 | 0.59 | 0.59 | 0.07 | 0.47 | |
| v/c Ratio | 0.38 | 0.58 | | 0.99 | 0.26 | | 0.93 | 0.66 | 0.09 | 0.48 | 0.97 | |
| Control Delay | 40.7 | 13.9 | | 136.8 | 11.9 | | 89.9 | 10.2 | 0.9 | 66.5 | 28.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 40.7 | 13.9 | | 136.8 | 11.9 | | 89.9 | 10.5 | 0.9 | 66.5 | 28.3 | |
| LOS | D | B | | F | B | | F | B | A | E | C | |
| Approach Delay | | 20.0 | | | 63.5 | | | 22.5 | | | 29.6 | |
| Approach LOS | | C | | | E | | | C | | | C | |
| Queue Length 50th (ft) | 61 | 47 | | 62 | 14 | | 185 | 217 | 0 | 41 | 221 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 101 | 99 | | #141 | 48 | | #338 | 141 | m7 | m71 | #664 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 271 | 596 | | 90 | 477 | | 306 | 2104 | 979 | 146 | 1658 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 221 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.38 | 0.58 | | 0.98 | 0.26 | | 0.91 | 0.74 | 0.09 | 0.40 | 0.97 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 21 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.99 | | | |
| Intersection Signal Delay: 27.3 | | Intersection LOS: C | |
| Intersection Capacity Utilization 90.2% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



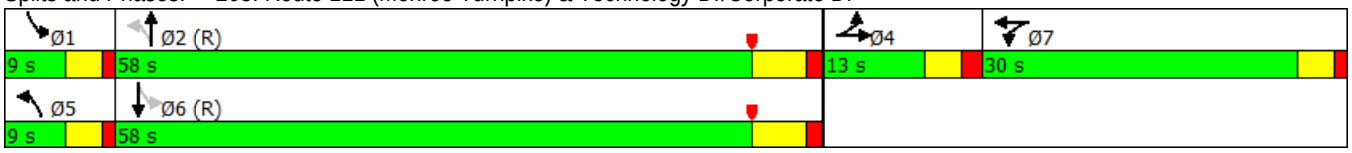
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1236 | 60 | 30 | 927 | 20 |
| Future Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1236 | 60 | 30 | 927 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.888 | | | 0.993 | | | 0.997 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 1711 | 3514 | 0 | 1711 | 3529 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.186 | | | 0.089 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 335 | 3514 | 0 | 160 | 3529 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 111 | | | 124 | | | 6 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 86 | 0 | 111 | 363 | 0 | 200 | 44 | 1358 | 66 | 33 | 1030 | 22 |
| Shared Lane Traffic (%) | 10% | | | 19% | | | | | | | | |
| Lane Group Flow (vph) | 77 | 120 | 0 | 294 | 269 | 0 | 44 | 1424 | 0 | 33 | 1052 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 13.0 | 13.0 | | 30.0 | 30.0 | | 9.0 | 58.0 | | 9.0 | 58.0 | |
| Total Split (%) | 11.8% | 11.8% | | 27.3% | 27.3% | | 8.2% | 52.7% | | 8.2% | 52.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 7.4 | 7.4 | | 22.5 | 22.5 | | 64.8 | 60.0 | | 64.0 | 58.2 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.20 | 0.20 | | 0.59 | 0.55 | | 0.58 | 0.53 | |
| v/c Ratio | 0.71 | 0.58 | | 0.89 | 0.68 | | 0.17 | 0.74 | | 0.20 | 0.56 | |
| Control Delay | 83.2 | 22.7 | | 69.9 | 30.2 | | 12.7 | 19.5 | | 10.5 | 15.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 83.2 | 22.7 | | 69.9 | 30.2 | | 12.7 | 19.5 | | 10.5 | 15.9 | |
| LOS | F | C | | E | C | | B | B | | B | B | |
| Approach Delay | | 46.3 | | | 50.9 | | | 19.3 | | | 15.7 | |
| Approach LOS | | D | | | D | | | B | | | B | |
| Queue Length 50th (ft) | 56 | 6 | | 209 | 97 | | 10 | 201 | | 9 | 159 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #106 | 51 | | 268 | 152 | | m26 | 357 | | m21 | 299 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 122 | 220 | | 381 | 434 | | 260 | 1920 | | 163 | 1870 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.63 | 0.55 | | 0.77 | 0.62 | | 0.17 | 0.74 | | 0.20 | 0.56 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 15 (14%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 25.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 66.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

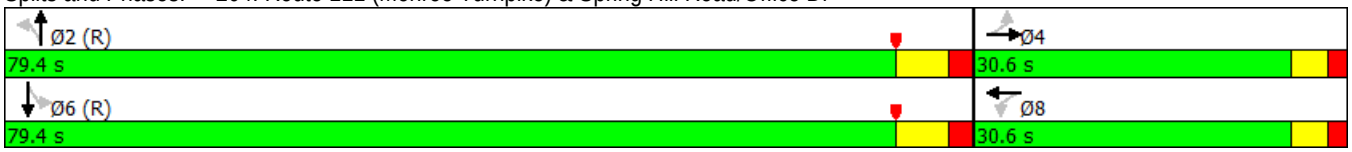


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 155 | 4 | 12 | 0 | 4 | 0 | 12 | 1523 | 0 | 0 | 913 | 127 |
| Future Volume (vph) | 155 | 4 | 12 | 0 | 4 | 0 | 12 | 1523 | 0 | 0 | 913 | 127 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.991 | | | | | | | | | 0.982 | |
| Flt Protected | | 0.957 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1825 | 0 | 0 | 1925 | 0 | 0 | 3539 | 0 | 0 | 3476 | 0 |
| Flt Permitted | | 0.743 | | | | | | 0.941 | | | | |
| Satd. Flow (perm) | 0 | 1417 | 0 | 0 | 1925 | 0 | 0 | 3330 | 0 | 0 | 3476 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 3 | | | | | | | | | 29 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 194 | 5 | 15 | 0 | 5 | 0 | 13 | 1692 | 0 | 0 | 1003 | 140 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 214 | 0 | 0 | 5 | 0 | 0 | 1705 | 0 | 0 | 1143 | 0 |
| Turn Type | Perm | NA | | | NA | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 30.6 | 30.6 | | 30.6 | 30.6 | | 79.4 | 79.4 | | 79.4 | 79.4 | |
| Total Split (%) | 27.8% | 27.8% | | 27.8% | 27.8% | | 72.2% | 72.2% | | 72.2% | 72.2% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 20.2 | | | 20.2 | | | 78.6 | | | 78.6 | |
| Actuated g/C Ratio | | 0.18 | | | 0.18 | | | 0.71 | | | 0.71 | |
| v/c Ratio | | 0.82 | | | 0.01 | | | 0.72 | | | 0.46 | |
| Control Delay | | 65.8 | | | 33.5 | | | 7.7 | | | 5.1 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.1 | |
| Total Delay | | 65.8 | | | 33.5 | | | 7.7 | | | 5.3 | |
| LOS | | E | | | C | | | A | | | A | |
| Approach Delay | | 65.8 | | | 33.5 | | | 7.7 | | | 5.3 | |
| Approach LOS | | E | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 143 | | | 3 | | | 41 | | | 114 | |
| Queue Length 95th (ft) | | 189 | | | 12 | | | 695 | | | m157 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 335 | | | 453 | | | 2380 | | | 2492 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 345 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 20 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.64 | | | 0.01 | | | 0.72 | | | 0.53 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 75 (68%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 10.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 76.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 135 | 202 | 137 | 222 | 132 | 102 | 208 | 1115 | 356 | 52 | 681 | 66 |
| Future Volume (vph) | 135 | 202 | 137 | 222 | 132 | 102 | 208 | 1115 | 356 | 52 | 681 | 66 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.939 | | | 0.935 | | | 0.964 | | | 0.987 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1749 | 0 | 1770 | 1742 | 0 | 1711 | 3412 | 0 | 1711 | 3493 | 0 |
| Flt Permitted | 0.504 | | | 0.350 | | | 0.950 | | | 0.110 | | |
| Satd. Flow (perm) | 939 | 1749 | 0 | 652 | 1742 | 0 | 1711 | 3412 | 0 | 198 | 3493 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 37 | | | 42 | | | 58 | | | 10 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 163 | 243 | 165 | 255 | 152 | 117 | 234 | 1253 | 400 | 60 | 792 | 77 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 163 | 408 | 0 | 255 | 269 | 0 | 234 | 1653 | 0 | 60 | 869 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 49.0 | 49.0 | | 49.0 | 49.0 | | 19.0 | | | 42.0 | 42.0 | |
| Total Split (%) | 44.5% | 44.5% | | 44.5% | 44.5% | | 17.3% | | | 38.2% | 38.2% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 43.6 | 43.6 | | 43.6 | 43.6 | | 15.0 | 57.3 | | 36.2 | 36.2 | |
| Actuated g/C Ratio | 0.40 | 0.40 | | 0.40 | 0.40 | | 0.14 | 0.52 | | 0.33 | 0.33 | |
| v/c Ratio | 0.44 | 0.57 | | 0.99 | 0.38 | | 1.00 | 0.92 | | 0.92 | 0.75 | |
| Control Delay | 28.8 | 27.1 | | 88.0 | 21.4 | | 102.1 | 19.6 | | 118.3 | 26.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 3.3 | | 0.0 | 0.0 | |
| Total Delay | 28.8 | 27.1 | | 88.0 | 21.4 | | 102.1 | 23.0 | | 118.3 | 26.9 | |
| LOS | C | C | | F | C | | F | C | | F | C | |
| Approach Delay | | 27.6 | | | 53.8 | | | 32.8 | | | 32.8 | |
| Approach LOS | | C | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 82 | 200 | | 175 | 110 | | ~163 | 85 | | 37 | 237 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 131 | 266 | | #327 | 170 | | m#309 | #155 | | m#92 | 303 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 374 | 720 | | 260 | 720 | | 233 | 1805 | | 65 | 1156 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 94 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.44 | 0.57 | | 0.98 | 0.37 | | 1.00 | 0.97 | | 0.92 | 0.75 | |

**Intersection Summary**

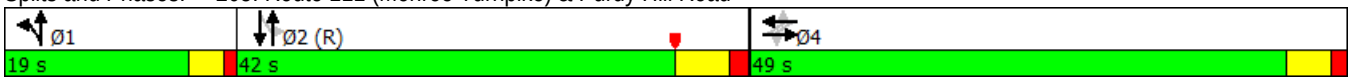
Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 69 (63%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.8 Intersection LOS: C
Intersection Capacity Utilization 102.9% ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



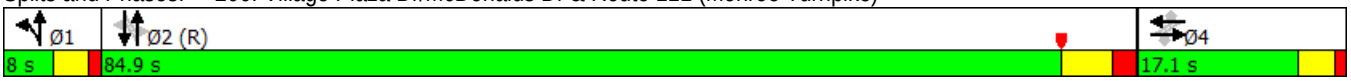
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1168 | 40 | 50 | 782 | 40 |
| Future Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1168 | 40 | 50 | 782 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.993 | |
| Flt Protected | | 0.958 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1531 | 0 | 1947 | 1689 | 1711 | 1792 | 0 | 1652 | 1788 | 0 |
| Flt Permitted | | 0.719 | | | 0.601 | | 0.240 | | | 0.119 | | |
| Satd. Flow (perm) | 0 | 1295 | 1531 | 0 | 1231 | 1689 | 432 | 1792 | 0 | 207 | 1788 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 74 | | | 72 | | 6 | | | 6 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 86 | 12 | 74 | 47 | 0 | 71 | 83 | 1217 | 42 | 54 | 841 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 98 | 74 | 0 | 47 | 71 | 83 | 1259 | 0 | 54 | 884 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 17.1 | 8.0 | | | 84.9 | 84.9 | |
| Total Split (%) | 15.5% | 15.5% | 15.5% | 15.5% | 15.5% | 15.5% | 7.3% | | | 77.2% | 77.2% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 11.7 | 11.7 | | 11.7 | 11.7 | 86.2 | 90.2 | | 79.9 | 79.9 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.78 | 0.82 | | 0.73 | 0.73 | |
| v/c Ratio | | 0.71 | 0.32 | | 0.36 | 0.29 | 0.22 | 0.86 | | 0.36 | 0.68 | |
| Control Delay | | 74.8 | 14.4 | | 53.2 | 13.6 | 2.0 | 10.0 | | 6.8 | 4.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 74.8 | 14.4 | | 53.2 | 13.6 | 2.0 | 10.0 | | 6.8 | 4.7 | |
| LOS | | E | B | | D | B | A | B | | A | A | |
| Approach Delay | | 48.8 | | | 29.3 | | | 9.5 | | | 4.8 | |
| Approach LOS | | D | | | C | | | A | | | A | |
| Queue Length 50th (ft) | | 67 | 0 | | 31 | 0 | 3 | 78 | | 5 | 92 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #113 | 34 | | 65 | 37 | m7 | m121 | | m7 | m97 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 153 | 246 | | 145 | 263 | 384 | 1470 | | 150 | 1300 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.64 | 0.30 | | 0.32 | 0.27 | 0.22 | 0.86 | | 0.36 | 0.68 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 37 (34%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay: 11.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 89.1% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 150 | 278 | 83 | 220 | 130 | 240 | 734 | 183 | 90 | 561 | 70 |
| Future Volume (vph) | 90 | 150 | 278 | 83 | 220 | 130 | 240 | 734 | 183 | 90 | 561 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.970 | | | 0.983 | |
| Flt Protected | | 0.982 | | | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1646 | 1425 | 0 | 1777 | 1478 | 1711 | 1747 | 0 | 1652 | 1831 | 0 |
| Flt Permitted | | 0.484 | | | 0.621 | | 0.093 | | | 0.086 | | |
| Satd. Flow (perm) | 0 | 811 | 1425 | 0 | 1118 | 1478 | 167 | 1747 | 0 | 150 | 1831 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 319 | | | 127 | | 16 | | | 7 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 111 | 185 | 343 | 91 | 242 | 143 | 267 | 816 | 203 | 101 | 630 | 79 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 296 | 343 | 0 | 333 | 143 | 267 | 1019 | 0 | 101 | 709 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 39.0 | 39.0 | 39.0 | 39.0 | 39.0 | 9.2 | 18.5 | 61.8 | | 9.2 | 52.5 | |
| Total Split (%) | 35.5% | 35.5% | 35.5% | 35.5% | 35.5% | 8.4% | 16.8% | 56.2% | | 8.4% | 47.7% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 34.1 | 34.1 | | 34.1 | 44.0 | 66.8 | 55.2 | | 54.0 | 46.6 | |
| Actuated g/C Ratio | | 0.31 | 0.31 | | 0.31 | 0.40 | 0.61 | 0.50 | | 0.49 | 0.42 | |
| v/c Ratio | | 1.18 | 0.52 | | 0.96 | 0.21 | 0.91 | 1.15 | | 0.72 | 0.91 | |
| Control Delay | | 149.6 | 7.4 | | 78.5 | 5.8 | 45.6 | 107.8 | | 46.0 | 39.5 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.3 | | 0.0 | 0.0 | |
| Total Delay | | 149.6 | 7.4 | | 78.5 | 5.8 | 45.6 | 108.1 | | 46.0 | 39.5 | |
| LOS | | F | A | | E | A | D | F | | D | D | |
| Approach Delay | | 73.3 | | | 56.6 | | | 95.1 | | | 40.3 | |
| Approach LOS | | E | | | E | | | F | | | D | |
| Queue Length 50th (ft) | | ~251 | 12 | | 230 | 7 | 118 | ~845 | | 26 | 397 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #361 | 52 | | #415 | 46 | m#188 | #1094 | | #103 | #678 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 251 | 661 | | 346 | 667 | 302 | 884 | | 141 | 779 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 2 | 0 | 40 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.18 | 0.52 | | 0.96 | 0.22 | 0.88 | 1.21 | | 0.72 | 0.91 | |

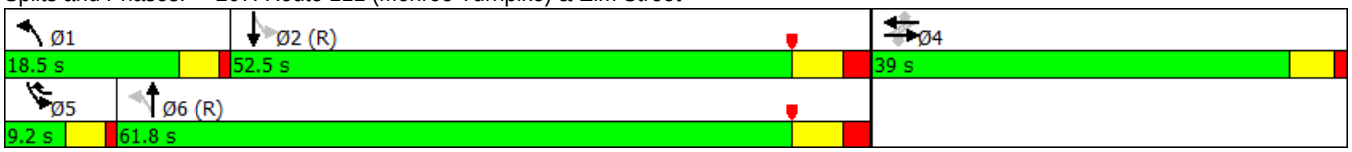
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 96 (87%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 140 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.18 | | | |
| Intersection Signal Delay: 71.2 | | Intersection LOS: E | |
| Intersection Capacity Utilization 100.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



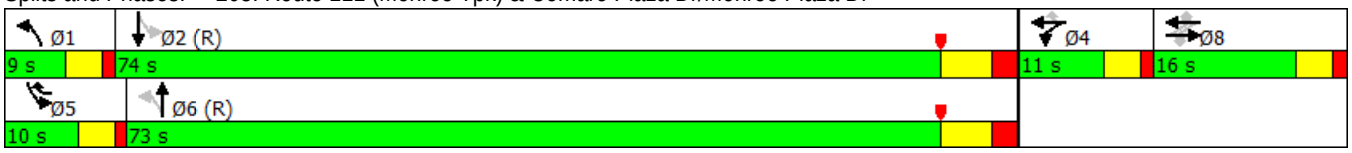
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 794 | 10 | 90 | 551 | 20 |
| Future Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 794 | 10 | 90 | 551 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.995 | |
| Flt Protected | | 0.959 | | | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1727 | 1583 | 0 | 1664 | 1531 | 1652 | 1797 | 0 | 1652 | 1792 | 0 |
| Flt Permitted | | 0.677 | | | 0.684 | | 0.342 | | | 0.177 | | |
| Satd. Flow (perm) | 0 | 1219 | 1583 | 0 | 1189 | 1531 | 595 | 1797 | 0 | 308 | 1792 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 113 | | | 170 | | 1 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 65 | 11 | 65 | 106 | 11 | 170 | 43 | 854 | 11 | 102 | 626 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 76 | 65 | 0 | 117 | 170 | 43 | 865 | 0 | 102 | 649 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 16.0 | 16.0 | 16.0 | 11.0 | | 10.0 | 9.0 | 73.0 | | 10.0 | 74.0 | |
| Total Split (%) | 14.5% | 14.5% | 14.5% | 10.0% | | 9.1% | 8.2% | 66.4% | | 9.1% | 67.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.9 | 9.9 | | 17.1 | 30.8 | 76.2 | 68.8 | | 79.1 | 73.1 | |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.16 | 0.28 | 0.69 | 0.63 | | 0.72 | 0.66 | |
| v/c Ratio | | 0.70 | 0.27 | | 0.54 | 0.31 | 0.09 | 0.77 | | 0.35 | 0.54 | |
| Control Delay | | 79.4 | 4.1 | | 48.8 | 6.0 | 2.9 | 10.8 | | 7.2 | 11.5 | |
| Queue Delay | | 0.3 | 0.0 | | 0.0 | 0.1 | 0.0 | 1.4 | | 0.0 | 0.8 | |
| Total Delay | | 79.7 | 4.1 | | 48.8 | 6.1 | 2.9 | 12.2 | | 7.2 | 12.2 | |
| LOS | | E | A | | D | A | A | B | | A | B | |
| Approach Delay | | 44.9 | | | 23.5 | | | 11.8 | | | 11.5 | |
| Approach LOS | | D | | | C | | | B | | | B | |
| Queue Length 50th (ft) | | 52 | 0 | | 71 | 0 | 6 | 201 | | 16 | 214 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #114 | 9 | | 126 | 49 | m4 | m119 | | m39 | 365 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 129 | 269 | | 235 | 555 | 460 | 1124 | | 294 | 1191 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 112 | | 0 | 258 | |
| Spillback Cap Reductn | | 2 | 0 | | 0 | 62 | 0 | 108 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.60 | 0.24 | | 0.50 | 0.34 | 0.09 | 0.85 | | 0.35 | 0.70 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 11 (10%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 15.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 72.1% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 314 | 141 | 102 | 114 | 90 | 60 | 73 | 797 | 145 | 70 | 445 | 174 |
| Future Volume (vph) | 314 | 141 | 102 | 114 | 90 | 60 | 73 | 797 | 145 | 70 | 445 | 174 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.937 | | | 0.940 | | | 0.977 | | | 0.958 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1687 | 0 | 1770 | 1751 | 0 | 1652 | 1759 | 0 | 1652 | 1725 | 0 |
| Flt Permitted | 0.588 | | | 0.457 | | | 0.273 | | | 0.074 | | |
| Satd. Flow (perm) | 1022 | 1687 | 0 | 851 | 1751 | 0 | 475 | 1759 | 0 | 129 | 1725 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 34 | | | 31 | | | 15 | | | 31 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 345 | 155 | 112 | 137 | 108 | 72 | 77 | 839 | 153 | 77 | 489 | 191 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 345 | 267 | 0 | 137 | 180 | 0 | 77 | 992 | 0 | 77 | 680 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 39.0 | 39.0 | | 39.0 | 39.0 | | 71.0 | 71.0 | | 71.0 | 71.0 | |
| Total Split (%) | 35.5% | 35.5% | | 35.5% | 35.5% | | 64.5% | 64.5% | | 64.5% | 64.5% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 33.4 | 33.4 | | 33.4 | 33.4 | | 65.0 | 65.0 | | 65.0 | 65.0 | |
| Actuated g/C Ratio | 0.30 | 0.30 | | 0.30 | 0.30 | | 0.59 | 0.59 | | 0.59 | 0.59 | |
| v/c Ratio | 1.11 | 0.50 | | 0.53 | 0.33 | | 0.28 | 0.95 | | 1.01 | 0.66 | |
| Control Delay | 122.1 | 31.0 | | 40.8 | 26.2 | | 10.0 | 29.0 | | 123.9 | 10.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.4 | | 0.0 | 0.2 | |
| Total Delay | 122.1 | 31.0 | | 40.8 | 26.2 | | 10.0 | 31.4 | | 123.9 | 10.8 | |
| LOS | F | C | | D | C | | A | C | | F | B | |
| Approach Delay | | 82.4 | | | 32.5 | | | 29.9 | | | 22.3 | |
| Approach LOS | | F | | | C | | | C | | | C | |
| Queue Length 50th (ft) | ~280 | 134 | | 80 | 80 | | 7 | 296 | | ~57 | 98 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #461 | 217 | | 133 | 126 | | m32 | #924 | | m#152 | 155 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 310 | 535 | | 258 | 553 | | 280 | 1045 | | 76 | 1032 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 21 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 54 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.11 | 0.50 | | 0.53 | 0.33 | | 0.28 | 0.97 | | 1.01 | 0.70 | |

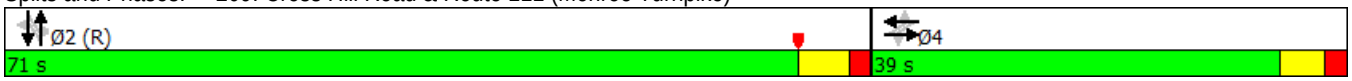
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.11 | | | |
| Intersection Signal Delay: 39.8 | | Intersection LOS: D | |
| Intersection Capacity Utilization 100.8% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



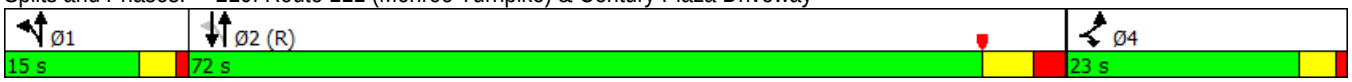
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 190 | 981 | 559 | 70 |
| Future Volume (vph) | 130 | 130 | 190 | 981 | 559 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.985 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1774 | 0 |
| Flt Permitted | 0.950 | | 0.335 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 603 | 1801 | 1774 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 163 | | | 10 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Adj. Flow (vph) | 163 | 163 | 202 | 1044 | 588 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 202 | 1044 | 662 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 23.0 | 23.0 | 15.0 | | 72.0 | |
| Total Split (%) | 20.9% | 20.9% | 13.6% | | 65.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 14.4 | 14.4 | 83.6 | 87.6 | 74.0 | |
| Actuated g/C Ratio | 0.13 | 0.13 | 0.76 | 0.80 | 0.67 | |
| v/c Ratio | 0.73 | 0.47 | 0.38 | 0.73 | 0.55 | |
| Control Delay | 64.4 | 11.0 | 3.4 | 6.2 | 12.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.4 | 0.0 | |
| Total Delay | 64.4 | 11.0 | 3.4 | 6.5 | 12.5 | |
| LOS | E | B | A | A | B | |
| Approach Delay | 37.7 | | | 6.0 | 12.5 | |
| Approach LOS | D | | | A | B | |
| Queue Length 50th (ft) | 112 | 0 | 19 | 233 | 217 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 154 | 39 | m30 | m363 | 385 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 295 | 408 | 588 | 1434 | 1195 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 91 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.55 | 0.40 | 0.34 | 0.78 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 109 (99%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 12.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 65.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 8 | 0 | 1731 | 48 | 0 | 1565 |
| Future Volume (vph) | 8 | 0 | 1731 | 48 | 0 | 1565 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.996 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1636 | 0 | 1837 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1636 | 0 | 1837 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5360 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 10 | 0 | 1822 | 51 | 0 | 1665 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 10 | 0 | 1873 | 0 | 0 | 1665 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 104.0% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 8 | 0 | 1731 | 48 | 0 | 1565 |
| Future Vol, veh/h | 8 | 0 | 1731 | 48 | 0 | 1565 |
| 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 | 80 | 80 | 95 | 95 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 10 | 0 | 1822 | 51 | 0 | 1665 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3512 | 1847 | 0 | 0 | 1873 | 0 |
| Stage 1 | 1847 | - | - | - | - | - |
| Stage 2 | 1665 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | ~ 7 | 92 | - | - | 318 | - |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 168 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 7 | 92 | - | - | 318 | - |
| Mov Cap-2 Maneuver | ~ 7 | - | - | - | - | - |
| Stage 1 | 136 | - | - | - | - | - |
| Stage 2 | 168 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 1198.7 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 7 | 318 | - |
| HCM Lane V/C Ratio | - | - | 1.429 | - | - |
| HCM Control Delay (s) | - | - | $ 1198.7 | 0 | - |
| HCM Lane LOS | - | - | F | A | - |
| HCM 95th %tile Q(veh) | - | - | 2.1 | 0 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 479 | 201 | 133 | 40 | 20 | 255 |
| Future Volume (vph) | 479 | 201 | 133 | 40 | 20 | 255 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.969 | | 0.875 | |
| Flt Protected | | 0.966 | | | 0.996 | |
| Satd. Flow (prot) | 0 | 1765 | 1711 | 0 | 1539 | 0 |
| Flt Permitted | | 0.966 | | | 0.996 | |
| Satd. Flow (perm) | 0 | 1765 | 1711 | 0 | 1539 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.80 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 551 | 231 | 166 | 50 | 25 | 319 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 782 | 216 | 0 | 344 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 73.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 12.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 479 | 201 | 133 | 40 | 20 | 255 |
| Future Vol, veh/h | 479 | 201 | 133 | 40 | 20 | 255 |
| 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 | 87 | 87 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 551 | 231 | 166 | 50 | 25 | 319 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 216 | 0 | - | 0 | 1523 | 191 |
| Stage 1 | - | - | - | - | 191 | - |
| Stage 2 | - | - | - | - | 1332 | - |
| Critical Hdwy | 4.14 | - | - | - | 6.44 | 6.24 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.44 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.44 | - |
| Follow-up Hdwy | 2.236 | - | - | - | 3.536 | 3.336 |
| Pot Cap-1 Maneuver | 1342 | - | - | - | 129 | 846 |
| Stage 1 | - | - | - | - | 837 | - |
| Stage 2 | - | - | - | - | 244 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1342 | - | - | - | 68 | 846 |
| Mov Cap-2 Maneuver | - | - | - | - | 68 | - |
| Stage 1 | - | - | - | - | 837 | - |
| Stage 2 | - | - | - | - | 129 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 6.7 | 0 | 32.2 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1342 | - | - | - | 462 |
| HCM Lane V/C Ratio | 0.41 | - | - | - | 0.744 |
| HCM Control Delay (s) | 9.5 | 0 | - | - | 32.2 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 2 | - | - | - | 6.2 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 290 | 239 | 30 | 11 | 210 | 144 | 30 | 269 | 11 | 113 | 225 | 158 |
| Future Volume (vph) | 290 | 239 | 30 | 11 | 210 | 144 | 30 | 269 | 11 | 113 | 225 | 158 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.993 | | | 0.947 | | | 0.995 | | | 0.957 | |
| Flt Protected | | 0.975 | | | 0.999 | | | 0.995 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1743 | 0 | 0 | 1762 | 0 | 0 | 1721 | 0 | 0 | 1763 | 0 |
| Flt Permitted | | 0.975 | | | 0.999 | | | 0.995 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1743 | 0 | 0 | 1762 | 0 | 0 | 1721 | 0 | 0 | 1763 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 349 | 288 | 36 | 13 | 250 | 171 | 38 | 336 | 14 | 119 | 237 | 166 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 673 | 0 | 0 | 434 | 0 | 0 | 388 | 0 | 0 | 522 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 108.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 241.9 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 290 | 239 | 30 | 0 | 11 | 210 | 144 | 0 | 30 | 269 | 11 |
| Future Vol, veh/h | 0 | 290 | 239 | 30 | 0 | 11 | 210 | 144 | 0 | 30 | 269 | 11 |
| Peak Hour Factor | 0.92 | 0.83 | 0.83 | 0.83 | 0.92 | 0.84 | 0.84 | 0.84 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 349 | 288 | 36 | 0 | 13 | 250 | 171 | 0 | 38 | 336 | 14 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 405.1 | 134.6 | 106 |
| HCM LOS | F | F | F |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 10% | 52% | 3% | 23% |
| Vol Thru, % | 87% | 43% | 58% | 45% |
| Vol Right, % | 4% | 5% | 39% | 32% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 310 | 559 | 365 | 496 |
| LT Vol | 30 | 290 | 11 | 113 |
| Through Vol | 269 | 239 | 210 | 225 |
| RT Vol | 11 | 30 | 144 | 158 |
| Lane Flow Rate | 388 | 673 | 435 | 522 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 1.036 | 1.815 | 1.135 | 1.376 |
| Departure Headway (Hd) | 13.919 | 11.441 | 13.329 | 12.377 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 264 | 323 | 278 | 298 |
| Service Time | 11.919 | 9.441 | 11.329 | 10.377 |
| HCM Lane V/C Ratio | 1.47 | 2.084 | 1.565 | 1.752 |
| HCM Control Delay | 106 | 405.1 | 134.6 | 221.7 |
| HCM Lane LOS | F | F | F | F |
| HCM 95th-tile Q | 10.6 | 37.7 | 13.2 | 20.9 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 113 | 225 | 158 |
| Future Vol, veh/h | 0 | 113 | 225 | 158 |
| Peak Hour Factor | 0.92 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 119 | 237 | 166 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 221.7 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1603 | 20 | 20 | 1824 |
| Future Volume (vph) | 10 | 10 | 1603 | 20 | 20 | 1824 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.998 | | | |
| Flt Protected | 0.976 | | | | | 0.999 |
| Satd. Flow (prot) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Flt Permitted | 0.976 | | | | | 0.999 |
| Satd. Flow (perm) | 1751 | 0 | 3297 | 0 | 0 | 3300 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.91 | 0.91 |
| Adj. Flow (vph) | 13 | 13 | 1864 | 23 | 22 | 2004 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1887 | 0 | 0 | 2026 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 74.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1603 | 20 | 20 | 1824 |
| Future Vol, veh/h | 10 | 10 | 1603 | 20 | 20 | 1824 |
| 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 | 80 | 80 | 86 | 86 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1864 | 23 | 22 | 2004 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2922 | 944 | 0 | 0 | 1887 | 0 |
| Stage 1 | 1876 | - | - | - | - | - |
| Stage 2 | 1046 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | ~ 12 | 263 | - | - | 313 | - |
| Stage 1 | 106 | - | - | - | - | - |
| Stage 2 | 299 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | ~ 12 | 263 | - | - | 313 | - |
| Mov Cap-2 Maneuver | ~ 12 | - | - | - | - | - |
| Stage 1 | 106 | - | - | - | - | - |
| Stage 2 | 299 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 458.5 | 0 | 0.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 23 | 313 | - |
| HCM Lane V/C Ratio | - | - | 1.087 | 0.07 | - |
| HCM Control Delay (s) | - | - | $ 458.5 | 17.4 | 0 |
| HCM Lane LOS | - | - | F | C | A |
| HCM 95th %tile Q(veh) | - | - | 3.2 | 0.2 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 70 | 120 | 170 | 1443 | 1724 | 110 |
| Future Volume (vph) | 70 | 120 | 170 | 1443 | 1724 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.85 | 0.85 | 0.94 | 0.94 |
| Adj. Flow (vph) | 76 | 130 | 200 | 1698 | 1834 | 117 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 76 | 130 | 200 | 1698 | 1951 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 74.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 252.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 70 | 120 | 170 | 1443 | 1724 | 110 |
| Future Vol, veh/h | 70 | 120 | 170 | 1443 | 1724 | 110 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 85 | 85 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 76 | 130 | 200 | 1698 | 1834 | 117 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3142 | 976 | 1951 | 0 | - | 0 |
| Stage 1 | 1893 | - | - | - | - | - |
| Stage 2 | 1249 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 8 | 251 | 296 | - | - | - |
| Stage 1 | 104 | - | - | - | - | - |
| Stage 2 | 234 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 3 | 251 | 296 | - | - | - |
| Mov Cap-2 Maneuver | ~ 3 | - | - | - | - | - |
| Stage 1 | 104 | - | - | - | - | - |
| Stage 2 | ~ 76 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 4921.6 | 4.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 296 | - | 3 | 251 | - | - |
| HCM Lane V/C Ratio | 0.676 | - | 25.362 | 0.52 | - | - |
| HCM Control Delay (s) | 39.2 | $ | 13300.4 | 33.9 | - | - |
| HCM Lane LOS | E | - | F | D | - | - |
| HCM 95th %tile Q(veh) | 4.5 | - | 11.6 | 2.7 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1513 | 1814 | 20 |
| Future Volume (vph) | 0 | 20 | 0 | 1513 | 1814 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.998 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.87 | 0.87 | 0.93 | 0.93 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1739 | 1951 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1739 | 1973 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1513 | 1814 | 20 |
| Future Vol, veh/h | 0 | 20 | 0 | 1513 | 1814 | 20 |
| 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 | 80 | 80 | 87 | 87 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1739 | 1951 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 986 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 247 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 247 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 21.2 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 247 | - | - |
| HCM Lane V/C Ratio | - | 0.101 | - | - |
| HCM Control Delay (s) | - | 21.2 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 10 | 0 | 1513 | 1824 | 10 |
| Future Volume (vph) | 0 | 10 | 0 | 1513 | 1824 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.865 | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 13 | 0 | 1560 | 2146 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 0 | 0 | 1560 | 2158 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 10 | 0 | 1513 | 1824 | 10 |
| Future Vol, veh/h | 0 | 10 | 0 | 1513 | 1824 | 10 |
| 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 | 80 | 80 | 97 | 97 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 0 | 1560 | 2146 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2932 | 1079 | 2158 | 0 | - | 0 |
| Stage 1 | 2152 | - | - | - | - | - |
| Stage 2 | 780 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 12 | 214 | 245 | - | - | - |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 412 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 12 | 214 | 245 | - | - | - |
| Mov Cap-2 Maneuver | 12 | - | - | - | - | - |
| Stage 1 | 75 | - | - | - | - | - |
| Stage 2 | 412 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.9 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 245 | - | 214 | - | - |
| HCM Lane V/C Ratio | - | - | 0.058 | - | - |
| HCM Control Delay (s) | 0 | - | 22.9 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 20 | 10 | 1231 | 878 | 20 |
| Future Volume (vph) | 30 | 20 | 10 | 1231 | 878 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.946 | | | | 0.997 | |
| Flt Protected | 0.971 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Flt Permitted | 0.971 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.92 | 0.92 | 0.89 | 0.89 |
| Adj. Flow (vph) | 43 | 29 | 11 | 1338 | 987 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 72 | 0 | 0 | 1349 | 1009 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 9.9 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 20 | 10 | 1231 | 878 | 20 |
| Future Vol, veh/h | 30 | 20 | 10 | 1231 | 878 | 20 |
| 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 | 69 | 69 | 92 | 92 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 29 | 11 | 1338 | 987 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2358 | 998 | 1009 | 0 | - | 0 |
| Stage 1 | 998 | - | - | - | - | - |
| Stage 2 | 1360 | - | - | - | - | - |
| 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 | ~ 39 | 296 | 687 | - | - | - |
| Stage 1 | 357 | - | - | - | - | - |
| Stage 2 | 239 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 37 | 296 | 687 | - | - | - |
| Mov Cap-2 Maneuver | ~ 37 | - | - | - | - | - |
| Stage 1 | 357 | - | - | - | - | - |
| Stage 2 | 224 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 328.8 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 687 | - | 57 | - | - |
| HCM Lane V/C Ratio | 0.016 | - | 1.271 | - | - |
| HCM Control Delay (s) | 10.3 | 0 | $ 328.8 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 6.3 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 20 | 0 | 1261 | 878 | 0 |
| Future Volume (vph) | 20 | 20 | 0 | 1261 | 878 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 31 | 31 | 0 | 1417 | 987 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 31 | 0 | 1417 | 987 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 0 | 1261 | 878 | 0 |
| Future Vol, veh/h | 20 | 20 | 0 | 1261 | 878 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 31 | 0 | 1417 | 987 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2404 | 987 | - | 0 | - | 0 |
| Stage 1 | 987 | - | - | - | - | - |
| Stage 2 | 1417 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 37 | 300 | 0 | - | - | - |
| Stage 1 | 361 | - | 0 | - | - | - |
| Stage 2 | 224 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 37 | 300 | - | - | - | - |
| Mov Cap-2 Maneuver | 37 | - | - | - | - | - |
| Stage 1 | 361 | - | - | - | - | - |
| Stage 2 | 224 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 138.7 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 37 | 300 | - | - |
| HCM Lane V/C Ratio | - | 0.832 | 0.103 | - | - |
| HCM Control Delay (s) | - | 258.9 | 18.4 | - | - |
| HCM Lane LOS | - | F | C | - | - |
| HCM 95th %tile Q(veh) | - | 3 | 0.3 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 45 | 0 | 69 | 0 | 1218 | 63 | 38 | 834 | 10 |
| Future Volume (vph) | 0 | 0 | 0 | 45 | 0 | 69 | 0 | 1218 | 63 | 38 | 834 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.993 | | | 0.998 | |
| Flt Protected | | | | | 0.950 | | | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1788 | 0 | 0 | 1793 | 0 |
| Flt Permitted | | | | | 0.950 | | | | | | 0.998 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1788 | 0 | 0 | 1793 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 56 | 0 | 86 | 0 | 1400 | 72 | 41 | 907 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 56 | 86 | 0 | 1472 | 0 | 0 | 959 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 85.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 17.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 45 | 0 | 69 | 0 | 1218 | 63 | 38 | 834 | 10 |
| Future Vol, veh/h | 0 | 0 | 0 | 45 | 0 | 69 | 0 | 1218 | 63 | 38 | 834 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 87 | 87 | 87 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 56 | 0 | 86 | 0 | 1400 | 72 | 41 | 907 | 11 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2431 | 2436 | 1436 | 917 | 0 | 0 | 1472 | 0 | 0 |
| Stage 1 | 1436 | 1436 | - | - | - | - | - | - | - |
| Stage 2 | 995 | 1000 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | ~ 35 | 32 | 164 | 744 | - | - | 458 | - | - |
| Stage 1 | 219 | 199 | - | - | - | - | - | - | - |
| Stage 2 | 358 | 321 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | ~ 29 | 0 | 164 | 744 | - | - | 458 | - | - |
| Mov Cap-2 Maneuver | ~ 29 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 219 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 292 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 318.5 | 0 | 0.6 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 744 | - | - | 29 | 164 | 458 | - | - |
| HCM Lane V/C Ratio | - | - | - | 1.94 | 0.526 | 0.09 | - | - |
| HCM Control Delay (s) | 0 | - | - | $ 731.8 | 49 | 13.6 | 0 | - |
| HCM Lane LOS | A | - | - | F | E | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 6.6 | 2.6 | 0.3 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

# APPENDIX M3
# CAPACITY ANALYSES
2040 Future Conditions
Saturday Midday Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 197 | 1264 | 418 | 120 | 1148 | 753 | 381 | 509 | 140 | 802 | 449 | 166 |
| Future Volume (vph) | 197 | 1264 | 418 | 120 | 1148 | 753 | 381 | 509 | 140 | 802 | 449 | 166 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | 0.960 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1711 | 3421 | 1531 | 1711 | 3539 | 1531 | 1652 | 3421 | 1478 | 3433 | 1729 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 95 | | | 58 | | | 138 | | 12 | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 216 | 1389 | 459 | 129 | 1234 | 810 | 397 | 530 | 146 | 933 | 522 | 193 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 216 | 1389 | 459 | 129 | 1234 | 810 | 397 | 530 | 146 | 933 | 715 | 0 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | Prot | Prot | NA | |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 | 3 | 8 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | 13.0 | 12.0 | 13.0 | |
| Total Split (s) | 19.0 | 56.0 | | 14.0 | 51.0 | | 32.0 | 33.0 | 33.0 | 47.0 | 48.0 | |
| Total Split (%) | 12.7% | 37.3% | | 9.3% | 34.0% | | 21.3% | 22.0% | 22.0% | 31.3% | 32.0% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | 4.0 | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | 6.0 | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None | None | |
| Act Effct Green (s) | 14.0 | 49.0 | 81.0 | 9.0 | 44.0 | 92.8 | 27.0 | 27.2 | 27.2 | 41.8 | 42.0 | |
| Actuated g/C Ratio | 0.09 | 0.33 | 0.54 | 0.06 | 0.29 | 0.62 | 0.18 | 0.18 | 0.18 | 0.28 | 0.28 | |
| v/c Ratio | 1.36 | 1.24 | 0.53 | 1.26 | 1.19 | 0.84 | 1.34 | 0.85 | 0.38 | 0.98 | 1.45 | |
| Control Delay | 244.7 | 159.4 | 19.6 | 229.4 | 140.2 | 30.3 | 218.2 | 73.7 | 12.4 | 76.9 | 252.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 244.7 | 159.4 | 19.6 | 229.4 | 140.2 | 30.3 | 218.2 | 73.7 | 12.4 | 76.9 | 252.9 | |
| LOS | F | F | B | F | F | C | F | E | B | E | F | |
| Approach Delay | | 137.2 | | | 104.5 | | | 118.8 | | | 153.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | ~276 | ~886 | 222 | ~158 | ~763 | 561 | ~504 | 268 | 7 | 468 | ~948 | |

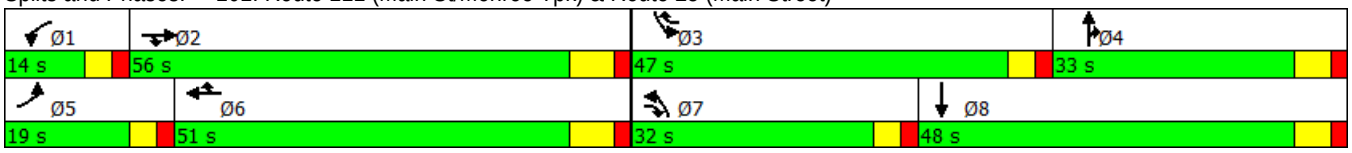
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #449 | #1026 | 324 | #300 | #903 | 792 | #717 | #358 | 71 | #557 | #1122 | |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | |
| Base Capacity (vph) | 159 | 1117 | 870 | 102 | 1038 | 971 | 297 | 620 | 381 | 961 | 492 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.36 | 1.24 | 0.53 | 1.26 | 1.19 | 0.83 | 1.34 | 0.85 | 0.38 | 0.97 | 1.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.45 | | | |
| Intersection Signal Delay: 128.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 116.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 178 | 183 | 153 | 1593 | 1686 | 205 | |
| Future Volume (vph) | 178 | 183 | 153 | 1593 | 1686 | 205 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | | 0.985 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 1801 | 1835 | 0 | |
| Flt Permitted | 0.950 | | 0.038 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 68 | 1801 | 1835 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 41 | | | 12 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 200 | 206 | 166 | 1732 | 1853 | 225 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 200 | 206 | 166 | 1732 | 2078 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 20.0 | | 10.0 | 110.0 | 120.0 | | 20.0 |
| Total Split (%) | 13.3% | | 6.7% | 73.3% | 80.0% | | 13% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 16.0 | 26.0 | 112.0 | 104.3 | 114.3 | | |
| Actuated g/C Ratio | 0.11 | 0.17 | 0.75 | 0.70 | 0.76 | | |
| v/c Ratio | 1.10 | 0.69 | 1.43 | 1.38 | 1.48 | | |
| Control Delay | 155.0 | 59.3 | 267.5 | 201.5 | 235.6 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | | |
| Total Delay | 155.0 | 59.3 | 267.5 | 202.4 | 235.6 | | |
| LOS | F | E | F | F | F | | |
| Approach Delay | 106.5 | | | 208.1 | 235.6 | | |
| Approach LOS | F | | | F | F | | |
| Queue Length 50th (ft) | ~221 | 154 | ~170 | ~2243 | ~2801 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #381 | 246 | #328 | #2503 | m#1772 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 182 | 299 | 116 | 1252 | 1401 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 7 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 227 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 1.10 | 0.69 | 1.43 | 1.69 | 1.49 | | |

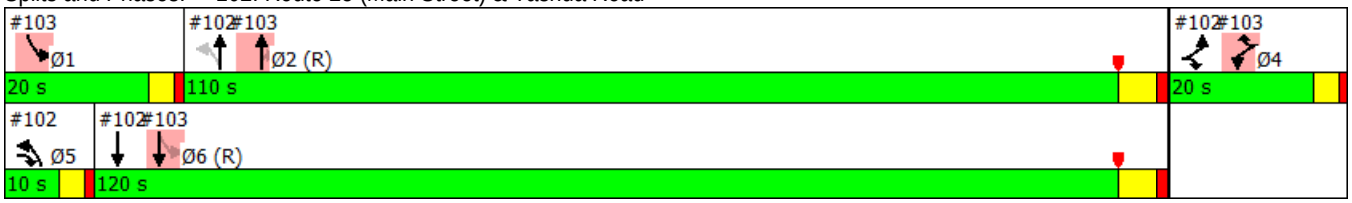
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.52 | | | |
| Intersection Signal Delay: 211.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 130.9% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 212 | 366 | 1598 | 174 | 322 | 1678 | |
| Future Volume (vph) | 212 | 366 | 1598 | 174 | 322 | 1678 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 1 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 0.850 | | 0.850 | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1531 | 1801 | 1531 | 1711 | 1801 | |
| Flt Permitted | 0.950 | | | | 0.037 | | |
| Satd. Flow (perm) | 1652 | 1531 | 1801 | 1531 | 67 | 1801 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 146 | | 69 | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 228 | 394 | 1737 | 189 | 350 | 1824 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 228 | 394 | 1737 | 189 | 350 | 1824 | |
| Turn Type | Prot | Prot | NA | Perm | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | 2 | 6 | | |
| Detector Phase | 4 | 4 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | 18.0 | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | 23.7 | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 20.0 | 20.0 | 110.0 | 110.0 | 20.0 | 120.0 | 10.0 |
| Total Split (%) | 13.3% | 13.3% | 73.3% | 73.3% | 13.3% | 80.0% | 7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | 4.3 | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | 1.4 | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | Lag | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | C-Min | None | C-Min | None |
| Act Effct Green (s) | 16.0 | 16.0 | 104.3 | 104.3 | 126.0 | 114.3 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.70 | 0.70 | 0.84 | 0.76 | |
| v/c Ratio | 1.30 | 1.34 | 1.39 | 0.17 | 1.52 | 1.33 | |
| Control Delay | 218.5 | 206.1 | 192.7 | 3.0 | 268.2 | 170.7 | |
| Queue Delay | 1.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.8 | |
| Total Delay | 219.5 | 206.1 | 193.0 | 3.0 | 268.2 | 171.5 | |
| LOS | F | F | F | A | F | F | |
| Approach Delay | 211.0 | | 174.3 | | | 187.1 | |
| Approach LOS | F | | F | | | F | |
| Queue Length 50th (ft) | ~284 | ~368 | ~2256 | 14 | ~427 | ~2321 | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #460 | #584 | m#1338 | m7 | m#317 | m#1715 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | 175 | 160 | | |
| Base Capacity (vph) | 176 | 293 | 1252 | 1085 | 231 | 1372 | |
| Starvation Cap Reductn | 0 | 0 | 91 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 10 | 0 | 0 | 0 | 0 | 256 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 1.37 | 1.34 | 1.50 | 0.17 | 1.52 | 1.63 | |

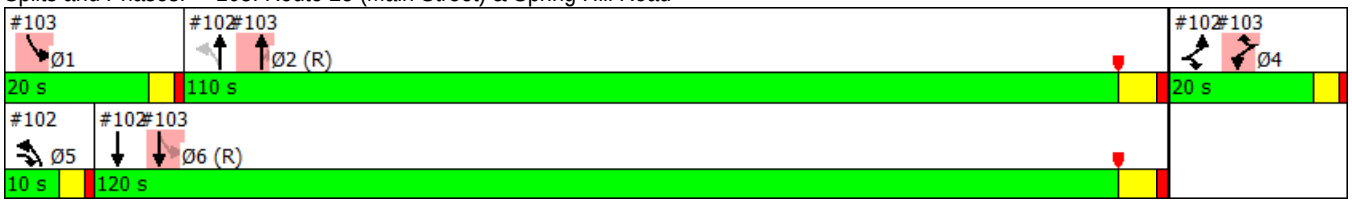
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 89 (59%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.52 | | | |
| Intersection Signal Delay: 185.0 | | Intersection LOS: F | |
| Intersection Capacity Utilization 125.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 369 | 329 | 1513 | 372 | 345 | 1605 |
| Future Volume (vph) | 369 | 329 | 1513 | 372 | 345 | 1605 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 1 | 1 | |
| Taper Length (ft) | 25 | | | | 75 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 |
| Frt | | 0.850 | 0.970 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1888 | 1742 | 3319 | 0 | 1770 | 1863 |
| Flt Permitted | 0.950 | | | | 0.045 | |
| Satd. Flow (perm) | 1888 | 1742 | 3319 | 0 | 84 | 1863 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 25 | 35 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 434 | 387 | 1645 | 404 | 363 | 1689 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 434 | 387 | 2049 | 0 | 363 | 1689 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 32.0 | | 94.0 | | 24.0 | |
| Total Split (%) | 21.3% | | 62.7% | | 16.0% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 28.0 | 52.0 | 88.5 | | 110.0 | 114.0 |
| Actuated g/C Ratio | 0.19 | 0.35 | 0.59 | | 0.73 | 0.76 |
| v/c Ratio | 1.23 | 0.62 | 1.04 | | 1.27 | 1.19 |
| Control Delay | 176.2 | 43.3 | 38.0 | | 168.5 | 105.6 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 176.2 | 43.3 | 38.0 | | 168.5 | 105.6 |
| LOS | F | D | D | | F | F |
| Approach Delay | 113.6 | | 38.0 | | | 116.7 |
| Approach LOS | F | | D | | | F |
| Queue Length 50th (ft) | ~523 | 296 | ~1122 | | ~392 | ~2012 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #681 | 381 | m367 | | m193 | m507 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | | 140 | | | 250 | |
| Base Capacity (vph) | 352 | 620 | 1972 | | 286 | 1415 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 1.23 | 0.62 | 1.04 | | 1.27 | 1.19 |

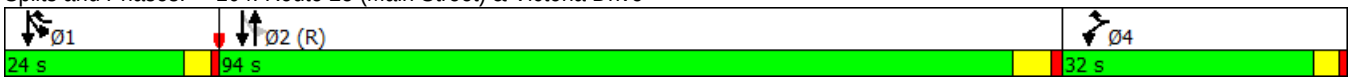
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 40 (27%), Referenced to phase 2:NBSB, Start of Green | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.27 | | | |
| Intersection Signal Delay: 83.4 | | Intersection LOS: F | |
| Intersection Capacity Utilization 111.6% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1398 | 49 | 62 | 1477 | 387 |
| Future Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1398 | 49 | 62 | 1477 | 387 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 1 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.850 | | 0.927 | | | 0.995 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.977 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1687 | 0 | 1652 | 3404 | 0 | 0 | 1797 | 1478 |
| Flt Permitted | | 0.733 | | | 0.265 | | 0.040 | | | | 0.839 | |
| Satd. Flow (perm) | 0 | 1320 | 1531 | 0 | 458 | 0 | 70 | 3404 | 0 | 0 | 1511 | 1478 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 146 | | 49 | | | 6 | | | | 186 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 198 | | | 142 | | | 1800 | | | 403 | |
| Travel Time (s) | | 5.4 | | | 3.9 | | | 30.7 | | | 6.9 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 415 | 0 | 348 | 24 | 0 | 28 | 264 | 1487 | 52 | 67 | 1605 | 421 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 415 | 348 | 0 | 52 | 0 | 264 | 1539 | 0 | 0 | 1672 | 421 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 33.0 | 33.0 | 33.0 | 33.0 | 33.0 | | 15.0 | 117.0 | | 102.0 | 102.0 | 102.0 |
| Total Split (%) | 22.0% | 22.0% | 22.0% | 22.0% | 22.0% | | 10.0% | 78.0% | | 68.0% | 68.0% | 68.0% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 28.5 | 28.5 | | 28.5 | | 113.0 | 111.3 | | | 96.3 | 96.3 |
| Actuated g/C Ratio | | 0.19 | 0.19 | | 0.19 | | 0.75 | 0.74 | | | 0.64 | 0.64 |
| v/c Ratio | | 1.66 | 0.85 | | 0.41 | | 1.57 | 0.61 | | | 1.72 | 0.41 |
| Control Delay | | 350.5 | 53.3 | | 25.0 | | 298.9 | 8.8 | | | 347.8 | 3.0 |
| Queue Delay | | 2.4 | 0.0 | | 1.3 | | 0.0 | 0.1 | | | 0.8 | 7.9 |
| Total Delay | | 352.9 | 53.3 | | 26.3 | | 298.9 | 8.9 | | | 348.6 | 10.8 |
| LOS | | F | D | | C | | F | A | | | F | B |
| Approach Delay | | 216.3 | | | 26.3 | | | 51.3 | | | 280.7 | |
| Approach LOS | | F | | | C | | | D | | | F | |
| Queue Length 50th (ft) | | ~587 | 202 | | 2 | | ~315 | 390 | | | ~2442 | 67 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #744 | #320 | | 43 | | m#335 | m374 | | | m#1103 | m24 |
| Internal Link Dist (ft) | | 118 | | | 62 | | | 1720 | | | 323 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 250 | 409 | | 126 | | 168 | 2527 | | | 970 | 1015 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 137 | 544 |
| Spillback Cap Reductn | | 39 | 0 | | 16 | | 0 | 116 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.97 | 0.85 | | 0.47 | | 1.57 | 0.64 | | | 2.01 | 0.89 |

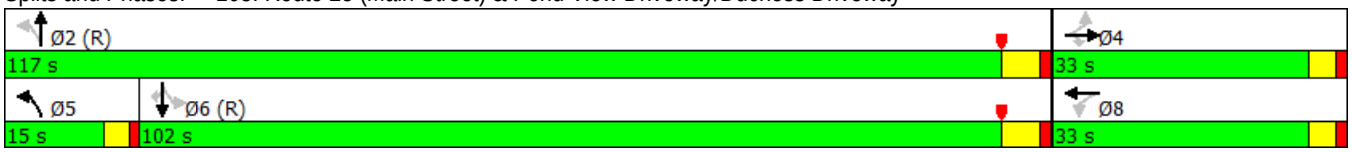
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 64 (43%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.72 | | | |
| Intersection Signal Delay: 179.7 | | Intersection LOS: F | |
| Intersection Capacity Utilization 160.8% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 94 | 86 | 119 | 303 | 116 | 172 | 99 | 1545 | 131 | 129 | 1544 | 83 |
| Future Volume (vph) | 94 | 86 | 119 | 303 | 116 | 172 | 99 | 1545 | 131 | 129 | 1544 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 0 | 125 | | 0 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 0 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.913 | | | 0.910 | | | 0.988 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1701 | 0 | 1711 | 1639 | 0 | 1652 | 3380 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | 0.235 | | | 0.451 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 423 | 1701 | 0 | 812 | 1639 | 0 | 1652 | 3380 | 0 | 1652 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | 44 | | | | | | 9 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 403 | | | 454 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.9 | | | 7.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 102 | 93 | 129 | 361 | 138 | 205 | 105 | 1644 | 139 | 140 | 1678 | 90 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 102 | 222 | 0 | 361 | 343 | 0 | 105 | 1783 | 0 | 140 | 1768 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | | 11.4 | 11.4 | | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 42.0 | 42.0 | | 42.0 | 42.0 | | 14.0 | 88.2 | | 19.8 | 94.0 | |
| Total Split (%) | 28.0% | 28.0% | | 28.0% | 28.0% | | 9.3% | 58.8% | | 13.2% | 62.7% | |
| Yellow Time (s) | 3.3 | 3.3 | | 3.3 | 3.3 | | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | | 3.1 | 3.1 | | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | | 6.4 | 6.4 | | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 35.6 | 35.6 | | 35.6 | 35.6 | | 7.2 | 82.2 | | 13.0 | 88.0 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.24 | 0.24 | | 0.05 | 0.55 | | 0.09 | 0.59 | |
| v/c Ratio | 1.02 | 0.51 | | 1.88 | 0.88 | | 1.33 | 0.96 | | 0.98 | 1.69 | |
| Control Delay | 150.8 | 44.0 | | 446.3 | 79.5 | | 245.4 | 25.3 | | 83.4 | 337.5 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 15.3 | | 0.0 | 1.3 | |
| Total Delay | 150.8 | 44.1 | | 446.3 | 79.5 | | 245.4 | 40.6 | | 83.4 | 338.8 | |
| LOS | F | D | | F | E | | F | D | | F | F | |
| Approach Delay | | 77.7 | | | 267.6 | | | 52.0 | | | 320.1 | |
| Approach LOS | | E | | | F | | | D | | | F | |
| Queue Length 50th (ft) | ~103 | 152 | | ~537 | 327 | | ~133 | 828 | | 139 | ~2540 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #233 | 240 | | #681 | #443 | | m#219 | m511 | | m126 | m#2055 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 323 | | | 374 | |
| Turn Bay Length (ft) | 120 | | | 125 | | | 220 | | | 130 | | |
| Base Capacity (vph) | 100 | 437 | | 192 | 388 | | 79 | 1856 | | 143 | 1047 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 126 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 5 | | 0 | 0 | | 0 | 0 | | 0 | 237 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.02 | 0.51 | | 1.88 | 0.88 | | 1.33 | 1.03 | | 0.98 | 2.18 | |

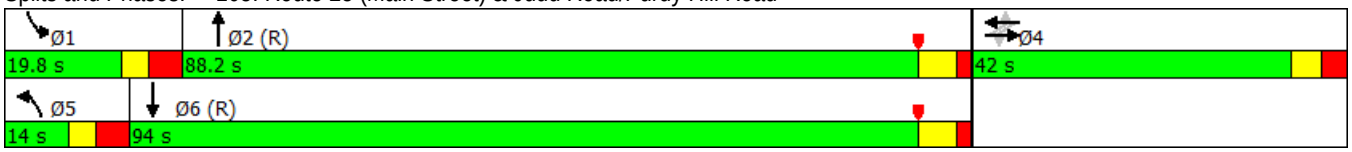
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 24 (16%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.88 | | | |
| Intersection Signal Delay: 191.2 | | Intersection LOS: F | |
| Intersection Capacity Utilization 141.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

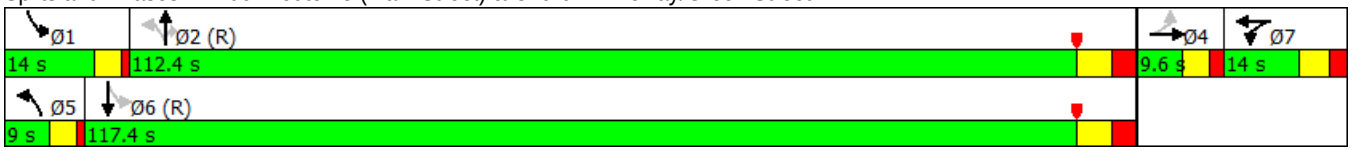


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 47 | 0 | 230 | 0 | 1655 | 16 | 220 | 1625 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 47 | 0 | 230 | 0 | 1655 | 16 | 220 | 1625 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 1 | 0 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| 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 | | | | 0.850 | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 1694 | 1783 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.034 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 1783 | 1516 | 61 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 138 | | | | 110 | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 54 | 0 | 264 | 0 | 1742 | 17 | 247 | 1826 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 54 | 264 | 0 | 0 | 1742 | 17 | 247 | 1826 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | Perm | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | 2 | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | 25.0 | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | 31.8 | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 14.0 | 14.0 | | 9.0 | 112.4 | 112.4 | 14.0 | 117.4 | |
| Total Split (%) | 6.4% | 6.4% | | 9.3% | 9.3% | | 6.0% | 74.9% | 74.9% | 9.3% | 78.3% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | 3.9 | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | 2.9 | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | 6.8 | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | C-Min | None | C-Min | |
| Act Effct Green (s) | | | | 8.5 | 8.5 | | | 115.2 | 115.2 | 132.0 | 129.2 | |
| Actuated g/C Ratio | | | | 0.06 | 0.06 | | | 0.77 | 0.77 | 0.88 | 0.86 | |
| v/c Ratio | | | | 0.57 | 1.22 | | | 1.27 | 0.01 | 1.52 | 1.19 | |
| Control Delay | | | | 91.8 | 159.8 | | | 141.8 | 0.0 | 282.4 | 104.6 | |
| Queue Delay | | | | 0.0 | 0.6 | | | 0.3 | 0.0 | 0.0 | 0.1 | |
| Total Delay | | | | 91.8 | 160.3 | | | 142.1 | 0.0 | 282.4 | 104.7 | |
| LOS | | | | F | F | | | F | A | F | F | |
| Approach Delay | | | | | 148.7 | | | 140.7 | | | 125.9 | |
| Approach LOS | | | | | F | | | F | | | F | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 52 | ~182 | | | ~2171 | 0 | ~294 | ~2202 | |
| Queue Length 95th (ft) | | | | #101 | #347 | | | m#2325 | m0 | m#310 | m#2186 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | 175 | 100 | | |
| Base Capacity (vph) | | | | 95 | 216 | | | 1369 | 1189 | 162 | 1535 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 60 | |
| Spillback Cap Reductn | | | | 0 | 8 | | | 109 | 0 | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.57 | 1.27 | | | 1.38 | 0.01 | 1.52 | 1.24 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Offset: 15 (10%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.52 | | | |
| Intersection Signal Delay: 133.9 | | Intersection LOS: F | |
| Intersection Capacity Utilization 127.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 340 | 0 | 381 | 10 | 0 | 10 | 436 | 1360 | 10 | 10 | 1385 | 310 |
| Future Volume (vph) | 340 | 0 | 381 | 10 | 0 | 10 | 436 | 1360 | 10 | 10 | 1385 | 310 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | 0.999 | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | 0.976 | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1694 | 0 | 1652 | 1799 | 0 | 0 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | 0.750 | | 0.087 | | | | 0.725 | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1302 | 0 | 151 | 1799 | 0 | 0 | 2480 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 67 | | | | | 1 | | | | 246 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 382 | 0 | 428 | 13 | 0 | 13 | 440 | 1374 | 10 | 11 | 1473 | 330 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 191 | 191 | 428 | 0 | 26 | 0 | 440 | 1384 | 0 | 0 | 1484 | 330 |
| Turn Type | Split | NA | pm+ov | Perm | NA | | D.P+P | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | 1 | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | 2 | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 1 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 5.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 9.0 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 23.0 | 23.0 | 27.0 | 9.5 | 9.5 | | 27.0 | | | 90.5 | 90.5 | 23.0 |
| Total Split (%) | 15.3% | 15.3% | 18.0% | 6.3% | 6.3% | | 18.0% | | | 60.3% | 60.3% | 15.3% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 1.0 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 4.0 | | 4.5 | | 4.0 | | | | 5.5 | 6.6 |
| Lead/Lag | | | Lead | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 16.4 | 16.4 | 42.8 | | 5.0 | | 111.4 | 115.4 | | | 86.9 | 108.8 |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.29 | | 0.03 | | 0.74 | 0.77 | | | 0.58 | 0.73 |
| v/c Ratio | 1.08 | 1.08 | 0.88 | | 0.60 | | 1.29 | 1.00 | | | 1.03 | 0.28 |
| Control Delay | 150.6 | 150.6 | 59.3 | | 120.6 | | 172.6 | 19.9 | | | 64.2 | 2.5 |
| Queue Delay | 0.0 | 0.0 | 50.6 | | 0.0 | | 0.0 | 36.4 | | | 0.0 | 0.0 |
| Total Delay | 150.6 | 150.6 | 109.9 | | 120.6 | | 172.6 | 56.3 | | | 64.2 | 2.5 |
| LOS | F | F | F | | F | | F | E | | | E | A |
| Approach Delay | | 129.1 | | | 120.6 | | | 84.3 | | | 53.0 | |
| Approach LOS | | F | | | F | | | F | | | D | |
| Queue Length 50th (ft) | ~217 | ~217 | 304 | | 26 | | ~464 | ~1070 | | | ~834 | 23 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #384 | #384 | #516 | | #66 | | m#272 | m285 | | | #974 | 53 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 177 | 177 | 484 | | 43 | | 342 | 1384 | | | 1436 | 1177 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 237 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 132 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 1.08 | 1.08 | 1.22 | | 0.60 | | 1.29 | 1.21 | | | 1.03 | 0.28 |

**Intersection Summary**

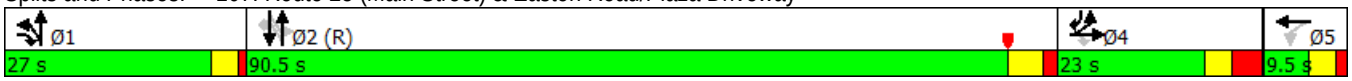
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.29
Intersection Signal Delay: 79.9 Intersection LOS: E
Intersection Capacity Utilization 140.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1359 | 40 | 20 | 1317 |
| Future Volume (vph) | 40 | 10 | 1359 | 40 | 20 | 1317 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.996 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 7 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 13 | 1544 | 45 | 22 | 1432 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1589 | 0 | 22 | 1432 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 13.0 | 13.0 | 81.0 | | 11.0 | 92.0 |
| Total Split (%) | 12.4% | 12.4% | 77.1% | | 10.5% | 87.6% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.9 | 7.9 | 86.6 | | 6.0 | 90.9 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.82 | | 0.06 | 0.87 |
| v/c Ratio | 0.37 | 0.10 | 0.55 | | 0.23 | 0.47 |
| Control Delay | 54.0 | 22.8 | 5.5 | | 44.6 | 1.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.2 |
| Total Delay | 54.0 | 22.8 | 5.5 | | 44.6 | 2.0 |
| LOS | D | C | A | | D | A |
| Approach Delay | 47.6 | | 5.5 | | | 2.7 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 33 | 0 | 114 | | 15 | 73 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 62 | 16 | 297 | | m23 | 98 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 160 | 155 | 2907 | | 114 | 3065 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 741 |
| Spillback Cap Reductn | 0 | 0 | 137 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.31 | 0.08 | 0.57 | | 0.19 | 0.62 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 85 (81%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.55 | | | |
| Intersection Signal Delay: 5.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 52.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

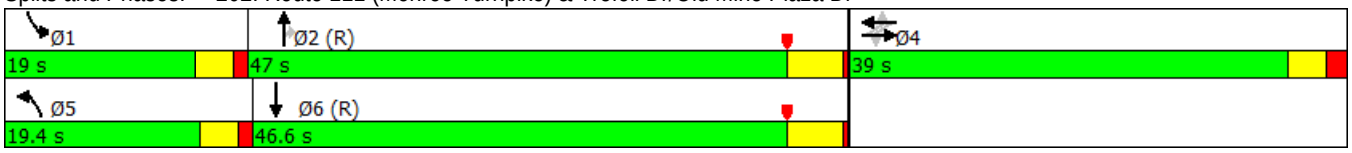
Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 64 | 60 | 140 | 210 | 60 | 200 | 170 | 959 | 240 | 170 | 987 | 83 |
| Future Volume (vph) | 64 | 60 | 140 | 210 | 60 | 200 | 170 | 959 | 240 | 170 | 987 | 83 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.895 | | | 0.885 | | | | 0.850 | | 0.988 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1778 | 0 | 1770 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Flt Permitted | 0.405 | | | 0.448 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 754 | 1778 | 0 | 835 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 119 | | | 169 | | | | 253 | | 10 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 80 | 75 | 175 | 223 | 64 | 213 | 179 | 1009 | 253 | 181 | 1050 | 88 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 80 | 250 | 0 | 223 | 277 | 0 | 179 | 1009 | 253 | 181 | 1138 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 39.0 | 39.0 | | 39.0 | 39.0 | | 19.4 | 47.0 | 47.0 | 19.0 | 46.6 | |
| Total Split (%) | 37.1% | 37.1% | | 37.1% | 37.1% | | 18.5% | 44.8% | 44.8% | 18.1% | 44.4% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.8 | 4.8 | | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | 28.9 | 28.9 | | 28.9 | 28.9 | | 13.8 | 48.7 | 48.7 | 13.5 | 48.5 | |
| Actuated g/C Ratio | 0.28 | 0.28 | | 0.28 | 0.28 | | 0.13 | 0.46 | 0.46 | 0.13 | 0.46 | |
| v/c Ratio | 0.39 | 0.43 | | 0.97 | 0.46 | | 0.80 | 0.61 | 0.29 | 0.79 | 0.70 | |
| Control Delay | 34.8 | 17.2 | | 90.2 | 13.6 | | 69.2 | 19.7 | 3.4 | 77.2 | 23.1 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 34.8 | 17.2 | | 90.2 | 13.6 | | 69.2 | 20.0 | 3.4 | 77.2 | 23.1 | |
| LOS | C | B | | F | B | | E | C | A | E | C | |
| Approach Delay | | 21.4 | | | 47.8 | | | 23.2 | | | 30.5 | |
| Approach LOS | | C | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 42 | 66 | | 143 | 54 | | 114 | 278 | 29 | 131 | 168 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 73 | 106 | | #272 | 121 | | #208 | 370 | 48 | #222 | 281 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | 245 | 659 | | 271 | 686 | | 249 | 1642 | 870 | 251 | 1619 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 215 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.33 | 0.38 | | 0.82 | 0.40 | | 0.72 | 0.71 | 0.29 | 0.72 | 0.70 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 78 (74%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 29.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 78.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



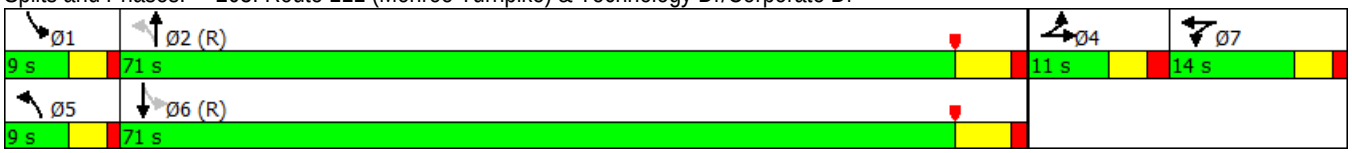
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1182 | 30 | 30 | 1111 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1182 | 30 | 30 | 1111 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.922 | | | 0.996 | | | 0.999 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 1711 | 3525 | 0 | 1711 | 3536 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.223 | | | 0.152 | | |
| Satd. Flow (perm) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 402 | 3525 | 0 | 274 | 3536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 114 | | | 119 | | | 4 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 13 | 0 | 25 | 69 | 0 | 23 | 11 | 1343 | 34 | 31 | 1145 | 10 |
| Shared Lane Traffic (%) | 10% | | | 31% | | | | | | | | |
| Lane Group Flow (vph) | 12 | 26 | 0 | 48 | 44 | 0 | 11 | 1377 | 0 | 31 | 1155 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 11.0 | 11.0 | | 14.0 | 14.0 | | 9.0 | 71.0 | | 9.0 | 71.0 | |
| Total Split (%) | 10.5% | 10.5% | | 13.3% | 13.3% | | 8.6% | 67.6% | | 8.6% | 67.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.1 | 5.1 | | 7.1 | 7.1 | | 83.2 | 79.6 | | 84.8 | 83.2 | |
| Actuated g/C Ratio | 0.05 | 0.05 | | 0.07 | 0.07 | | 0.79 | 0.76 | | 0.81 | 0.79 | |
| v/c Ratio | 0.15 | 0.14 | | 0.44 | 0.21 | | 0.03 | 0.52 | | 0.11 | 0.41 | |
| Control Delay | 52.1 | 1.6 | | 59.0 | 2.2 | | 2.8 | 5.1 | | 1.6 | 3.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 52.1 | 1.6 | | 59.0 | 2.2 | | 2.8 | 5.1 | | 1.6 | 3.8 | |
| LOS | D | A | | E | A | | A | A | | A | A | |
| Approach Delay | | 17.6 | | | 31.9 | | | 5.1 | | | 3.8 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 8 | 0 | | 33 | 0 | | 1 | 110 | | 2 | 116 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 25 | 0 | | 69 | 0 | | m2 | 138 | | m3 | 310 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 97 | 200 | | 151 | 246 | | 381 | 2672 | | 289 | 2801 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.12 | 0.13 | | 0.32 | 0.18 | | 0.03 | 0.52 | | 0.11 | 0.41 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 98 (93%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay: 5.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 50.9% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

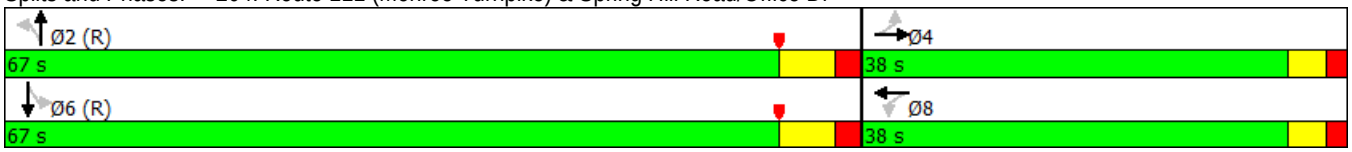


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 236 | 5 | 33 | 0 | 5 | 10 | 13 | 1261 | 0 | 10 | 1223 | 227 |
| Future Volume (vph) | 236 | 5 | 33 | 0 | 5 | 10 | 13 | 1261 | 0 | 10 | 1223 | 227 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.984 | | | 0.908 | | | | | | 0.977 | |
| Flt Protected | | 0.959 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1816 | 0 | 0 | 1748 | 0 | 0 | 3539 | 0 | 0 | 3458 | 0 |
| Flt Permitted | | 0.742 | | | | | | 0.925 | | | 0.939 | |
| Satd. Flow (perm) | 0 | 1405 | 0 | 0 | 1748 | 0 | 0 | 3274 | 0 | 0 | 3247 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 7 | | | 13 | | | | | | 34 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 295 | 6 | 41 | 0 | 6 | 13 | 15 | 1501 | 0 | 10 | 1274 | 236 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 342 | 0 | 0 | 19 | 0 | 0 | 1516 | 0 | 0 | 1520 | 0 |
| Turn Type | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 38.0 | 38.0 | | 38.0 | 38.0 | | 67.0 | 67.0 | | 67.0 | 67.0 | |
| Total Split (%) | 36.2% | 36.2% | | 36.2% | 36.2% | | 63.8% | 63.8% | | 63.8% | 63.8% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 28.5 | | | 28.5 | | | 65.3 | | | 65.3 | |
| Actuated g/C Ratio | | 0.27 | | | 0.27 | | | 0.62 | | | 0.62 | |
| v/c Ratio | | 0.89 | | | 0.04 | | | 0.75 | | | 0.75 | |
| Control Delay | | 60.0 | | | 14.9 | | | 9.1 | | | 9.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.1 | |
| Total Delay | | 60.0 | | | 14.9 | | | 9.1 | | | 9.7 | |
| LOS | | E | | | B | | | A | | | A | |
| Approach Delay | | 60.0 | | | 14.9 | | | 9.1 | | | 9.7 | |
| Approach LOS | | E | | | B | | | A | | | A | |
| Queue Length 50th (ft) | | 212 | | | 3 | | | 155 | | | 200 | |
| Queue Length 95th (ft) | | 265 | | | 17 | | | 176 | | | m213 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 450 | | | 563 | | | 2034 | | | 2031 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 67 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.76 | | | 0.03 | | | 0.75 | | | 0.77 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 38 (36%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 14.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 79.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 209 | 154 | 190 | 304 | 125 | 92 | 189 | 1059 | 258 | 82 | 965 | 149 |
| Future Volume (vph) | 209 | 154 | 190 | 304 | 125 | 92 | 189 | 1059 | 258 | 82 | 965 | 149 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.917 | | | 0.937 | | | 0.971 | | | 0.980 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1708 | 0 | 1770 | 1745 | 0 | 1711 | 3437 | 0 | 1711 | 3468 | 0 |
| Flt Permitted | 0.537 | | | 0.356 | | | 0.950 | | | 0.112 | | |
| Satd. Flow (perm) | 1000 | 1708 | 0 | 663 | 1745 | 0 | 1711 | 3437 | 0 | 202 | 3468 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 69 | | | 41 | | | 43 | | | 19 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 243 | 179 | 221 | 338 | 139 | 102 | 197 | 1103 | 269 | 85 | 1005 | 155 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 243 | 400 | 0 | 338 | 241 | 0 | 197 | 1372 | 0 | 85 | 1160 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Prot | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 8.0 | 8.0 | | 8.0 | 8.0 | | 5.0 | | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.1 | 13.1 | | 13.1 | 13.1 | | 9.0 | | | 21.1 | 21.1 | |
| Total Split (s) | 46.0 | 46.0 | | 46.0 | 46.0 | | 14.0 | | | 45.0 | 45.0 | |
| Total Split (%) | 43.8% | 43.8% | | 43.8% | 43.8% | | 13.3% | | | 42.9% | 42.9% | |
| Yellow Time (s) | 3.6 | 3.6 | | 3.6 | 3.6 | | 3.0 | | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | | | 1.7 | 1.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.1 | 5.1 | | 5.1 | 5.1 | | 4.0 | | | 6.1 | 6.1 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | | | C-Max | C-Max | |
| Act Effct Green (s) | 40.9 | 40.9 | | 40.9 | 40.9 | | 10.0 | 55.0 | | 38.9 | 38.9 | |
| Actuated g/C Ratio | 0.39 | 0.39 | | 0.39 | 0.39 | | 0.10 | 0.52 | | 0.37 | 0.37 | |
| v/c Ratio | 0.62 | 0.57 | | 1.31 | 0.34 | | 1.22 | 0.75 | | 1.15 | 0.90 | |
| Control Delay | 34.4 | 24.2 | | 194.4 | 20.2 | | 177.6 | 11.6 | | 185.5 | 41.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.6 | | 0.0 | 0.0 | |
| Total Delay | 34.4 | 24.2 | | 194.4 | 20.2 | | 177.6 | 12.2 | | 185.5 | 41.0 | |
| LOS | C | C | | F | C | | F | B | | F | D | |
| Approach Delay | | 28.0 | | | 121.9 | | | 33.0 | | | 50.9 | |
| Approach LOS | | C | | | F | | | C | | | D | |
| Queue Length 50th (ft) | 130 | 171 | | ~293 | 92 | | ~162 | 108 | | ~67 | 375 | |

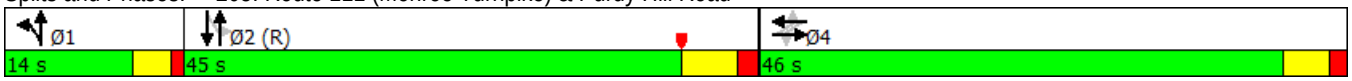
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 206 | 250 | | #470 | 155 | | m#267 | 208 | | #168 | #506 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 389 | 707 | | 258 | 704 | | 162 | 1820 | | 74 | 1296 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 158 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.62 | 0.57 | | 1.31 | 0.34 | | 1.22 | 0.83 | | 1.15 | 0.90 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 29 (28%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.31
Intersection Signal Delay: 50.5 Intersection LOS: D
Intersection Capacity Utilization 103.5% ICU Level of Service G
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



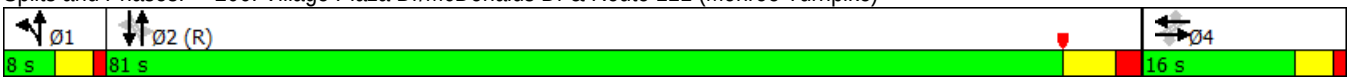
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1123 | 60 | 50 | 1111 | 70 |
| Future Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1123 | 60 | 50 | 1111 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.992 | | | 0.991 | |
| Flt Protected | | 0.950 | | | 0.961 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1969 | 1689 | 1711 | 1786 | 0 | 1652 | 1784 | 0 |
| Flt Permitted | | 0.717 | | | 0.514 | | 0.062 | | | 0.099 | | |
| Satd. Flow (perm) | 0 | 1291 | 1531 | 0 | 1053 | 1689 | 112 | 1786 | 0 | 172 | 1784 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 125 | | | 76 | | 10 | | | 7 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.81 | 0.81 | 0.81 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 125 | 0 | 125 | 49 | 12 | 74 | 87 | 1221 | 65 | 52 | 1145 | 72 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 125 | 125 | 0 | 61 | 74 | 87 | 1286 | 0 | 52 | 1217 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 16.0 | 8.0 | | | 81.0 | 81.0 | |
| Total Split (%) | 15.2% | 15.2% | 15.2% | 15.2% | 15.2% | 15.2% | 7.6% | | | 77.1% | 77.1% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 11.5 | 11.5 | | 11.5 | 11.5 | 81.4 | 85.4 | | 75.1 | 75.1 | |
| Actuated g/C Ratio | | 0.11 | 0.11 | | 0.11 | 0.11 | 0.78 | 0.81 | | 0.72 | 0.72 | |
| v/c Ratio | | 0.88 | 0.45 | | 0.53 | 0.29 | 0.59 | 0.89 | | 0.42 | 0.95 | |
| Control Delay | | 96.9 | 13.3 | | 61.3 | 12.9 | 26.0 | 16.2 | | 4.8 | 10.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 96.9 | 13.3 | | 61.3 | 12.9 | 26.0 | 16.2 | | 4.8 | 10.2 | |
| LOS | | F | B | | E | B | C | B | | A | B | |
| Approach Delay | | 55.1 | | | 34.8 | | | 16.9 | | | 10.0 | |
| Approach LOS | | E | | | C | | | B | | | A | |
| Queue Length 50th (ft) | | 84 | 0 | | 39 | 0 | 9 | 444 | | 5 | 128 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #185 | 51 | | 74 | 32 | #60 | #879 | | m7 | m152 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 146 | 284 | | 119 | 258 | 147 | 1453 | | 123 | 1277 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.86 | 0.44 | | 0.51 | 0.29 | 0.59 | 0.89 | | 0.42 | 0.95 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 27 (26%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.95 | | | |
| Intersection Signal Delay: 17.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 89.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 150 | 140 | 296 | 104 | 130 | 140 | 293 | 886 | 64 | 130 | 801 | 130 |
| Future Volume (vph) | 150 | 140 | 296 | 104 | 130 | 140 | 293 | 886 | 64 | 130 | 801 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 0 | | 125 | 100 | | 0 | 160 | | 0 | 95 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.990 | | | 0.979 | |
| Flt Protected | | 0.975 | | | 0.978 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1635 | 1425 | 0 | 1761 | 1478 | 1711 | 1783 | 0 | 1652 | 1824 | 0 |
| Flt Permitted | | 0.491 | | | 0.465 | | 0.079 | | | 0.086 | | |
| Satd. Flow (perm) | 0 | 823 | 1425 | 0 | 837 | 1478 | 142 | 1783 | 0 | 150 | 1824 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 216 | | | 95 | | 5 | | | 10 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 167 | 156 | 329 | 130 | 163 | 175 | 302 | 913 | 66 | 134 | 826 | 134 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 323 | 329 | 0 | 293 | 175 | 302 | 979 | 0 | 134 | 960 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 9.2 | 15.0 | 58.8 | | 9.2 | 53.0 | |
| Total Split (%) | 35.2% | 35.2% | 35.2% | 35.2% | 35.2% | 8.8% | 14.3% | 56.0% | | 8.8% | 50.5% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.9 | 4.9 | | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 32.1 | 32.1 | | 32.1 | 42.0 | 63.8 | 52.2 | | 53.8 | 46.4 | |
| Actuated g/C Ratio | | 0.31 | 0.31 | | 0.31 | 0.40 | 0.61 | 0.50 | | 0.51 | 0.44 | |
| v/c Ratio | | 1.29 | 0.56 | | 1.15 | 0.27 | 1.22 | 1.10 | | 0.91 | 1.18 | |
| Control Delay | | 188.5 | 14.6 | | 137.8 | 11.0 | 142.7 | 84.7 | | 61.8 | 116.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | | 188.5 | 14.6 | | 137.8 | 11.0 | 142.7 | 84.9 | | 61.8 | 116.7 | |
| LOS | | F | B | | F | B | F | F | | E | F | |
| Approach Delay | | 100.7 | | | 90.4 | | | 98.5 | | | 109.9 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | | ~277 | 57 | | ~232 | 34 | ~201 | ~745 | | 46 | ~775 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #449 | 149 | | #334 | 65 | m#263 | m#941 | | m#85 | #1016 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | | | 125 | | | | 160 | | | 95 | | |
| Base Capacity (vph) | | 251 | 585 | | 255 | 648 | 247 | 888 | | 148 | 811 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 1 | 0 | 32 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 1.29 | 0.56 | | 1.15 | 0.27 | 1.22 | 1.14 | | 0.91 | 1.18 | |

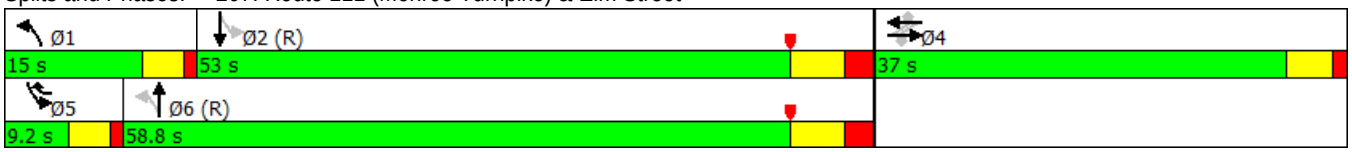
| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 87 (83%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.29 | | | |
| Intersection Signal Delay: 101.4 | | Intersection LOS: F | |
| Intersection Capacity Utilization 111.7% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

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

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

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



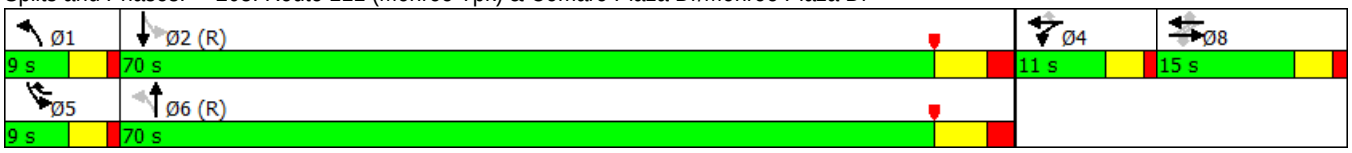
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 896 | 10 | 110 | 821 | 30 |
| Future Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 896 | 10 | 110 | 821 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.995 | |
| Flt Protected | | 0.958 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1583 | 0 | 1666 | 1531 | 1652 | 1797 | 0 | 1652 | 1792 | 0 |
| Flt Permitted | | 0.625 | | | 0.653 | | 0.167 | | | 0.119 | | |
| Satd. Flow (perm) | 0 | 1125 | 1583 | 0 | 1135 | 1531 | 290 | 1797 | 0 | 207 | 1792 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | | 140 | | 1 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 76 | 11 | 87 | 172 | 22 | 183 | 63 | 943 | 11 | 116 | 864 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 87 | 87 | 0 | 194 | 183 | 63 | 954 | 0 | 116 | 896 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 11.0 | | 9.0 | 9.0 | 70.0 | | 9.0 | 70.0 | |
| Total Split (%) | 14.3% | 14.3% | 14.3% | 10.5% | | 8.6% | 8.6% | 66.7% | | 8.6% | 66.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 10.0 | 10.0 | | 17.3 | 30.3 | 71.7 | 64.3 | | 72.5 | 66.1 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.16 | 0.29 | 0.68 | 0.61 | | 0.69 | 0.63 | |
| v/c Ratio | | 0.81 | 0.34 | | 0.87 | 0.34 | 0.24 | 0.87 | | 0.55 | 0.79 | |
| Control Delay | | 94.8 | 7.4 | | 75.8 | 10.2 | 3.6 | 12.3 | | 10.6 | 16.0 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 9.5 | | 0.0 | 8.3 | |
| Total Delay | | 94.8 | 7.4 | | 75.8 | 10.2 | 3.6 | 21.8 | | 10.6 | 24.3 | |
| LOS | | F | A | | E | B | A | C | | B | C | |
| Approach Delay | | 51.1 | | | 43.9 | | | 20.7 | | | 22.7 | |
| Approach LOS | | D | | | D | | | C | | | C | |
| Queue Length 50th (ft) | | 58 | 0 | | 117 | 21 | 8 | 212 | | 16 | 294 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #143 | 26 | | #246 | 75 | m8 | m164 | | m25 | 602 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 114 | 267 | | 229 | 541 | 262 | 1099 | | 211 | 1128 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 54 | | 0 | 201 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 10 | 0 | 130 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.76 | 0.33 | | 0.85 | 0.34 | 0.24 | 0.98 | | 0.55 | 0.97 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 101 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 26.9 | | Intersection LOS: C | |
| Intersection Capacity Utilization 82.4% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



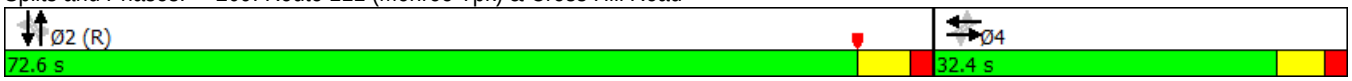
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 175 | 76 | 76 | 173 | 108 | 60 | 75 | 889 | 151 | 50 | 732 | 185 |
| Future Volume (vph) | 175 | 76 | 76 | 173 | 108 | 60 | 75 | 889 | 151 | 50 | 732 | 185 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 0 | 0 | | 95 | 90 | | 0 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.925 | | | 0.946 | | | 0.978 | | | 0.970 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1666 | 0 | 1770 | 1762 | 0 | 1652 | 1761 | 0 | 1652 | 1747 | 0 |
| Flt Permitted | 0.516 | | | 0.552 | | | 0.149 | | | 0.060 | | |
| Satd. Flow (perm) | 897 | 1666 | 0 | 1028 | 1762 | 0 | 259 | 1761 | 0 | 104 | 1747 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 46 | | | 26 | | | 16 | | | 24 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 219 | 95 | 95 | 216 | 135 | 75 | 79 | 936 | 159 | 51 | 747 | 189 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 219 | 190 | 0 | 216 | 210 | 0 | 79 | 1095 | 0 | 51 | 936 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 32.4 | 32.4 | | 32.4 | 32.4 | | 72.6 | 72.6 | | 72.6 | 72.6 | |
| Total Split (%) | 30.9% | 30.9% | | 30.9% | 30.9% | | 69.1% | 69.1% | | 69.1% | 69.1% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 26.8 | 26.8 | | 26.8 | 26.8 | | 66.6 | 66.6 | | 66.6 | 66.6 | |
| Actuated g/C Ratio | 0.26 | 0.26 | | 0.26 | 0.26 | | 0.63 | 0.63 | | 0.63 | 0.63 | |
| v/c Ratio | 0.96 | 0.41 | | 0.82 | 0.45 | | 0.48 | 0.98 | | 0.78 | 0.84 | |
| Control Delay | 91.0 | 27.6 | | 63.3 | 32.2 | | 11.6 | 28.3 | | 62.6 | 12.8 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 4.5 | | 0.0 | 6.5 | |
| Total Delay | 91.0 | 27.6 | | 63.3 | 32.2 | | 11.6 | 32.8 | | 62.6 | 19.3 | |
| LOS | F | C | | E | C | | B | C | | E | B | |
| Approach Delay | | 61.5 | | | 48.0 | | | 31.3 | | | 21.5 | |
| Approach LOS | | E | | | D | | | C | | | C | |
| Queue Length 50th (ft) | 145 | 79 | | 137 | 104 | | 8 | 369 | | 19 | 440 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #246 | 124 | | #217 | 150 | | m17 | m#977 | | m#53 | 339 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 228 | 459 | | 262 | 469 | | 164 | 1123 | | 65 | 1117 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 26 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 3 | | 0 | 0 | | 0 | 0 | | 0 | 142 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.96 | 0.42 | | 0.82 | 0.45 | | 0.48 | 1.00 | | 0.78 | 0.96 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 34.6 Intersection LOS: C
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



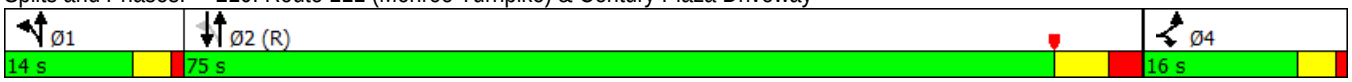
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 90 | 180 | 170 | 884 | 787 | 90 |
| Future Volume (vph) | 90 | 180 | 170 | 884 | 787 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.986 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1775 | 0 |
| Flt Permitted | 0.950 | | 0.194 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 349 | 1801 | 1775 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 200 | | | 11 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.97 | 0.97 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 200 | 175 | 911 | 855 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 200 | 175 | 911 | 953 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 16.0 | 16.0 | 14.0 | | 75.0 | |
| Total Split (%) | 15.2% | 15.2% | 13.3% | | 71.4% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | | C-Max | |
| Act Effct Green (s) | 10.5 | 10.5 | 82.5 | 86.5 | 73.6 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.79 | 0.82 | 0.70 | |
| v/c Ratio | 0.59 | 0.59 | 0.50 | 0.61 | 0.76 | |
| Control Delay | 59.4 | 14.0 | 4.3 | 5.2 | 16.0 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | |
| Total Delay | 59.4 | 14.0 | 4.3 | 5.4 | 16.0 | |
| LOS | E | B | A | A | B | |
| Approach Delay | 29.2 | | | 5.2 | 16.0 | |
| Approach LOS | C | | | A | B | |
| Queue Length 50th (ft) | 65 | 0 | 21 | 215 | 349 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 118 | 66 | m25 | m231 | 627 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 195 | 358 | 415 | 1484 | 1247 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 116 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.51 | 0.56 | 0.42 | 0.67 | 0.76 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 89 (85%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.76 | | | |
| Intersection Signal Delay: 12.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 76.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 13 | 0 | 1672 | 43 | 10 | 1662 |
| Future Volume (vph) | 13 | 0 | 1672 | 43 | 10 | 1662 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1636 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1636 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5365 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 16 | 0 | 1779 | 46 | 11 | 1749 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 16 | 0 | 1825 | 0 | 0 | 1760 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 105.4% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 0 | 1672 | 43 | 10 | 1662 |
| Future Vol, veh/h | 13 | 0 | 1672 | 43 | 10 | 1662 |
| 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 | 80 | 80 | 94 | 94 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 16 | 0 | 1779 | 46 | 11 | 1749 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3573 | 1802 | 0 | 0 | 1824 | 0 |
| Stage 1 | 1802 | - | - | - | - | - |
| Stage 2 | 1771 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | ~ 6 | 98 | - | - | 333 | - |
| Stage 1 | 143 | - | - | - | - | - |
| Stage 2 | 149 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 0 | 98 | - | - | 333 | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 143 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | | 0 | 0.1 |
| HCM LOS | - | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 333 | - |
| HCM Lane V/C Ratio | - | - | - | 0.032 | - |
| HCM Control Delay (s) | - | - | - | 16.2 | 0 |
| HCM Lane LOS | - | - | - | C | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 213 | 224 | 205 | 0 | 20 | 227 |
| Future Volume (vph) | 213 | 224 | 205 | 0 | 20 | 227 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 11 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | 0.876 | |
| Flt Protected | | 0.976 | | | 0.996 | |
| Satd. Flow (prot) | 0 | 1818 | 1801 | 0 | 1571 | 0 |
| Flt Permitted | | 0.976 | | | 0.996 | |
| Satd. Flow (perm) | 0 | 1818 | 1801 | 0 | 1571 | 0 |
| Link Speed (mph) | | 30 | 25 | | 25 | |
| Link Distance (ft) | | 1004 | 805 | | 979 | |
| Travel Time (s) | | 22.8 | 22.0 | | 26.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 239 | 252 | 256 | 0 | 25 | 284 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 491 | 256 | 0 | 309 | 0 |
| Sign Control | | Free | Free | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 59.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 213 | 224 | 205 | 0 | 20 | 227 |
| Future Vol, veh/h | 213 | 224 | 205 | 0 | 20 | 227 |
| 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 | 89 | 89 | 80 | 80 | 80 | 80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 239 | 252 | 256 | 0 | 25 | 284 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 256 | 0 | - | 0 | 986 | 256 |
| Stage 1 | - | - | - | - | 256 | - |
| Stage 2 | - | - | - | - | 730 | - |
| 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 | 1309 | - | - | - | 275 | 783 |
| Stage 1 | - | - | - | - | 787 | - |
| Stage 2 | - | - | - | - | 477 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1309 | - | - | - | 217 | 783 |
| Mov Cap-2 Maneuver | - | - | - | - | 217 | - |
| Stage 1 | - | - | - | - | 787 | - |
| Stage 2 | - | - | - | - | 376 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 4.1 | 0 | 15.6 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1309 | - | - | - | 646 |
| HCM Lane V/C Ratio | 0.183 | - | - | - | 0.478 |
| HCM Control Delay (s) | 8.4 | 0 | - | - | 15.6 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.7 | - | - | - | 2.6 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 213 | 233 | 20 | 24 | 234 | 96 | 20 | 170 | 24 | 127 | 205 | 237 |
| Future Volume (vph) | 213 | 233 | 20 | 24 | 234 | 96 | 20 | 170 | 24 | 127 | 205 | 237 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.994 | | | 0.963 | | | 0.985 | | | 0.944 | |
| Flt Protected | | 0.978 | | | 0.997 | | | 0.995 | | | 0.989 | |
| Satd. Flow (prot) | 0 | 1750 | 0 | 0 | 1788 | 0 | 0 | 1704 | 0 | 0 | 1739 | 0 |
| Flt Permitted | | 0.978 | | | 0.997 | | | 0.995 | | | 0.989 | |
| Satd. Flow (perm) | 0 | 1750 | 0 | 0 | 1788 | 0 | 0 | 1704 | 0 | 0 | 1739 | 0 |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 266 | 291 | 25 | 30 | 293 | 120 | 25 | 213 | 30 | 159 | 256 | 296 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 582 | 0 | 0 | 443 | 0 | 0 | 268 | 0 | 0 | 711 | 0 |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 101.9% | | ICU Level of Service G | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 228.7 |
| Intersection LOS | F |

| Movement | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 213 | 233 | 20 | 0 | 24 | 234 | 96 | 0 | 20 | 170 | 24 |
| Future Vol, veh/h | 0 | 213 | 233 | 20 | 0 | 24 | 234 | 96 | 0 | 20 | 170 | 24 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 266 | 291 | 25 | 0 | 30 | 293 | 120 | 0 | 25 | 213 | 30 |
| Number of Lanes | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB |
|---|---|---|---|
| Opposing Approach | WB | EB | SB |
| Opposing Lanes | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB |
| Conflicting Lanes Left | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB |
| Conflicting Lanes Right | 1 | 1 | 1 |
| HCM Control Delay | 247.1 | 110.1 | 44.3 |
| HCM LOS | F | F | E |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|---|---|---|---|---|
| Vol Left, % | 9% | 46% | 7% | 22% |
| Vol Thru, % | 79% | 50% | 66% | 36% |
| Vol Right, % | 11% | 4% | 27% | 42% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 214 | 466 | 354 | 569 |
| LT Vol | 20 | 213 | 24 | 127 |
| Through Vol | 170 | 233 | 234 | 205 |
| RT Vol | 24 | 20 | 96 | 237 |
| Lane Flow Rate | 268 | 582 | 442 | 711 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.712 | 1.448 | 1.074 | 1.714 |
| Departure Headway (Hd) | 13.615 | 11.202 | 12.118 | 10.025 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 268 | 332 | 305 | 370 |
| Service Time | 11.615 | 9.202 | 10.118 | 8.025 |
| HCM Lane V/C Ratio | 1 | 1.753 | 1.449 | 1.922 |
| HCM Control Delay | 44.3 | 247.1 | 110.1 | 356.8 |
| HCM Lane LOS | E | F | F | F |
| HCM 95th-tile Q | 4.9 | 25 | 12.4 | 38.1 |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | |
| Intersection LOS | |

| Movement | SBU | SBL | SBT | SBR |
|---|---|---|---|---|
| Lane Configurations | | | ↕ | |
| Traffic Vol, veh/h | 0 | 127 | 205 | 237 |
| Future Vol, veh/h | 0 | 127 | 205 | 237 |
| Peak Hour Factor | 0.92 | 0.80 | 0.80 | 0.80 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 159 | 256 | 296 |
| Number of Lanes | 0 | 0 | 1 | 0 |

| Approach | SB |
|---|---|
| Opposing Approach | NB |
| Opposing Lanes | 1 |
| Conflicting Approach Left | WB |
| Conflicting Lanes Left | 1 |
| Conflicting Approach Right | EB |
| Conflicting Lanes Right | 1 |
| HCM Control Delay | 356.8 |
| HCM LOS | F |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 1449 | 10 | 10 | 1407 |
| Future Volume (vph) | 10 | 10 | 1449 | 10 | 10 | 1407 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 10 | 12 | 12 | 10 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | 0.999 | | | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 3300 | 0 | 0 | 3303 |
| Link Speed (mph) | 25 | | 35 | | | 35 |
| Link Distance (ft) | 465 | | 734 | | | 285 |
| Travel Time (s) | 12.7 | | 14.3 | | | 5.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.86 | 0.86 |
| Adj. Flow (vph) | 13 | 13 | 1541 | 11 | 12 | 1636 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 1552 | 0 | 0 | 1648 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 55.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 1449 | 10 | 10 | 1407 |
| Future Vol, veh/h | 10 | 10 | 1449 | 10 | 10 | 1407 |
| 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 | 80 | 80 | 94 | 94 | 86 | 86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 1541 | 11 | 12 | 1636 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2388 | 776 | 0 | 0 | 1552 | 0 |
| Stage 1 | 1547 | - | - | - | - | - |
| Stage 2 | 841 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | - | - | 2.22 | - |
| Pot Cap-1 Maneuver | 28 | 340 | - | - | 423 | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 383 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 19 | 340 | - | - | 423 | - |
| Mov Cap-2 Maneuver | 19 | - | - | - | - | - |
| Stage 1 | 161 | - | - | - | - | - |
| Stage 2 | 264 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 225.9 | 0 | 2.2 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 36 | 423 | - |
| HCM Lane V/C Ratio | - | - | 0.694 | 0.027 | - |
| HCM Control Delay (s) | - | - | 225.9 | 13.8 | 2.1 |
| HCM Lane LOS | - | - | F | B | A |
| HCM 95th %tile Q(veh) | - | - | 2.5 | 0.1 | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 140 | 130 | 1329 | 1277 | 90 |
| Future Volume (vph) | 60 | 140 | 130 | 1329 | 1277 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Flt Permitted | 0.950 | | 0.950 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.92 | 0.92 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 175 | 141 | 1445 | 1359 | 96 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 175 | 141 | 1445 | 1455 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 58.7% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 41.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 60 | 140 | 130 | 1329 | 1277 | 90 |
| Future Vol, veh/h | 60 | 140 | 130 | 1329 | 1277 | 90 |
| 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 | 25 | 95 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 80 | 80 | 92 | 92 | 94 | 94 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 75 | 175 | 141 | 1445 | 1359 | 96 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2411 | 727 | 1454 | 0 | - | 0 |
| Stage 1 | 1406 | - | - | - | - | - |
| Stage 2 | 1005 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | ~ 27 | 366 | 461 | - | - | - |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 315 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 19 | 366 | 461 | - | - | - |
| Mov Cap-2 Maneuver | ~ 19 | - | - | - | - | - |
| Stage 1 | 192 | - | - | - | - | - |
| Stage 2 | 219 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 538.1 | 1.4 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 461 | - | 19 | 366 | - | - |
| HCM Lane V/C Ratio | 0.307 | - | 3.947 | 0.478 | - | - |
| HCM Control Delay (s) | 16.2 | - | $ 1738.7 | 23.5 | - | - |
| HCM Lane LOS | C | - | F | C | - | - |
| HCM 95th %tile Q(veh) | 1.3 | - | 9.9 | 2.5 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1389 | 1347 | 10 |
| Future Volume (vph) | 0 | 20 | 0 | 1389 | 1347 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1462 | 1418 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1462 | 1429 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1389 | 1347 | 10 |
| Future Vol, veh/h | 0 | 20 | 0 | 1389 | 1347 | 10 |
| 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 | 80 | 80 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1462 | 1418 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 714 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 374 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 374 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.3 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 374 | - | - |
| HCM Lane V/C Ratio | - | 0.067 | - | - |
| HCM Control Delay (s) | - | 15.3 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 0 | 1389 | 1347 | 10 |
| Future Volume (vph) | 10 | 10 | 0 | 1389 | 1347 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | | | 0.999 | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 13 | 0 | 1578 | 1464 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 1578 | 1475 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 48.4% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 0 | 1389 | 1347 | 10 |
| Future Vol, veh/h | 10 | 10 | 0 | 1389 | 1347 | 10 |
| 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 | 80 | 80 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 0 | 1578 | 1464 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2259 | 738 | 1475 | 0 | - | 0 |
| Stage 1 | 1470 | - | - | - | - | - |
| Stage 2 | 789 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 35 | 360 | 453 | - | - | - |
| Stage 1 | 178 | - | - | - | - | - |
| Stage 2 | 408 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 35 | 360 | 453 | - | - | - |
| Mov Cap-2 Maneuver | 35 | - | - | - | - | - |
| Stage 1 | 178 | - | - | - | - | - |
| Stage 2 | 408 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 93.5 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 453 | - | 64 | - | - |
| HCM Lane V/C Ratio | - | - | 0.391 | - | - |
| HCM Control Delay (s) | 0 | - | 93.5 | - | - |
| HCM Lane LOS | A | - | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.5 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 0.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 1 | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| 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 | 1022 | 1084 | 1622 | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | 1622 | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | - | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 1022 | 1084 | 0 | - | - | - |
| Stage 1 | 1022 | - | 0 | - | - | - |
| Stage 2 | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | 0 | 0 | - | - |
| HCM Lane LOS | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1022 | 895 | - | 1622 | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 1022 | 0 | - | 1622 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | 0 | - | - | - | - | - | - | - |
| Stage 1 | - | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | - |

# APPENDIX N1
# CAPACITY ANALYSES
2040 Improved Conditions
Weekday Morning Peak Hour

Tighe&Bond

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Future Volume (vph) | 190 | 1310 | 150 | 90 | 1130 | 1130 | 190 | 360 | 250 | 1030 | 270 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3255 | 3355 | 1501 | 3255 | 3471 | 1501 | 3143 | 3355 | 1449 | 3367 | 3355 | 1553 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3255 | 3355 | 1501 | 3255 | 3471 | 1501 | 3143 | 3355 | 1449 | 3367 | 3355 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 131 | | | 58 | | | 102 | | | 65 |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 281 | 94 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1440 | 165 | 93 | 1165 | 1165 | 216 | 409 | 284 | 1073 | 281 | 94 |
| Turn Type | Prot | NA | Perm | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | pt+ov |
| Protected Phases | 5 | 2 | | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Permitted Phases | | | 2 | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | 22.0 | 10.0 | 22.0 | | 12.0 | 13.0 | | 12.0 | 13.0 | |
| Total Split (s) | 15.0 | 67.0 | 67.0 | 10.0 | 62.0 | | 21.0 | 22.0 | | 51.0 | 52.0 | |
| Total Split (%) | 10.0% | 44.7% | 44.7% | 6.7% | 41.3% | | 14.0% | 14.7% | | 34.0% | 34.7% | |
| Yellow Time (s) | 3.0 | 5.0 | 5.0 | 3.0 | 5.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | 7.0 | 5.0 | 7.0 | | 5.0 | 6.0 | | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | Min | None | Min | | None | None | | None | None | |
| Act Effct Green (s) | 10.0 | 60.0 | 60.0 | 5.0 | 55.0 | 108.0 | 13.7 | 16.0 | 26.0 | 46.0 | 48.3 | 63.3 |
| Actuated g/C Ratio | 0.07 | 0.40 | 0.40 | 0.03 | 0.37 | 0.72 | 0.09 | 0.11 | 0.17 | 0.31 | 0.32 | 0.42 |
| v/c Ratio | 0.96 | 1.07 | 0.24 | 0.86 | 0.92 | 1.06 | 0.75 | 1.15 | 0.85 | 1.04 | 0.26 | 0.14 |
| Control Delay | 120.7 | 89.4 | 8.4 | 125.6 | 57.2 | 66.6 | 82.7 | 150.6 | 60.8 | 88.7 | 38.9 | 10.7 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 120.7 | 89.4 | 8.4 | 125.6 | 57.2 | 66.6 | 82.7 | 150.6 | 60.8 | 88.7 | 38.9 | 10.7 |
| LOS | F | F | A | F | E | E | F | F | E | F | D | B |
| Approach Delay | | 85.7 | | | 64.3 | | | 106.4 | | | 74.0 | |
| Approach LOS | | F | | | E | | | F | | | E | |

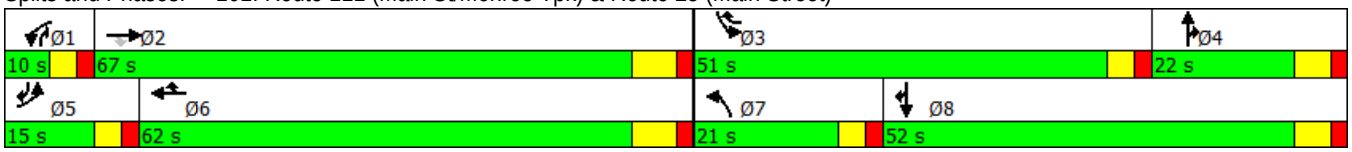
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 107 | ~821 | 20 | 47 | 570 | ~1236 | 107 | ~245 | 180 | ~581 | 107 | 17 |
| Queue Length 95th (ft) | #192 | #961 | 71 | #104 | #704 | #1505 | 148 | #345 | #323 | #718 | 151 | 55 |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Base Capacity (vph) | 217 | 1342 | 679 | 108 | 1272 | 1096 | 335 | 357 | 335 | 1032 | 1079 | 692 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.96 | 1.07 | 0.24 | 0.86 | 0.92 | 1.06 | 0.64 | 1.15 | 0.85 | 1.04 | 0.26 | 0.14 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 150 | | | |
| Actuated Cycle Length: 150 | | | |
| Natural Cycle: 150 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 1.15 | | | |
| Intersection Signal Delay: 78.1 | | Intersection LOS: E | |
| Intersection Capacity Utilization 98.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

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

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

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)



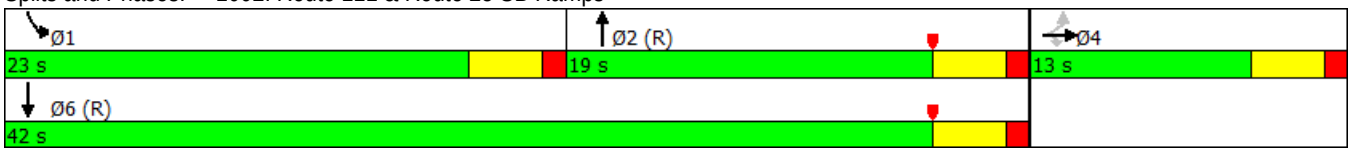
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 0 | 150 | 0 | 0 | 0 | 0 | 550 | 250 | 1030 | 360 | 0 |
| Future Volume (vph) | 190 | 0 | 150 | 0 | 0 | 0 | 0 | 550 | 250 | 1030 | 360 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 0 | 2 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.86 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | | | 0.953 | | | | |
| Flt Protected | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1736 | 1553 | 0 | 0 | 0 | 0 | 5989 | 0 | 3367 | 1827 | 0 |
| Flt Permitted | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1736 | 1553 | 0 | 0 | 0 | 0 | 5989 | 0 | 3367 | 1827 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 165 | | | | | 204 | | | | |
| Link Speed (mph) | | 40 | | | 30 | | | 40 | | | 35 | |
| Link Distance (ft) | | 362 | | | 177 | | | 332 | | | 150 | |
| Travel Time (s) | | 6.2 | | | 4.0 | | | 5.7 | | | 2.9 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.92 | 0.92 | 0.92 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 209 | 0 | 165 | 0 | 0 | 0 | 0 | 625 | 284 | 1073 | 375 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 209 | 165 | 0 | 0 | 0 | 0 | 909 | 0 | 1073 | 375 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | | | | | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 13.0 | | | | | 19.0 | | 9.0 | 19.0 | |
| Total Split (s) | 13.0 | 13.0 | 13.0 | | | | | 19.0 | | 23.0 | 42.0 | |
| Total Split (%) | 23.6% | 23.6% | 23.6% | | | | | 34.5% | | 41.8% | 76.4% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | 4.0 | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | | | | | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 9.0 | 9.0 | | | | | 15.0 | | 19.0 | 38.0 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | | | | 0.27 | | 0.35 | 0.69 | |
| v/c Ratio | | 0.74 | 0.42 | | | | | 0.51 | | 0.92 | 0.30 | |
| Control Delay | | 40.5 | 8.1 | | | | | 14.1 | | 14.2 | 0.5 | |
| Queue Delay | | 12.1 | 0.0 | | | | | 1.2 | | 0.3 | 2.1 | |
| Total Delay | | 52.6 | 8.1 | | | | | 15.3 | | 14.5 | 2.5 | |
| LOS | | D | A | | | | | B | | B | A | |
| Approach Delay | | 32.9 | | | | | | 15.3 | | | 11.4 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 66 | 0 | | | | | 54 | | 13 | 1 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #155 | 42 | | | | | 77 | | m#231 | m1 | |
| Internal Link Dist (ft) | | 282 | | | 97 | | | 252 | | | 70 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 284 | 392 | | | | | 1781 | | 1163 | 1262 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | | 6 | 723 | |
| Spillback Cap Reductn | | 55 | 0 | | | | | 599 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.91 | 0.42 | | | | | 0.77 | | 0.93 | 0.70 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 55
Actuated Cycle Length: 55
Offset: 19 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 96.2% ICU Level of Service F
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps



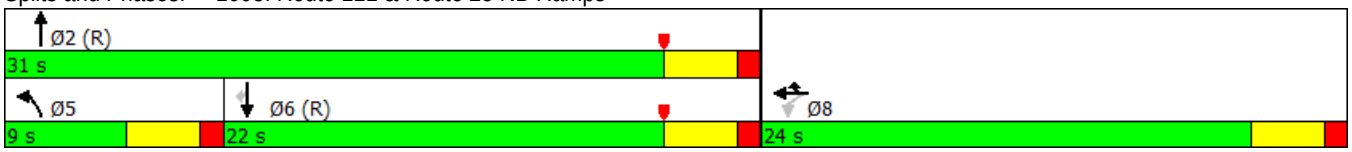
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 90 | 0 | 1130 | 190 | 550 | 0 | 0 | 1300 | 90 |
| Future Volume (vph) | 0 | 0 | 0 | 90 | 0 | 1130 | 190 | 550 | 0 | 0 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 300 | | 300 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 2 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 100 | | | 50 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | | | | 0.850 |
| Flt Protected | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1736 | 2733 | 3367 | 3471 | 0 | 0 | 4988 | 1553 |
| Flt Permitted | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1736 | 2733 | 3367 | 3471 | 0 | 0 | 4988 | 1553 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 363 | | | | | | 99 |
| Link Speed (mph) | | 30 | | | 40 | | | 40 | | | 35 | |
| Link Distance (ft) | | 193 | | | 427 | | | 150 | | | 347 | |
| Travel Time (s) | | 4.4 | | | 7.3 | | | 2.6 | | | 6.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 0 | 0 | 93 | 0 | 1165 | 216 | 625 | 0 | 0 | 1354 | 94 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 93 | 1165 | 216 | 625 | 0 | 0 | 1354 | 94 |
| Turn Type | | | | Perm | NA | Prot | Prot | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | 8 | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | | 15.0 | 15.0 |
| Minimum Split (s) | | | | 13.0 | 13.0 | 13.0 | 9.0 | 19.0 | | | 19.0 | 19.0 |
| Total Split (s) | | | | 24.0 | 24.0 | 24.0 | 9.0 | 31.0 | | | 22.0 | 22.0 |
| Total Split (%) | | | | 43.6% | 43.6% | 43.6% | 16.4% | 56.4% | | | 40.0% | 40.0% |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | | | | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | | 20.0 | 20.0 | 5.0 | 27.0 | | | 18.0 | 18.0 |
| Actuated g/C Ratio | | | | | 0.36 | 0.36 | 0.09 | 0.49 | | | 0.33 | 0.33 |
| v/c Ratio | | | | | 0.15 | 0.95 | 0.71 | 0.37 | | | 0.83 | 0.16 |
| Control Delay | | | | | 12.6 | 30.7 | 31.3 | 13.5 | | | 22.9 | 4.3 |
| Queue Delay | | | | | 0.0 | 0.0 | 3.3 | 56.0 | | | 0.4 | 0.0 |
| Total Delay | | | | | 12.6 | 30.7 | 34.6 | 69.5 | | | 23.3 | 4.3 |
| LOS | | | | | B | C | C | E | | | C | A |
| Approach Delay | | | | | 29.4 | | | 60.6 | | | 22.0 | |
| Approach LOS | | | | | C | | | E | | | C | |
| Queue Length 50th (ft) | | | | | 20 | 145 | 34 | 84 | | | 146 | 0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | | | | 45 | #293 | m#68 | 139 | | | #201 | 24 |
| Internal Link Dist (ft) | | 113 | | | 347 | | | 70 | | | 267 | |
| Turn Bay Length (ft) | | | | | | 300 | | | | | | |
| Base Capacity (vph) | | | | | 631 | 1224 | 306 | 1703 | | | 1632 | 574 |
| Starvation Cap Reductn | | | | | 0 | 0 | 36 | 1277 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 0 | 0 | 0 | 0 | | | 46 | 0 |
| Storage Cap Reductn | | | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.15 | 0.95 | 0.80 | 1.47 | | | 0.85 | 0.16 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 55 | | | |
| Actuated Cycle Length: 55 | | | |
| Offset: 52 (95%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.95 | | | |
| Intersection Signal Delay: 33.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization 96.7% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

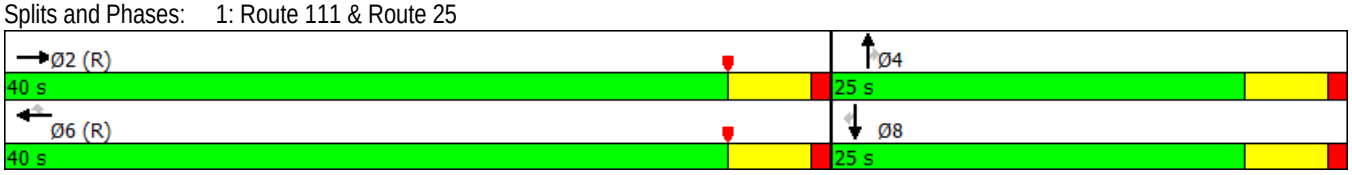


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 2340 | 0 | 0 | 1220 | 1130 | 0 | 550 | 250 | 0 | 1300 | 90 |
| Future Volume (vph) | 0 | 2340 | 0 | 0 | 1220 | 1130 | 0 | 550 | 250 | 0 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 0 | | 0 | 0 | | 2 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.86 | 0.86 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 6285 | 0 | 0 | 3471 | 2733 | 0 | 3471 | 1553 | 0 | 4988 | 1553 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 6285 | 0 | 0 | 3471 | 2733 | 0 | 3471 | 1553 | 0 | 4988 | 1553 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 535 | | | 888 | | | 429 | | | 735 | |
| Travel Time (s) | | 9.1 | | | 11.0 | | | 7.3 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.97 | 0.97 | 0.97 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 2571 | 0 | 0 | 1258 | 1165 | 0 | 625 | 284 | 0 | 1354 | 94 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2571 | 0 | 0 | 1258 | 1165 | 0 | 625 | 284 | 0 | 1354 | 94 |
| Turn Type | | NA | | | NA | Perm | | NA | Perm | | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | | | | 6 | | | 4 | | | 8 |
| Detector Phase | | 2 | | | 6 | 6 | | 4 | 4 | | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 15.0 | | | 15.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Minimum Split (s) | | 20.0 | | | 20.0 | 20.0 | | 12.0 | 12.0 | | 12.0 | 12.0 |
| Total Split (s) | | 40.0 | | | 40.0 | 40.0 | | 25.0 | 25.0 | | 25.0 | 25.0 |
| Total Split (%) | | 61.5% | | | 61.5% | 61.5% | | 38.5% | 38.5% | | 38.5% | 38.5% |
| Yellow Time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| All-Red Time (s) | | 1.0 | | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | C-Min | | | C-Min | C-Min | | None | None | | None | None |
| Act Effct Green (s) | | 35.5 | | | 35.5 | 35.5 | | 19.5 | 19.5 | | 19.5 | 19.5 |
| Actuated g/C Ratio | | 0.55 | | | 0.55 | 0.55 | | 0.30 | 0.30 | | 0.30 | 0.30 |
| v/c Ratio | | 0.75 | | | 0.66 | 0.78 | | 0.60 | 0.61 | | 0.90 | 0.20 |
| Control Delay | | 4.0 | | | 12.8 | 16.7 | | 17.7 | 20.7 | | 31.9 | 18.1 |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | | 4.0 | | | 12.8 | 16.7 | | 17.7 | 20.7 | | 31.9 | 18.1 |
| LOS | | A | | | B | B | | B | C | | C | B |
| Approach Delay | | 4.0 | | | 14.7 | | | 18.7 | | | 31.0 | |
| Approach LOS | | A | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 18 | | | 173 | 192 | | 94 | 82 | | 184 | 27 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | 47 | | | 237 | 282 | | 120 | 133 | | #265 | 59 |
| Internal Link Dist (ft) | | 455 | | | 808 | | | 349 | | | 655 | |
| Turn Bay Length (ft) | | | | | | 500 | | | 100 | | | 500 |
| Base Capacity (vph) | | 3428 | | | 1893 | 1490 | | 1068 | 477 | | 1534 | 477 |
| Starvation Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | | 0.75 | | | 0.66 | 0.78 | | 0.59 | 0.60 | | 0.88 | 0.20 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 14.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 67.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 1: Route 111 & Route 25



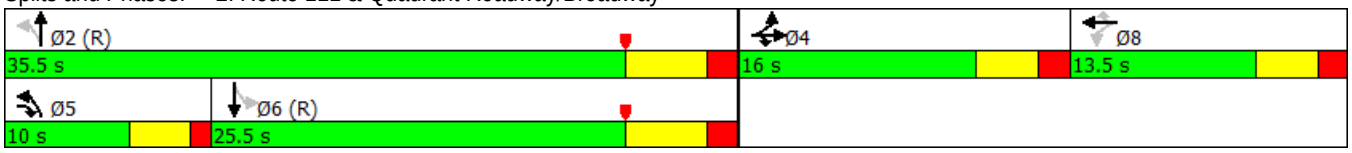
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 0 | 240 | 0 | 0 | 0 | 190 | 610 | 0 | 0 | 270 | 1030 |
| Future Volume (vph) | 190 | 0 | 240 | 0 | 0 | 0 | 190 | 610 | 0 | 0 | 270 | 1030 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 300 | | 300 | 0 | | 100 | 200 | | 0 | 100 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 2 |
| Taper Length (ft) | 50 | | | 25 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1736 | 1553 | 0 | 1863 | 1863 | 1736 | 1827 | 0 | 1863 | 1827 | 2733 |
| Flt Permitted | | 0.950 | | | | | 0.491 | | | | | |
| Satd. Flow (perm) | 0 | 1736 | 1553 | 0 | 1863 | 1863 | 897 | 1827 | 0 | 1863 | 1827 | 2733 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 40 | | | 40 | |
| Link Distance (ft) | | 831 | | | 333 | | | 399 | | | 429 | |
| Travel Time (s) | | 18.9 | | | 7.6 | | | 6.8 | | | 7.3 | |
| 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 |
| Heavy Vehicles (%) | 4% | 2% | 4% | 2% | 2% | 2% | 4% | 4% | 2% | 2% | 4% | 4% |
| Adj. Flow (vph) | 207 | 0 | 261 | 0 | 0 | 0 | 207 | 663 | 0 | 0 | 293 | 1120 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 207 | 261 | 0 | 0 | 0 | 207 | 663 | 0 | 0 | 293 | 1120 |
| Turn Type | Split | NA | pt+ov | | | Perm | pm+pt | NA | | Perm | NA | Free |
| Protected Phases | 4 | 4 | 4 5 | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | 8 | 2 | | | 6 | | Free |
| Detector Phase | 4 | 4 | 4 5 | 8 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | 13.5 | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 16.0 | 16.0 | | 13.5 | 13.5 | 13.5 | 10.0 | 35.5 | | 25.5 | 25.5 | |
| Total Split (%) | 24.6% | 24.6% | | 20.8% | 20.8% | 20.8% | 15.4% | 54.6% | | 39.2% | 39.2% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | 1.5 | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | 4.5 | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | | 12.3 | 24.9 | | | | 44.2 | 42.7 | | | 30.1 | 65.0 |
| Actuated g/C Ratio | | 0.19 | 0.38 | | | | 0.68 | 0.66 | | | 0.46 | 1.00 |
| v/c Ratio | | 0.63 | 0.44 | | | | 0.29 | 0.55 | | | 0.35 | 0.41 |
| Control Delay | | 34.8 | 16.8 | | | | 5.1 | 8.4 | | | 1.0 | 4.6 |
| Queue Delay | | 0.0 | 0.0 | | | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | | 34.8 | 16.8 | | | | 5.1 | 8.4 | | | 1.0 | 4.6 |
| LOS | | C | B | | | | A | A | | | A | A |
| Approach Delay | | 24.8 | | | | | | 7.7 | | | 3.9 | |
| Approach LOS | | C | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 79 | 76 | | | | 26 | 125 | | | 2 | 97 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #166 | 131 | | | | 42 | 183 | | | m3 | m102 |
| Internal Link Dist (ft) | | 751 | | | 253 | | | 319 | | | 349 | |
| Turn Bay Length (ft) | | | 300 | | | | 200 | | | | | |
| Base Capacity (vph) | | 340 | 585 | | | | 722 | 1201 | | | 845 | 2733 |
| Starvation Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.61 | 0.45 | | | | 0.29 | 0.55 | | | 0.35 | 0.41 |

**Intersection Summary**

Area Type: Other
Cycle Length: 65
Actuated Cycle Length: 65
Offset: 40 (62%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 8.6 Intersection LOS: A
Intersection Capacity Utilization 68.0% ICU Level of Service C
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1310 | 340 | 90 | 1220 | 190 | 1030 |
| Future Volume (vph) | 1310 | 340 | 90 | 1220 | 190 | 1030 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 300 | 300 | | 315 | 0 |
| Storage Lanes | | 1 | 1 | | 0 | 2 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.88 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3471 | 1553 | 1736 | 3471 | 1736 | 2733 |
| Flt Permitted | | | 0.102 | | 0.950 | |
| Satd. Flow (perm) | 3471 | 1553 | 186 | 3471 | 1736 | 2733 |
| Right Turn on Red | | Yes | | | | No |
| Satd. Flow (RTOR) | | 370 | | | | |
| Link Speed (mph) | 40 | | | 40 | 30 | |
| Link Distance (ft) | 509 | | | 535 | 831 | |
| Travel Time (s) | 8.7 | | | 9.1 | 18.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 1424 | 370 | 98 | 1326 | 207 | 1120 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1424 | 370 | 98 | 1326 | 207 | 1120 |
| Turn Type | NA | pm+ov | pm+pt | NA | Prot | Free |
| Protected Phases | 6 | 3 | 5 | 2 | 3 | |
| Permitted Phases | | 6 | 2 | | | Free |
| Detector Phase | 6 | 3 | 5 | 2 | 3 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 15.0 | 9.0 | 5.0 | 15.0 | 9.0 | |
| Minimum Split (s) | 20.5 | 13.5 | 9.0 | 20.5 | 13.5 | |
| Total Split (s) | 39.0 | 17.0 | 9.0 | 48.0 | 17.0 | |
| Total Split (%) | 60.0% | 26.2% | 13.8% | 73.8% | 26.2% | |
| Yellow Time (s) | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 4.5 | 4.0 | 5.5 | 4.5 | |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | C-Min | None | |
| Act Effct Green (s) | 36.1 | 54.0 | 45.0 | 43.5 | 11.5 | 65.0 |
| Actuated g/C Ratio | 0.56 | 0.83 | 0.69 | 0.67 | 0.18 | 1.00 |
| v/c Ratio | 0.74 | 0.27 | 0.38 | 0.57 | 0.68 | 0.41 |
| Control Delay | 14.9 | 0.7 | 14.8 | 7.7 | 33.3 | 0.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 14.9 | 0.7 | 14.8 | 7.7 | 33.3 | 0.4 |
| LOS | B | A | B | A | C | A |
| Approach Delay | 12.0 | | | 8.2 | 5.6 | |
| Approach LOS | B | | | A | A | |
| Queue Length 50th (ft) | 225 | 0 | 16 | 84 | 93 | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 310 | 10 | m39 | 174 | #161 | 0 |
| Internal Link Dist (ft) | 429 | | | 455 | 751 | |
| Turn Bay Length (ft) | | 300 | 300 | | 315 | |
| Base Capacity (vph) | 1926 | 1354 | 255 | 2322 | 333 | 2733 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.74 | 0.27 | 0.38 | 0.57 | 0.62 | 0.41 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 65 | | | |
| Offset: 56 (86%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.74 | | | |
| Intersection Signal Delay: 8.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 63.4% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Quadrant Roadway & Route 25

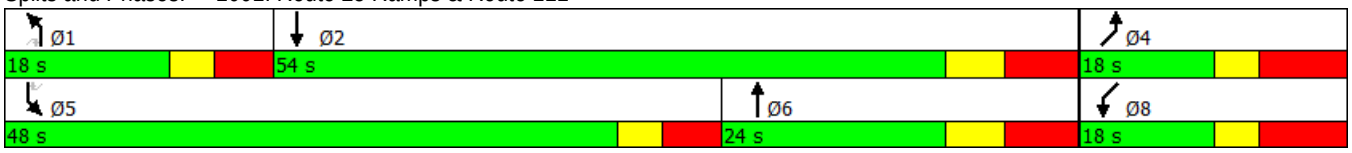
| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 360 | 250 | 1030 | 270 | 90 | 190 | 150 | 90 | 1130 |
| Future Volume (vph) | 190 | 360 | 250 | 1030 | 270 | 90 | 190 | 150 | 90 | 1130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 200 | | | 200 | | | 200 | | 200 | |
| Storage Lanes | 2 | | | 1 | | | 1 | | 1 | |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | 100 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 0.97 | 0.88 |
| Frt | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3255 | 3355 | 1501 | 3255 | 1766 | 1501 | 3367 | 1553 | 3367 | 2733 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3255 | 3355 | 1501 | 3255 | 1766 | 1501 | 3367 | 1553 | 3367 | 2733 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | No |
| Satd. Flow (RTOR) | | | 352 | | | 352 | | 267 | | |
| Link Speed (mph) | | 40 | | | 35 | | | | | |
| Link Distance (ft) | | 521 | | | 684 | | | | | |
| Travel Time (s) | | 8.9 | | | 13.3 | | | | | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 | 0.91 | 0.91 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 216 | 409 | 284 | 1073 | 281 | 94 | 209 | 165 | 93 | 1165 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 216 | 409 | 284 | 1073 | 281 | 94 | 209 | 165 | 93 | 1165 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Perm | Prot | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | | | Free | | | Free | | 1 | | 5 |
| Detector Phase | 1 | 6 | | 5 | 2 | | 4 | 1 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 15.0 | | 9.0 | 15.0 | | 9.0 | 9.0 | 9.0 | 9.0 |
| Minimum Split (s) | 16.0 | 24.0 | | 16.0 | 24.0 | | 18.0 | 16.0 | 18.0 | 16.0 |
| Total Split (s) | 18.0 | 24.0 | | 48.0 | 54.0 | | 18.0 | 18.0 | 18.0 | 48.0 |
| Total Split (%) | 20.0% | 26.7% | | 53.3% | 60.0% | | 20.0% | 20.0% | 20.0% | 53.3% |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 4.0 | 5.0 | | 4.0 | 5.0 | | 6.0 | 4.0 | 6.0 | 4.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 9.0 | | 7.0 | 9.0 | | 9.0 | 7.0 | 9.0 | 7.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | Lead | | Lead |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None |
| Act Effct Green (s) | 9.8 | 15.0 | 88.2 | 39.1 | 44.3 | 88.2 | 9.0 | 9.8 | 9.0 | 39.1 |
| Actuated g/C Ratio | 0.11 | 0.17 | 1.00 | 0.44 | 0.50 | 1.00 | 0.10 | 0.11 | 0.10 | 0.44 |
| v/c Ratio | 0.60 | 0.72 | 0.19 | 0.74 | 0.32 | 0.06 | 0.61 | 0.40 | 0.27 | 0.96 |
| Control Delay | 45.0 | 43.0 | 0.3 | 24.1 | 14.3 | 0.1 | 46.6 | 3.0 | 39.7 | 42.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 45.0 | 43.0 | 0.3 | 24.1 | 14.3 | 0.1 | 46.6 | 3.0 | 39.7 | 42.9 |
| LOS | D | D | A | C | B | A | D | A | D | D |
| Approach Delay | | 30.1 | | | 20.6 | | | | | |
| Approach LOS | | C | | | C | | | | | |

| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 61 | 117 | 0 | 246 | 87 | 0 | 59 | 0 | 25 | 344 |
| Queue Length 95th (ft) | 94 | 164 | 0 | 322 | 145 | 0 | 95 | 1 | 49 | #506 |
| Internal Link Dist (ft) | | 441 | | | 604 | | | | | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | 200 | 200 | 200 |
| Base Capacity (vph) | 406 | 572 | 1501 | 1516 | 917 | 1501 | 344 | 427 | 344 | 1273 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.53 | 0.72 | 0.19 | 0.71 | 0.31 | 0.06 | 0.61 | 0.39 | 0.27 | 0.92 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 88.2 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.96 | | | |
| Intersection Signal Delay: 30.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization Err% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 1001: Route 25 Ramps & Route 111

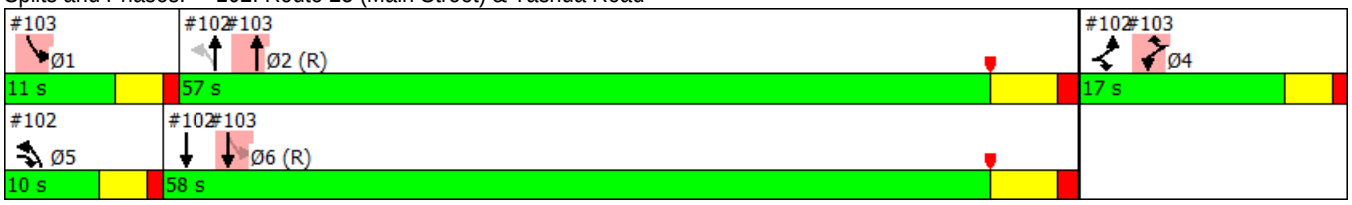


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Future Volume (vph) | 70 | 180 | 90 | 1310 | 1450 | 60 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | |
| Frt | | 0.850 | | | 0.994 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1694 | 1516 | 1694 | 3388 | 3484 | 0 | |
| Flt Permitted | 0.950 | | 0.100 | | | | |
| Satd. Flow (perm) | 1694 | 1516 | 178 | 3388 | 3484 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 41 | | | 9 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.83 | 0.83 | 0.91 | 0.91 | 0.97 | 0.97 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 84 | 217 | 99 | 1440 | 1495 | 62 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 84 | 217 | 99 | 1440 | 1557 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 17.0 | | 10.0 | 57.0 | 58.0 | | 11.0 |
| Total Split (%) | 20.0% | | 11.8% | 67.1% | 68.2% | | 13% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 11.8 | 21.5 | 61.7 | 55.4 | 53.8 | | |
| Actuated g/C Ratio | 0.14 | 0.25 | 0.73 | 0.65 | 0.63 | | |
| v/c Ratio | 0.36 | 0.53 | 0.43 | 0.65 | 0.70 | | |
| Control Delay | 37.2 | 26.7 | 10.7 | 11.8 | 4.8 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | |
| Total Delay | 37.2 | 26.7 | 10.7 | 11.8 | 4.9 | | |
| LOS | D | C | B | B | A | | |
| Approach Delay | 29.6 | | | 11.7 | 4.9 | | |
| Approach LOS | C | | | B | A | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 41 | 78 | 11 | 243 | 66 | | |
| Queue Length 95th (ft) | 76 | 130 | 32 | 330 | 71 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 259 | 410 | 236 | 2206 | 2210 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 53 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.32 | 0.53 | 0.42 | 0.65 | 0.72 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 51 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.72 | | | |
| Intersection Signal Delay: 10.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

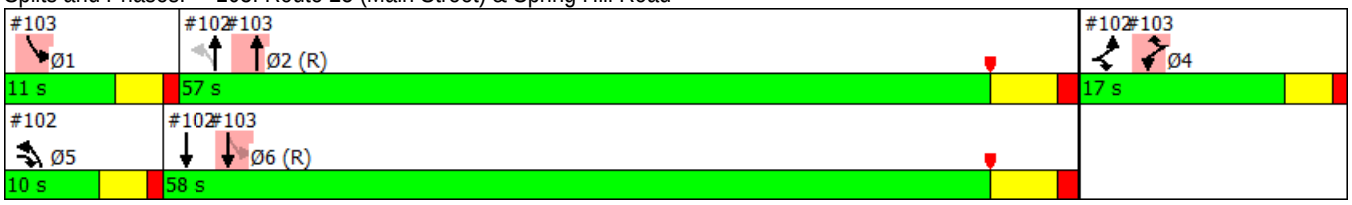


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Future Volume (vph) | 90 | 90 | 1240 | 140 | 100 | 1420 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | |
| Frt | | 0.850 | 0.985 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1620 | 1501 | 3305 | 0 | 1678 | 3355 | |
| Flt Permitted | 0.950 | | | | 0.108 | | |
| Satd. Flow (perm) | 1620 | 1501 | 3305 | 0 | 191 | 3355 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 113 | 25 | | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.96 | 0.96 | |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | |
| Adj. Flow (vph) | 113 | 113 | 1393 | 157 | 104 | 1479 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 113 | 113 | 1550 | 0 | 104 | 1479 | |
| Turn Type | Prot | Prot | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | | 6 | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 17.0 | 17.0 | 57.0 | | 11.0 | 58.0 | 10.0 |
| Total Split (%) | 20.0% | 20.0% | 67.1% | | 12.9% | 68.2% | 12% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | | None | C-Min | None |
| Act Effct Green (s) | 11.8 | 11.8 | 55.4 | | 61.5 | 53.8 | |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.65 | | 0.72 | 0.63 | |
| v/c Ratio | 0.50 | 0.37 | 0.72 | | 0.43 | 0.70 | |
| Control Delay | 41.7 | 10.5 | 5.4 | | 11.1 | 7.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 41.7 | 10.5 | 5.4 | | 11.1 | 7.7 | |
| LOS | D | B | A | | B | A | |
| Approach Delay | 26.1 | | 5.4 | | | 7.9 | |
| Approach LOS | C | | A | | | A | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 56 | 0 | 68 | | 7 | 107 | |
| Queue Length 95th (ft) | 94 | 33 | 77 | | 41 | 206 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | | 160 | | |
| Base Capacity (vph) | 247 | 325 | 2161 | | 263 | 2125 | |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.46 | 0.35 | 0.72 | | 0.40 | 0.70 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 51 (60%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.72 | | | |
| Intersection Signal Delay: 8.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 61.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

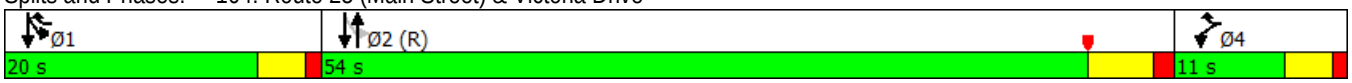


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Future Volume (vph) | 80 | 60 | 1110 | 180 | 80 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 140 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 55 | | | | 75 | |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.979 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 3591 | 1708 | 3285 | 0 | 1736 | 3471 |
| Flt Permitted | 0.950 | | | | 0.102 | |
| Satd. Flow (perm) | 3591 | 1708 | 3285 | 0 | 186 | 3471 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 53 | 36 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 75 | 1291 | 209 | 85 | 1532 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 75 | 1500 | 0 | 85 | 1532 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 1 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 11.0 | | 54.0 | | 20.0 | |
| Total Split (%) | 12.9% | | 63.5% | | 23.5% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 7.0 | 23.7 | 51.8 | | 68.2 | 73.0 |
| Actuated g/C Ratio | 0.08 | 0.28 | 0.61 | | 0.80 | 0.86 |
| v/c Ratio | 0.34 | 0.15 | 0.74 | | 0.20 | 0.51 |
| Control Delay | 40.2 | 9.8 | 4.2 | | 4.7 | 1.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 40.2 | 9.8 | 4.2 | | 4.7 | 1.2 |
| LOS | D | A | A | | A | A |
| Approach Delay | 27.2 | | 4.2 | | | 1.4 |
| Approach LOS | C | | A | | | A |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 26 | 8 | 18 | | 1 | 21 |
| Queue Length 95th (ft) | 44 | 31 | 30 | | m9 | 51 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | 140 | 140 | | | 250 | |
| Base Capacity (vph) | 295 | 535 | 2015 | | 443 | 2981 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.34 | 0.14 | 0.74 | | 0.19 | 0.51 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 4 (5%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.74 | | | |
| Intersection Signal Delay: 4.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

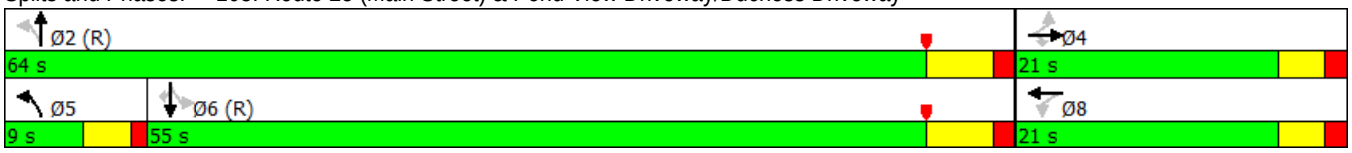


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Future Volume (vph) | 85 | 0 | 224 | 3 | 0 | 10 | 101 | 1025 | 22 | 13 | 1340 | 207 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.899 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.988 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1623 | 0 | 1620 | 3345 | 0 | 0 | 3355 | 1449 |
| Flt Permitted | | 0.747 | | | 0.937 | | 0.129 | | | | 0.940 | |
| Satd. Flow (perm) | 0 | 1319 | 1501 | 0 | 1539 | 0 | 220 | 3345 | 0 | 0 | 3154 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 141 | | 86 | | | 6 | | | | 213 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 180 | | | 127 | | | 1827 | | | 378 | |
| Travel Time (s) | | 4.9 | | | 3.5 | | | 31.1 | | | 6.4 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 100 | 0 | 264 | 4 | 0 | 12 | 109 | 1102 | 24 | 13 | 1381 | 213 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 100 | 264 | 0 | 16 | 0 | 109 | 1126 | 0 | 0 | 1394 | 213 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 9.0 | 64.0 | | 55.0 | 55.0 | 55.0 |
| Total Split (%) | 24.7% | 24.7% | 24.7% | 24.7% | 24.7% | | 10.6% | 75.3% | | 64.7% | 64.7% | 64.7% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 12.5 | 12.5 | | 12.5 | | 64.0 | 62.3 | | | 55.1 | 55.1 |
| Actuated g/C Ratio | | 0.15 | 0.15 | | 0.15 | | 0.75 | 0.73 | | | 0.65 | 0.65 |
| v/c Ratio | | 0.52 | 0.77 | | 0.05 | | 0.44 | 0.46 | | | 0.68 | 0.21 |
| Control Delay | | 42.0 | 31.6 | | 0.4 | | 9.9 | 1.1 | | | 5.4 | 0.3 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.1 | 0.0 |
| Total Delay | | 42.0 | 31.6 | | 0.4 | | 9.9 | 1.1 | | | 5.6 | 0.3 |
| LOS | | D | C | | A | | A | A | | | A | A |
| Approach Delay | | 34.5 | | | 0.4 | | | 1.8 | | | 4.9 | |
| Approach LOS | | C | | | A | | | A | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 50 | 61 | | 0 | | 2 | 5 | | | 55 | 0 |
| Queue Length 95th (ft) | | 88 | 126 | | 0 | | m9 | 7 | | | 86 | m0 |
| Internal Link Dist (ft) | | 100 | | | 47 | | | 1747 | | | 298 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 256 | 405 | | 368 | | 248 | 2453 | | | 2044 | 1013 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 103 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.39 | 0.65 | | 0.04 | | 0.44 | 0.46 | | | 0.72 | 0.21 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 54 (64%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 7.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 91.1% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



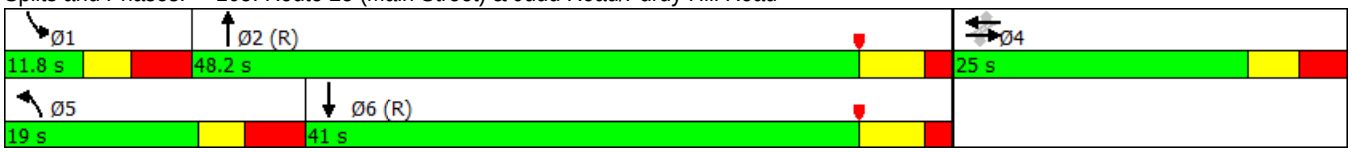
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Future Volume (vph) | 90 | 60 | 100 | 150 | 90 | 90 | 90 | 1000 | 30 | 10 | 1310 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.996 | | | 0.996 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1827 | 1553 | 1678 | 1766 | 1553 | 1620 | 3342 | 0 | 1620 | 3342 | 0 |
| Flt Permitted | 0.692 | | | 0.708 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1222 | 1827 | 1553 | 1250 | 1766 | 1553 | 1620 | 3342 | 0 | 1620 | 3342 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | | 213 | | | | | 5 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 378 | | | 457 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.4 | | | 7.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 113 | 75 | 125 | 167 | 100 | 100 | 97 | 1075 | 32 | 10 | 1351 | 41 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 113 | 75 | 125 | 167 | 100 | 100 | 97 | 1107 | 0 | 10 | 1392 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | | | | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 25.0 | 19.0 | 48.2 | | 11.8 | 41.0 | |
| Total Split (%) | 29.4% | 29.4% | 29.4% | 29.4% | 29.4% | 29.4% | 22.4% | 56.7% | | 13.9% | 48.2% | |
| Yellow Time (s) | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | 7.4 | 6.4 | 6.4 | 7.4 | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 14.9 | 14.9 | 13.9 | 14.9 | 14.9 | 13.9 | 8.9 | 55.3 | | 5.0 | 44.4 | |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.16 | 0.18 | 0.18 | 0.16 | 0.10 | 0.65 | | 0.06 | 0.52 | |
| v/c Ratio | 0.53 | 0.23 | 0.29 | 0.76 | 0.32 | 0.40 | 0.57 | 0.51 | | 0.11 | 0.80 | |
| Control Delay | 40.1 | 30.4 | 1.9 | 55.0 | 32.2 | 35.2 | 60.9 | 4.0 | | 46.7 | 15.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | | 0.0 | 0.0 | |
| Total Delay | 40.1 | 30.4 | 1.9 | 55.0 | 32.2 | 35.2 | 60.9 | 4.1 | | 46.7 | 15.1 | |
| LOS | D | C | A | D | C | D | E | A | | D | B | |
| Approach Delay | | 22.5 | | | 43.4 | | | 8.7 | | | 15.3 | |
| Approach LOS | | C | | | D | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 55 | 34 | 0 | 85 | 47 | 48 | 56 | 44 | | 5 | 371 | |
| Queue Length 95th (ft) | 90 | 61 | 0 | #149 | 87 | 90 | 99 | 117 | | m9 | #531 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 298 | | | 377 | |
| Turn Bay Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | | 130 | | |
| Base Capacity (vph) | 267 | 399 | 490 | 273 | 386 | 321 | 232 | 2177 | | 95 | 1745 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 176 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.42 | 0.19 | 0.26 | 0.61 | 0.26 | 0.31 | 0.42 | 0.55 | | 0.11 | 0.80 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 47 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay: 16.7 Intersection LOS: B
Intersection Capacity Utilization 73.4% ICU Level of Service D
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

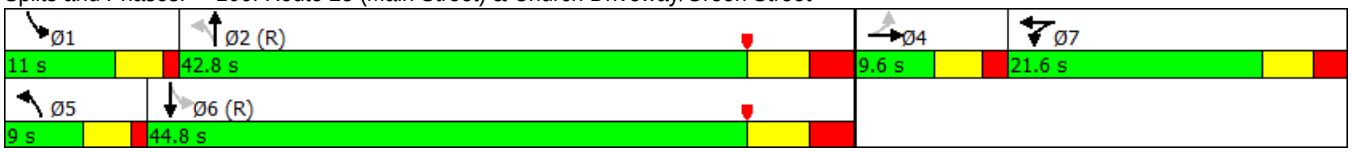


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 390 | 0 | 1050 | 10 | 150 | 1340 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | | | 0.850 | | | 0.999 | | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 3385 | 0 | 1694 | 3388 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.159 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 3385 | 0 | 284 | 3388 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 257 | | | 1 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.90 | 0.90 | 0.90 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 60 | 0 | 470 | 0 | 1167 | 11 | 160 | 1426 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 60 | 470 | 0 | 0 | 1178 | 0 | 160 | 1426 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 21.6 | 21.6 | | 9.0 | 42.8 | | 11.0 | 44.8 | |
| Total Split (%) | 11.3% | 11.3% | | 25.4% | 25.4% | | 10.6% | 50.4% | | 12.9% | 52.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | | | 15.3 | 15.3 | | | 46.8 | | 60.2 | 57.4 | |
| Actuated g/C Ratio | | | | 0.18 | 0.18 | | | 0.55 | | 0.71 | 0.68 | |
| v/c Ratio | | | | 0.20 | 0.97 | | | 0.63 | | 0.52 | 0.62 | |
| Control Delay | | | | 30.9 | 52.0 | | | 12.8 | | 14.2 | 4.1 | |
| Queue Delay | | | | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | | | 30.9 | 52.0 | | | 12.8 | | 14.2 | 4.1 | |
| LOS | | | | C | D | | | B | | B | A | |
| Approach Delay | | | | | 49.6 | | | 12.8 | | | 5.1 | |
| Approach LOS | | | | | D | | | B | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 27 | 119 | | | 264 | | 10 | 57 | |
| Queue Length 95th (ft) | | | | 56 | #257 | | | 320 | | m37 | 82 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | | 100 | | |
| Base Capacity (vph) | | | | 320 | 495 | | | 1865 | | 317 | 2286 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.19 | 0.95 | | | 0.63 | | 0.50 | 0.62 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 14 (16%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 15.0 | | Intersection LOS: B | |
| Intersection Capacity Utilization 78.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street



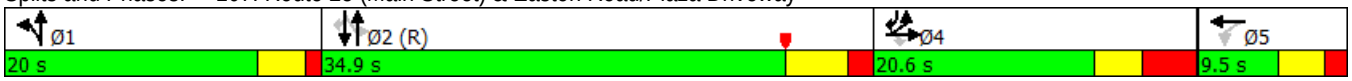
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Future Volume (vph) | 220 | 0 | 440 | 0 | 10 | 0 | 490 | 960 | 0 | 0 | 1090 | 530 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 3204 | 3421 | 0 | 1739 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1863 | 0 | 3204 | 3421 | 0 | 1739 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 459 | | | | | | | | | 214 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.92 | 0.92 | 0.92 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 272 | 0 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 136 | 136 | 543 | 0 | 13 | 0 | 533 | 1043 | 0 | 0 | 1225 | 596 |
| Turn Type | Split | NA | Perm | | NA | | Prot | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 4 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 16.6 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 20.6 | 20.6 | 20.6 | 9.5 | 9.5 | | 20.0 | | | 34.9 | 34.9 | 20.6 |
| Total Split (%) | 24.2% | 24.2% | 24.2% | 11.2% | 11.2% | | 23.5% | | | 41.1% | 41.1% | 24.2% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 3.6 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 6.6 | | 4.5 | | 4.0 | | | 5.5 | 5.5 | 6.6 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 12.5 | 12.5 | 12.5 | | 5.0 | | 15.7 | 60.0 | | | 38.8 | 56.8 |
| Actuated g/C Ratio | 0.15 | 0.15 | 0.15 | | 0.06 | | 0.18 | 0.71 | | | 0.46 | 0.67 |
| v/c Ratio | 0.57 | 0.57 | 0.88 | | 0.12 | | 0.90 | 0.43 | | | 0.78 | 0.55 |
| Control Delay | 43.4 | 43.4 | 24.4 | | 40.5 | | 52.3 | 5.5 | | | 25.9 | 7.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | 43.4 | 43.4 | 24.4 | | 40.5 | | 52.3 | 5.5 | | | 25.9 | 7.2 |
| LOS | D | D | C | | D | | D | A | | | C | A |
| Approach Delay | | 30.7 | | | 40.5 | | | 21.3 | | | 19.8 | |
| Approach LOS | | C | | | D | | | C | | | B | |
| Queue Length 50th (ft) | 70 | 70 | 40 | | 7 | | 145 | 57 | | | 280 | 75 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 114 | 114 | #116 | | 22 | | m#217 | m162 | | | #493 | 212 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | | | 170 |
| Base Capacity (vph) | 267 | 267 | 635 | | 109 | | 603 | 2416 | | | 1563 | 1117 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | 0.51 | 0.51 | 0.86 | | 0.12 | | 0.88 | 0.43 | | | 0.78 | 0.53 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 85 | | | |
| Actuated Cycle Length: 85 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 22.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 75.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Future Volume (vph) | 40 | 10 | 1300 | 280 | 70 | 1330 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.973 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3444 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 56 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 50 | 13 | 1444 | 311 | 78 | 1478 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1755 | 0 | 78 | 1478 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 13.0 | 13.0 | 83.0 | | 14.0 | 97.0 |
| Total Split (%) | 11.8% | 11.8% | 75.5% | | 12.7% | 88.2% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 8.0 | 8.0 | 85.2 | | 8.6 | 95.9 |
| Actuated g/C Ratio | 0.07 | 0.07 | 0.77 | | 0.08 | 0.87 |
| v/c Ratio | 0.39 | 0.10 | 0.66 | | 0.59 | 0.48 |
| Control Delay | 57.4 | 23.8 | 6.8 | | 51.5 | 3.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.2 |
| Total Delay | 57.4 | 23.8 | 6.8 | | 51.5 | 3.5 |
| LOS | E | C | A | | D | A |
| Approach Delay | 50.5 | | 6.8 | | | 5.9 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 34 | 0 | 214 | | 56 | 121 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 65 | 17 | 237 | | m87 | 192 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 152 | 148 | 2679 | | 155 | 3084 |
| Starvation Cap Reductn | 0 | 0 | 6 | | 0 | 656 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.33 | 0.09 | 0.66 | | 0.50 | 0.61 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 55 (50%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.66 | | | |
| Intersection Signal Delay: 7.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

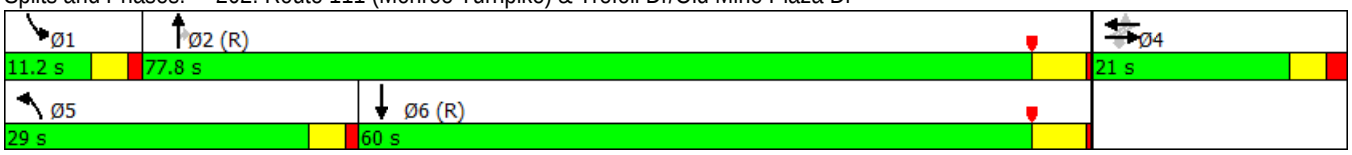
Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Future Volume (vph) | 50 | 10 | 170 | 50 | 10 | 30 | 210 | 1040 | 60 | 40 | 1180 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.888 | | | | 0.850 | | 0.994 | |
| Flt Protected | | 0.960 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1889 | 1568 | 1752 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Flt Permitted | | 0.727 | | 0.708 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1430 | 1568 | 1306 | 1747 | 0 | 1694 | 3505 | 1568 | 1752 | 3484 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 213 | | 38 | | | | 66 | | 6 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 63 | 13 | 213 | 63 | 13 | 38 | 231 | 1143 | 66 | 44 | 1311 | 56 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 76 | 213 | 63 | 51 | 0 | 231 | 1143 | 66 | 44 | 1367 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | | 29.0 | 77.8 | 77.8 | 11.2 | 60.0 | |
| Total Split (%) | 19.1% | 19.1% | 19.1% | 19.1% | 19.1% | | 26.4% | 70.7% | 70.7% | 10.2% | 54.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 10.6 | 10.6 | 10.6 | 10.6 | | 19.1 | 81.0 | 81.0 | 6.5 | 66.5 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | 0.10 | 0.10 | | 0.17 | 0.74 | 0.74 | 0.06 | 0.60 | |
| v/c Ratio | | 0.55 | 0.62 | 0.50 | 0.25 | | 0.79 | 0.44 | 0.06 | 0.43 | 0.65 | |
| Control Delay | | 61.9 | 14.5 | 60.0 | 22.0 | | 68.5 | 1.2 | 0.1 | 58.9 | 6.7 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 61.9 | 14.5 | 60.0 | 22.0 | | 68.5 | 1.4 | 0.1 | 58.9 | 6.7 | |
| LOS | | E | B | E | C | | E | A | A | E | A | |
| Approach Delay | | 27.0 | | | 43.0 | | | 12.1 | | | 8.3 | |
| Approach LOS | | C | | | D | | | B | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 52 | 0 | 43 | 9 | | 152 | 8 | 0 | 32 | 77 | |
| Queue Length 95th (ft) | | 85 | 43 | 74 | 36 | | 205 | 10 | m0 | m61 | 136 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | 130 | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | | 210 | 412 | 192 | 289 | | 383 | 2579 | 1171 | 113 | 2109 | |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 572 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.36 | 0.52 | 0.33 | 0.18 | | 0.60 | 0.57 | 0.06 | 0.39 | 0.65 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 62 (56%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay: 12.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 67.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr

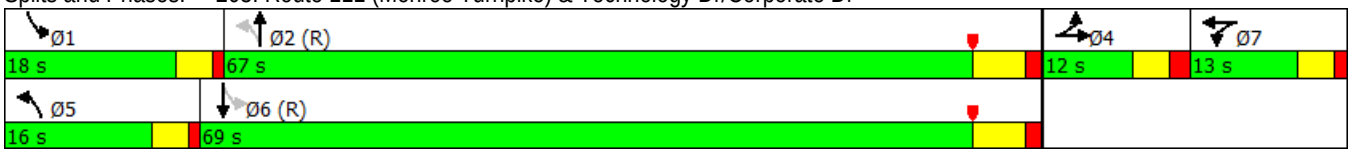


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Future Volume (vph) | 20 | 0 | 30 | 50 | 0 | 20 | 110 | 640 | 280 | 160 | 1190 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.912 | | | 0.954 | | | 0.988 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 1711 | 3376 | 0 | 1711 | 3497 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.980 | | 0.159 | | | 0.235 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1476 | 0 | 286 | 3376 | 0 | 423 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 109 | | | 114 | | | 101 | | | 13 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.84 | 0.84 | 0.84 | 0.88 | 0.88 | 0.88 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 25 | 0 | 37 | 60 | 0 | 24 | 125 | 727 | 318 | 167 | 1240 | 104 |
| Shared Lane Traffic (%) | 10% | | | 28% | | | | | | | | |
| Lane Group Flow (vph) | 22 | 40 | 0 | 43 | 41 | 0 | 125 | 1045 | 0 | 167 | 1344 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 12.0 | 12.0 | | 13.0 | 13.0 | | 16.0 | 67.0 | | 18.0 | 69.0 | |
| Total Split (%) | 10.9% | 10.9% | | 11.8% | 11.8% | | 14.5% | 60.9% | | 16.4% | 62.7% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.5 | 5.5 | | 6.7 | 6.7 | | 83.9 | 75.8 | | 85.3 | 76.6 | |
| Actuated g/C Ratio | 0.05 | 0.05 | | 0.06 | 0.06 | | 0.76 | 0.69 | | 0.78 | 0.70 | |
| v/c Ratio | 0.27 | 0.22 | | 0.43 | 0.21 | | 0.42 | 0.44 | | 0.41 | 0.55 | |
| Control Delay | 58.3 | 2.8 | | 62.7 | 2.4 | | 9.4 | 6.7 | | 3.7 | 5.3 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 58.3 | 2.8 | | 62.7 | 2.4 | | 9.4 | 6.7 | | 3.7 | 5.3 | |
| LOS | E | A | | E | A | | A | A | | A | A | |
| Approach Delay | | 22.5 | | | 33.3 | | | 7.0 | | | 5.2 | |
| Approach LOS | | C | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 15 | 0 | | 31 | 0 | | 16 | 91 | | 10 | 137 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 38 | 0 | | 65 | 0 | | 49 | 136 | | 10 | 182 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 107 | 205 | | 130 | 222 | | 385 | 2358 | | 504 | 2437 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.21 | 0.20 | | 0.33 | 0.18 | | 0.32 | 0.44 | | 0.33 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 59 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.55 | | | |
| Intersection Signal Delay: 7.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.5% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

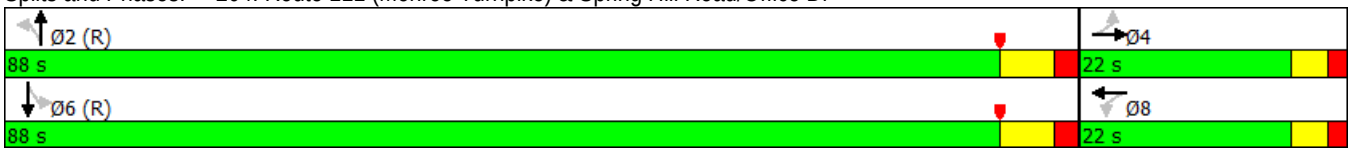


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Future Volume (vph) | 50 | 0 | 30 | 0 | 0 | 0 | 10 | 630 | 0 | 0 | 1430 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.949 | | | | | | | | | 0.990 | |
| Flt Protected | | 0.970 | | | | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 1738 | 0 | 0 | 1888 | 0 | 0 | 3468 | 0 | 0 | 3436 | 0 |
| Flt Permitted | | 0.810 | | | | | | 0.918 | | | | |
| Satd. Flow (perm) | 0 | 1451 | 0 | 0 | 1888 | 0 | 0 | 3187 | 0 | 0 | 3436 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | | | | | | | 18 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 63 | 0 | 38 | 0 | 0 | 0 | 11 | 700 | 0 | 0 | 1459 | 102 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 711 | 0 | 0 | 1561 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 22.0 | 22.0 | | 22.0 | 22.0 | | 88.0 | 88.0 | | 88.0 | 88.0 | |
| Total Split (%) | 20.0% | 20.0% | | 20.0% | 20.0% | | 80.0% | 80.0% | | 80.0% | 80.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 10.2 | | | | | | 88.6 | | | 88.6 | |
| Actuated g/C Ratio | | 0.09 | | | | | | 0.81 | | | 0.81 | |
| v/c Ratio | | 0.61 | | | | | | 0.28 | | | 0.56 | |
| Control Delay | | 46.8 | | | | | | 4.9 | | | 3.8 | |
| Queue Delay | | 0.0 | | | | | | 0.0 | | | 0.2 | |
| Total Delay | | 46.8 | | | | | | 4.9 | | | 4.0 | |
| LOS | | D | | | | | | A | | | A | |
| Approach Delay | | 46.8 | | | | | | 4.9 | | | 4.0 | |
| Approach LOS | | D | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 45 | | | | | | 75 | | | 120 | |
| Queue Length 95th (ft) | | 83 | | | | | | 111 | | | 174 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 257 | | | | | | 2567 | | | 2771 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 368 | |
| Spillback Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.39 | | | | | | 0.28 | | | 0.65 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 21 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.61 | | | |
| Intersection Signal Delay: 6.1 | | Intersection LOS: A | |
| Intersection Capacity Utilization 57.9% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

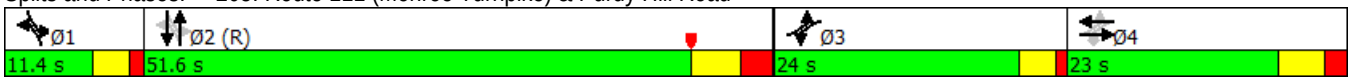


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Future Volume (vph) | 60 | 80 | 170 | 350 | 140 | 50 | 90 | 510 | 80 | 30 | 1010 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 2 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.961 | | | 0.980 | | | 0.993 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 1827 | 1553 | 1736 | 1756 | 0 | 1678 | 3402 | 0 | 1678 | 3447 | 0 |
| Flt Permitted | 0.343 | | | 0.695 | | | 0.120 | | | 0.334 | | |
| Satd. Flow (perm) | 627 | 1827 | 1553 | 1270 | 1756 | 0 | 212 | 3402 | 0 | 590 | 3447 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 185 | | 14 | | | 19 | | | 5 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.89 | 0.89 | 0.89 | 0.90 | 0.90 | 0.90 | 0.93 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 72 | 96 | 205 | 393 | 157 | 56 | 100 | 567 | 89 | 32 | 1086 | 54 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 72 | 96 | 205 | 393 | 213 | 0 | 100 | 656 | 0 | 32 | 1140 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 4 | | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | | 2 | | | 2 | | |
| Detector Phase | 3 | 4 | 4 | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 8.0 | 8.0 | 5.0 | 8.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.0 | 13.7 | 13.7 | 9.0 | 13.7 | | 9.2 | 21.8 | | 9.2 | 21.8 | |
| Total Split (s) | 24.0 | 23.0 | 23.0 | 24.0 | 23.0 | | 11.4 | 51.6 | | 11.4 | 51.6 | |
| Total Split (%) | 21.8% | 20.9% | 20.9% | 21.8% | 20.9% | | 10.4% | 46.9% | | 10.4% | 46.9% | |
| Yellow Time (s) | 3.0 | 3.7 | 3.7 | 3.0 | 3.7 | | 3.0 | 4.1 | | 3.0 | 4.1 | |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 1.2 | 2.7 | | 1.2 | 2.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | | 4.2 | 6.8 | | 4.2 | 6.8 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 36.9 | 15.5 | 15.5 | 36.9 | 15.5 | | 56.7 | 47.3 | | 56.7 | 47.3 | |
| Actuated g/C Ratio | 0.34 | 0.14 | 0.14 | 0.34 | 0.14 | | 0.52 | 0.43 | | 0.52 | 0.43 | |
| v/c Ratio | 0.18 | 0.37 | 0.54 | 0.77 | 0.82 | | 0.50 | 0.45 | | 0.09 | 0.77 | |
| Control Delay | 23.0 | 46.5 | 14.0 | 39.7 | 67.6 | | 21.7 | 12.5 | | 8.3 | 25.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 23.0 | 46.5 | 14.0 | 39.7 | 67.6 | | 21.7 | 12.5 | | 8.3 | 25.8 | |
| LOS | C | D | B | D | E | | C | B | | A | C | |
| Approach Delay | | 24.1 | | | 49.5 | | | 13.7 | | | 25.3 | |
| Approach LOS | | C | | | D | | | B | | | C | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 32 | 61 | 12 | 216 | 136 | | 7 | 168 | | 8 | 381 | |
| Queue Length 95th (ft) | 58 | 103 | 62 | 311 | #239 | | 47 | 203 | | m10 | m383 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | 130 | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 413 | 287 | 400 | 514 | 287 | | 206 | 1474 | | 377 | 1485 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.17 | 0.33 | 0.51 | 0.76 | 0.74 | | 0.49 | 0.45 | | 0.08 | 0.77 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 27.2 | | Intersection LOS: C | |
| Intersection Capacity Utilization 77.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road

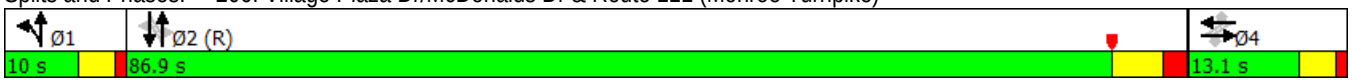


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 50 | 30 | 470 | 50 | 70 | 1210 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.986 | | | 0.999 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1909 | 1656 | 1678 | 1741 | 0 | 1620 | 1764 | 0 |
| Flt Permitted | | 0.672 | | | 0.749 | | 0.049 | | | 0.444 | | |
| Satd. Flow (perm) | 0 | 1187 | 1501 | 0 | 1505 | 1656 | 87 | 1741 | 0 | 757 | 1764 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 72 | | | 72 | | 22 | | | 1 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.88 | 0.88 | 0.88 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 13 | 0 | 25 | 75 | 0 | 63 | 34 | 528 | 56 | 80 | 1375 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 13 | 25 | 0 | 75 | 63 | 34 | 584 | 0 | 80 | 1386 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 1 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 10.0 | | | 86.9 | 86.9 | |
| Total Split (%) | 11.9% | 11.9% | 11.9% | 11.9% | 11.9% | 11.9% | 9.1% | | | 79.0% | 79.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.0 | 9.0 | | 9.0 | 9.0 | 91.5 | 96.3 | | 83.2 | 83.2 | |
| Actuated g/C Ratio | | 0.08 | 0.08 | | 0.08 | 0.08 | 0.83 | 0.88 | | 0.76 | 0.76 | |
| v/c Ratio | | 0.13 | 0.13 | | 0.61 | 0.31 | 0.21 | 0.38 | | 0.14 | 1.04 | |
| Control Delay | | 50.4 | 1.4 | | 70.3 | 13.7 | 12.6 | 3.0 | | 2.8 | 41.5 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 50.4 | 1.4 | | 70.3 | 13.7 | 12.6 | 3.0 | | 2.8 | 41.5 | |
| LOS | | D | A | | E | B | B | A | | A | D | |
| Approach Delay | | 18.2 | | | 44.5 | | | 3.5 | | | 39.4 | |
| Approach LOS | | B | | | D | | | A | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 9 | 0 | | 52 | 0 | 3 | 36 | | 7 | ~1092 | |
| Queue Length 95th (ft) | | 26 | 0 | | #91 | 26 | m24 | 48 | | m9 | m#1239 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 97 | 188 | | 123 | 201 | 159 | 1527 | | 572 | 1334 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.13 | 0.13 | | 0.61 | 0.31 | 0.21 | 0.38 | | 0.14 | 1.04 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 44 (40%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 130 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.04 | | | |
| Intersection Signal Delay: 29.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 91.4% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



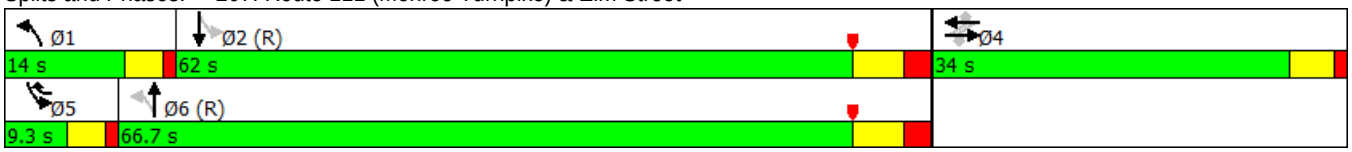
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Future Volume (vph) | 40 | 190 | 430 | 60 | 130 | 40 | 150 | 300 | 40 | 40 | 800 | 60 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | 160 | 95 | | 95 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 40 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.982 | | | 0.990 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1736 | 1644 | 1398 | 1736 | 1766 | 1449 | 1678 | 1734 | 0 | 1620 | 1809 | 0 |
| Flt Permitted | 0.597 | | | 0.476 | | | 0.070 | | | 0.499 | | |
| Satd. Flow (perm) | 1091 | 1644 | 1398 | 870 | 1766 | 1449 | 124 | 1734 | 0 | 851 | 1809 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 214 | | | 77 | | 10 | | | 5 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.87 | 0.87 | 0.87 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 46 | 218 | 494 | 70 | 151 | 47 | 183 | 366 | 49 | 41 | 825 | 62 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 46 | 218 | 494 | 70 | 151 | 47 | 183 | 415 | 0 | 41 | 887 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | 9.3 | 14.0 | 66.7 | | 9.3 | 62.0 | |
| Total Split (%) | 30.9% | 30.9% | 30.9% | 30.9% | 30.9% | 8.5% | 12.7% | 60.6% | | 8.5% | 56.4% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 27.5 | 27.5 | 27.5 | 27.5 | 27.5 | 37.5 | 73.4 | 63.5 | | 64.8 | 57.4 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.25 | 0.25 | 0.25 | 0.34 | 0.67 | 0.58 | | 0.59 | 0.52 | |
| v/c Ratio | 0.17 | 0.53 | 0.97 | 0.32 | 0.34 | 0.09 | 0.85 | 0.41 | | 0.08 | 0.94 | |
| Control Delay | 33.1 | 40.5 | 56.4 | 37.5 | 35.7 | 2.2 | 70.9 | 6.6 | | 6.5 | 37.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.8 | |
| Total Delay | 33.1 | 40.5 | 56.4 | 37.5 | 35.7 | 2.2 | 70.9 | 6.6 | | 6.5 | 38.2 | |
| LOS | C | D | E | D | D | A | E | A | | A | D | |
| Approach Delay | | 50.4 | | | 30.3 | | | 26.3 | | | 36.8 | |
| Approach LOS | | D | | | C | | | C | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 25 | 131 | 212 | 40 | 86 | 0 | 85 | 63 | | 3 | 511 | |
| Queue Length 95th (ft) | 55 | 199 | #395 | 78 | 138 | 9 | #168 | 74 | | m15 | #865 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | | 95 | | |
| Base Capacity (vph) | 288 | 434 | 527 | 230 | 467 | 545 | 221 | 1005 | | 537 | 945 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 8 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.16 | 0.50 | 0.94 | 0.30 | 0.32 | 0.09 | 0.83 | 0.41 | | 0.08 | 0.95 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 101 (92%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 37.7 Intersection LOS: D
Intersection Capacity Utilization 90.2% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street

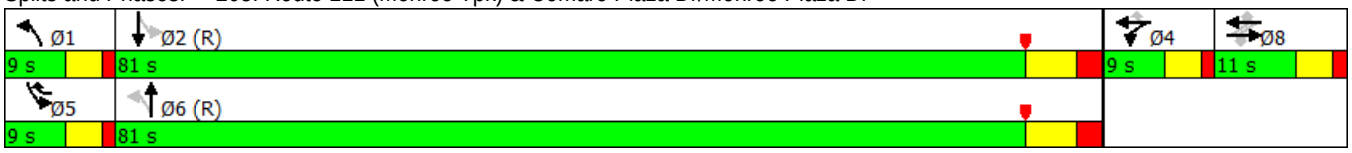


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Future Volume (vph) | 20 | 0 | 60 | 50 | 0 | 30 | 30 | 290 | 10 | 30 | 800 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.995 | |
| Flt Protected | | 0.950 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1662 | 1538 | 0 | 1604 | 1487 | 1604 | 1740 | 0 | 1604 | 1740 | 0 |
| Flt Permitted | | 0.784 | | | 0.784 | | 0.241 | | | 0.533 | | |
| Satd. Flow (perm) | 0 | 1371 | 1538 | 0 | 1324 | 1487 | 407 | 1740 | 0 | 900 | 1740 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 113 | | | 36 | | 4 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.83 | 0.83 | 0.83 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 25 | 0 | 75 | 60 | 0 | 36 | 35 | 341 | 12 | 32 | 851 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 75 | 0 | 60 | 36 | 35 | 353 | 0 | 32 | 883 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 11.0 | 11.0 | 11.0 | 9.0 | | 9.0 | 9.0 | 81.0 | | 9.0 | 81.0 | |
| Total Split (%) | 10.0% | 10.0% | 10.0% | 8.2% | | 8.2% | 8.2% | 73.6% | | 8.2% | 73.6% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 6.1 | 6.1 | | 10.4 | 20.7 | 87.1 | 82.0 | | 87.9 | 83.8 | |
| Actuated g/C Ratio | | 0.06 | 0.06 | | 0.09 | 0.19 | 0.79 | 0.75 | | 0.80 | 0.76 | |
| v/c Ratio | | 0.33 | 0.39 | | 0.44 | 0.12 | 0.09 | 0.27 | | 0.04 | 0.67 | |
| Control Delay | | 61.8 | 9.4 | | 53.2 | 11.9 | 2.4 | 4.3 | | 2.1 | 8.5 | |
| Queue Delay | | 0.0 | 0.1 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 1.0 | |
| Total Delay | | 61.8 | 9.5 | | 53.2 | 11.9 | 2.4 | 4.3 | | 2.1 | 9.4 | |
| LOS | | E | A | | D | B | A | A | | A | A | |
| Approach Delay | | 22.6 | | | 37.7 | | | 4.1 | | | 9.2 | |
| Approach LOS | | C | | | D | | | A | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 17 | 0 | | 38 | 0 | 2 | 58 | | 3 | 196 | |
| Queue Length 95th (ft) | | 41 | 8 | | 72 | 23 | 7 | 50 | | m5 | 377 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 83 | 199 | | 145 | 308 | 376 | 1297 | | 751 | 1326 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 206 | |
| Spillback Cap Reductn | | 0 | 4 | | 0 | 0 | 0 | 0 | | 0 | 73 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.30 | 0.38 | | 0.41 | 0.12 | 0.09 | 0.27 | | 0.04 | 0.79 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 7 (6%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.67 | | | |
| Intersection Signal Delay: 10.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.5% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr

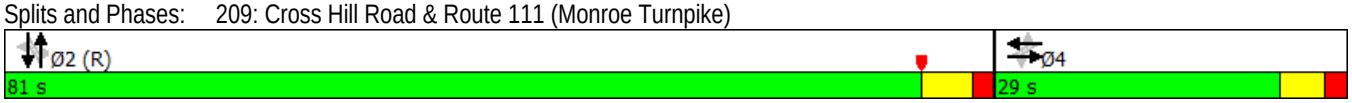


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Future Volume (vph) | 120 | 10 | 30 | 120 | 60 | 40 | 10 | 300 | 30 | 10 | 710 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 90 | 0 | | 95 | 90 | | 90 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.888 | | | 0.940 | | | 0.986 | | | 0.966 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1604 | 1553 | 0 | 1719 | 1701 | 0 | 1604 | 1725 | 0 | 1604 | 1690 | 0 |
| Flt Permitted | 0.635 | | | 0.724 | | | 0.194 | | | 0.527 | | |
| Satd. Flow (perm) | 1072 | 1553 | 0 | 1310 | 1701 | 0 | 328 | 1725 | 0 | 890 | 1690 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 28 | | | 10 | | | 30 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.89 | 0.89 | 0.89 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 150 | 13 | 38 | 150 | 75 | 50 | 11 | 337 | 34 | 11 | 747 | 221 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 150 | 51 | 0 | 150 | 125 | 0 | 11 | 371 | 0 | 11 | 968 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 29.0 | 29.0 | | 29.0 | 29.0 | | 81.0 | 81.0 | | 81.0 | 81.0 | |
| Total Split (%) | 26.4% | 26.4% | | 26.4% | 26.4% | | 73.6% | 73.6% | | 73.6% | 73.6% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 19.1 | 19.1 | | 19.1 | 19.1 | | 79.3 | 79.3 | | 79.3 | 79.3 | |
| Actuated g/C Ratio | 0.17 | 0.17 | | 0.17 | 0.17 | | 0.72 | 0.72 | | 0.72 | 0.72 | |
| v/c Ratio | 0.81 | 0.17 | | 0.66 | 0.39 | | 0.05 | 0.30 | | 0.02 | 0.79 | |
| Control Delay | 73.4 | 16.8 | | 55.9 | 33.5 | | 4.1 | 4.6 | | 1.3 | 7.7 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.4 | |
| Total Delay | 73.4 | 16.8 | | 55.9 | 33.5 | | 4.1 | 4.8 | | 1.3 | 8.1 | |
| LOS | E | B | | E | C | | A | A | | A | A | |
| Approach Delay | | 59.0 | | | 45.7 | | | 4.8 | | | 8.0 | |
| Approach LOS | | E | | | D | | | A | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 101 | 8 | | 98 | 60 | | 1 | 29 | | 1 | 123 | |
| Queue Length 95th (ft) | 148 | 33 | | 142 | 97 | | 5 | 89 | | m0 | 19 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 228 | 360 | | 278 | 383 | | 236 | 1246 | | 641 | 1226 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 346 | | 0 | 1 | |
| Spillback Cap Reductn | 0 | 1 | | 0 | 0 | | 0 | 0 | | 0 | 45 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.66 | 0.14 | | 0.54 | 0.33 | | 0.05 | 0.41 | | 0.02 | 0.82 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 18.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)

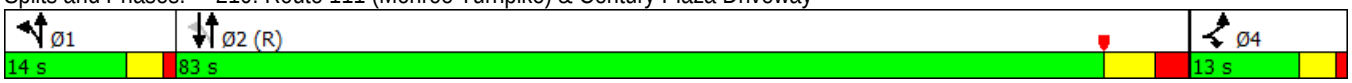


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Future Volume (vph) | 10 | 30 | 20 | 440 | 900 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.996 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1662 | 1538 | 1662 | 1749 | 1742 | 0 |
| Flt Permitted | 0.950 | | 0.211 | | | |
| Satd. Flow (perm) | 1662 | 1538 | 369 | 1749 | 1742 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | 3 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.83 | 0.83 | 0.96 | 0.96 |
| Heavy Vehicles (%) | 5% | 5% | 5% | 5% | 5% | 5% |
| Adj. Flow (vph) | 13 | 38 | 24 | 530 | 938 | 31 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 38 | 24 | 530 | 969 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 1 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 13.0 | 13.0 | 14.0 | | 83.0 | |
| Total Split (%) | 11.8% | 11.8% | 12.7% | | 75.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Min | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 94.2 | 99.8 | 83.3 | |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.86 | 0.91 | 0.76 | |
| v/c Ratio | 0.10 | 0.24 | 0.06 | 0.33 | 0.73 | |
| Control Delay | 48.6 | 18.9 | 1.4 | 1.5 | 13.8 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | |
| Total Delay | 48.6 | 18.9 | 1.4 | 1.5 | 13.8 | |
| LOS | D | B | A | A | B | |
| Approach Delay | 26.5 | | | 1.5 | 13.8 | |
| Approach LOS | C | | | A | B | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 9 | 0 | 1 | 23 | 423 | |
| Queue Length 95th (ft) | 26 | 26 | m4 | 58 | 634 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 135 | 160 | 439 | 1586 | 1320 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 14 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.10 | 0.24 | 0.05 | 0.33 | 0.74 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 94 (85%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.73 | | | |
| Intersection Signal Delay: 9.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Volume (vph) | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.993 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1832 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5363 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.86 | 0.86 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1233 | 70 | 0 | 1479 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1303 | 0 | 0 | 1479 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.5% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| Future Vol, veh/h | 0 | 0 | 1060 | 60 | 0 | 1390 |
| 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 | 80 | 80 | 86 | 86 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1233 | 70 | 0 | 1479 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2746 | 1267 | 0 | 0 | 1302 | 0 |
| Stage 1 | 1267 | - | - | - | - | - |
| Stage 2 | 1479 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 22 | 205 | - | - | 529 | - |
| Stage 1 | 264 | - | - | - | - | - |
| Stage 2 | 208 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 22 | 205 | - | - | 529 | - |
| Mov Cap-2 Maneuver | 22 | - | - | - | - | - |
| Stage 1 | 264 | - | - | - | - | - |
| Stage 2 | 208 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 529 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Future Volume (vph) | 50 | 80 | 30 | 10 | 180 | 40 | 10 | 60 | 10 | 80 | 310 | 190 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 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 | | 0.959 | | | 0.977 | | | 0.983 | | | 0.956 | |
| Flt Protected | 0.950 | | | | 0.998 | | | 0.994 | | | 0.993 | |
| Satd. Flow (prot) | 1752 | 1710 | 0 | 0 | 1799 | 0 | 0 | 1682 | 0 | 0 | 1751 | 0 |
| Flt Permitted | 0.487 | | | | 0.984 | | | 0.917 | | | 0.942 | |
| Satd. Flow (perm) | 898 | 1710 | 0 | 0 | 1773 | 0 | 0 | 1552 | 0 | 0 | 1661 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 35 | | | 16 | | | 13 | | | 57 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.83 | 0.83 | 0.83 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 58 | 93 | 35 | 12 | 217 | 48 | 13 | 75 | 13 | 88 | 341 | 209 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 58 | 128 | 0 | 0 | 277 | 0 | 0 | 101 | 0 | 0 | 638 | 0 |
| Turn Type | D.P+P | NA | | Perm | NA | | Perm | NA | | D.P+P | NA | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 8 | | | 2 | | | 2 | | |
| Detector Phase | 7 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 10.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 9.0 | 10.0 | |
| Total Split (s) | 9.0 | 26.0 | | 17.0 | 17.0 | | 25.0 | 25.0 | | 9.0 | 34.0 | |
| Total Split (%) | 15.0% | 43.3% | | 28.3% | 28.3% | | 41.7% | 41.7% | | 15.0% | 56.7% | |
| Yellow Time (s) | 3.0 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.0 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 15.1 | 16.1 | | | 11.6 | | | 22.4 | | | 22.4 | |
| Actuated g/C Ratio | 0.31 | 0.33 | | | 0.24 | | | 0.45 | | | 0.45 | |
| v/c Ratio | 0.16 | 0.22 | | | 0.65 | | | 0.14 | | | 0.81 | |
| Control Delay | 13.4 | 11.3 | | | 28.9 | | | 8.1 | | | 21.1 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 13.4 | 11.3 | | | 28.9 | | | 8.1 | | | 21.1 | |
| LOS | B | B | | | C | | | A | | | C | |
| Approach Delay | | 12.0 | | | 28.9 | | | 8.1 | | | 21.1 | |
| Approach LOS | | B | | | C | | | A | | | C | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 13 | 21 | | | 85 | | | 16 | | | 160 | |
| Queue Length 95th (ft) | 32 | 52 | | | #169 | | | 33 | | | #337 | |
| Internal Link Dist (ft) | | 908 | | | 695 | | | 854 | | | 804 | |
| Turn Bay Length (ft) | 100 | | | | | | | | | | | |
| Base Capacity (vph) | 369 | 807 | | | 478 | | | 818 | | | 1078 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.16 | 0.16 | | | 0.58 | | | 0.12 | | | 0.59 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 49.3 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.81 | | | |
| Intersection Signal Delay: 20.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 70.0% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

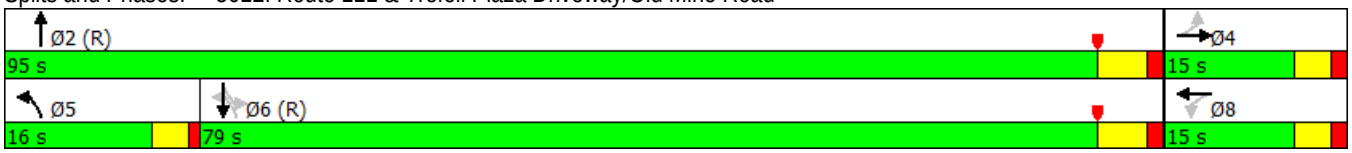
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 30 | 0 | 80 | 10 | 0 | 10 | 120 | 1550 | 10 | 0 | 1300 | 90 |
| Future Volume (vph) | 30 | 0 | 80 | 10 | 0 | 10 | 120 | 1550 | 10 | 0 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 150 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.932 | | | 0.999 | | | 0.990 | |
| Flt Protected | 0.950 | | | | 0.976 | | 0.950 | | | | | |
| Satd. Flow (prot) | 1694 | 1516 | 0 | 0 | 1622 | 0 | 1694 | 3385 | 0 | 1783 | 3354 | 0 |
| Flt Permitted | 0.740 | | | | 0.736 | | 0.128 | | | | | |
| Satd. Flow (perm) | 1320 | 1516 | 0 | 0 | 1223 | 0 | 228 | 3385 | 0 | 1783 | 3354 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 205 | | | 64 | | | 2 | | | 14 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 275 | | | 277 | | | 321 | | | 269 | |
| Travel Time (s) | | 7.5 | | | 7.6 | | | 6.3 | | | 5.2 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 33 | 0 | 89 | 13 | 0 | 13 | 129 | 1667 | 11 | 0 | 1444 | 100 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 33 | 89 | 0 | 0 | 26 | 0 | 129 | 1678 | 0 | 0 | 1544 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 15.0 | | 9.0 | 9.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 16.0 | 95.0 | | 79.0 | 79.0 | |
| Total Split (%) | 13.6% | 13.6% | | 13.6% | 13.6% | | 14.5% | 86.4% | | 71.8% | 71.8% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | 9.4 | 9.4 | | | 9.4 | | 90.8 | 94.4 | | | 81.9 | |
| Actuated g/C Ratio | 0.09 | 0.09 | | | 0.09 | | 0.83 | 0.86 | | | 0.74 | |
| v/c Ratio | 0.29 | 0.28 | | | 0.16 | | 0.45 | 0.58 | | | 0.62 | |
| Control Delay | 54.0 | 2.2 | | | 2.1 | | 7.1 | 3.9 | | | 8.9 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | | 0.0 | |
| Total Delay | 54.0 | 2.2 | | | 2.1 | | 7.1 | 3.9 | | | 8.9 | |
| LOS | D | A | | | A | | A | A | | | A | |
| Approach Delay | | 16.2 | | | 2.1 | | | 4.2 | | | 8.9 | |
| Approach LOS | | B | | | A | | | A | | | A | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 22 | 0 | | | 0 | | 11 | 158 | | | 248 | |
| Queue Length 95th (ft) | 54 | 0 | | | 0 | | 22 | 217 | | | 369 | |
| Internal Link Dist (ft) | | 195 | | | 197 | | | 241 | | | 189 | |
| Turn Bay Length (ft) | 100 | | | | | | 150 | | | | | |
| Base Capacity (vph) | 126 | 330 | | | 174 | | 355 | 2904 | | | 2499 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | | 0 | |
| Reduced v/c Ratio | 0.26 | 0.27 | | | 0.15 | | 0.36 | 0.58 | | | 0.62 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.62
Intersection Signal Delay: 6.6 Intersection LOS: A
Intersection Capacity Utilization 71.4% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road

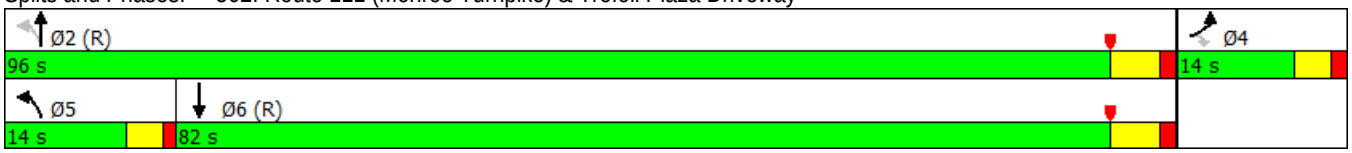


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Future Volume (vph) | 30 | 80 | 120 | 1560 | 1300 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1752 | 1777 | 1636 | 3388 | 3238 | 0 |
| Flt Permitted | 0.950 | | 0.120 | | | |
| Satd. Flow (perm) | 1752 | 1777 | 207 | 3388 | 3238 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 89 | | | 15 | |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.93 | 0.93 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 33 | 89 | 129 | 1677 | 1461 | 101 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 33 | 89 | 129 | 1677 | 1562 | 0 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 5 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 5.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | 9.0 | 20.5 | 20.5 | |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 96.0 | 82.0 | |
| Total Split (%) | 12.7% | 12.7% | 12.7% | 87.3% | 74.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 5.5 | 5.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 9.1 | 9.1 | 95.1 | 94.7 | 82.4 | |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.86 | 0.86 | 0.75 | |
| v/c Ratio | 0.23 | 0.39 | 0.47 | 0.58 | 0.64 | |
| Control Delay | 51.3 | 15.3 | 7.7 | 3.8 | 5.1 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 51.3 | 15.3 | 7.7 | 3.8 | 5.1 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 25.0 | | | 4.0 | 5.1 | |
| Approach LOS | C | | | A | A | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 22 | 0 | 11 | 158 | 141 | |
| Queue Length 95th (ft) | 54 | 49 | 24 | 203 | 227 | |
| Internal Link Dist (ft) | 307 | | | 205 | 254 | |
| Turn Bay Length (ft) | | 25 | 95 | | | |
| Base Capacity (vph) | 151 | 234 | 308 | 2916 | 2429 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.22 | 0.38 | 0.42 | 0.58 | 0.64 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 110 | | | |
| Actuated Cycle Length: 110 | | | |
| Offset: 71 (65%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.64 | | | |
| Intersection Signal Delay: 5.3 | | Intersection LOS: A | |
| Intersection Capacity Utilization 64.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Volume (vph) | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1755 | 0 | 3388 | 3271 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.89 | 0.89 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 38 | 0 | 1787 | 1462 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.2 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| Future Vol, veh/h | 0 | 30 | 0 | 1590 | 1360 | 0 |
| 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 | 80 | 80 | 89 | 89 | 93 | 93 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 38 | 0 | 1787 | 1462 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 731 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.96 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.33 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 362 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 362 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 362 | - | - |
| HCM Lane V/C Ratio | - | 0.104 | - | - |
| HCM Control Delay (s) | - | 16.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Volume (vph) | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1925 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 0 | 0 | 11 | 1756 | 1511 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 1767 | 1522 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 54.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.6 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| Future Vol, veh/h | 0 | 0 | 10 | 1580 | 1360 | 10 |
| 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 | 80 | 80 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 11 | 1756 | 1511 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2417 | 761 | 1522 | 0 | - | 0 |
| Stage 1 | 1517 | - | - | - | - | - |
| Stage 2 | 900 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 27 | 348 | 434 | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 357 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 0 | 348 | 434 | - | - | - |
| Mov Cap-2 Maneuver | 0 | - | - | - | - | - |
| Stage 1 | 167 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 6.7 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 434 | - | - | - | - |
| HCM Lane V/C Ratio | 0.026 | - | - | - | - |
| HCM Control Delay (s) | 13.5 | 6.7 | 0 | - | - |
| HCM Lane LOS | B | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Volume (vph) | 40 | 60 | 60 | 510 | 1160 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.919 | | | | 0.988 | |
| Flt Protected | 0.980 | | | 0.995 | | |
| Satd. Flow (prot) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Flt Permitted | 0.980 | | | 0.995 | | |
| Satd. Flow (perm) | 1645 | 0 | 0 | 1757 | 1745 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 62 | 92 | 67 | 567 | 1184 | 112 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 154 | 0 | 0 | 634 | 1296 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 89.6% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 25.5 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| Future Vol, veh/h | 40 | 60 | 60 | 510 | 1160 | 110 |
| 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 | 65 | 65 | 90 | 90 | 98 | 98 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 62 | 92 | 67 | 567 | 1184 | 112 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1940 | 1240 | 1296 | 0 | - | 0 |
| Stage 1 | 1240 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | 2.236 | - | - | - |
| Pot Cap-1 Maneuver | 71 | 212 | 528 | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | ~ 58 | 212 | 528 | - | - | - |
| Mov Cap-2 Maneuver | ~ 58 | - | - | - | - | - |
| Stage 1 | 270 | - | - | - | - | - |
| Stage 2 | 399 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | $ 340.3 | 1.3 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 528 | - | 103 | - | - |
| HCM Lane V/C Ratio | 0.126 | - | 1.494 | - | - |
| HCM Control Delay (s) | 12.8 | 0 | $ 340.3 | - | - |
| HCM Lane LOS | B | A | F | - | - |
| HCM 95th %tile Q(veh) | 0.4 | - | 11.4 | - | - |

| Notes | | | |
|---|---|---|---|
| ~: Volume exceeds capacity | $: Delay exceeds 300s | +: Computation Not Defined | *: All major volume in platoon |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Volume (vph) | 10 | 20 | 0 | 550 | 1250 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.999 | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 1967 | 1760 | 0 | 1766 | 1764 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.90 | 0.90 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 15 | 31 | 0 | 611 | 1316 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 15 | 31 | 0 | 611 | 1327 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 76.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Future Vol, veh/h | 10 | 20 | 0 | 550 | 1250 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 90 | 90 | 95 | 95 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 15 | 31 | 0 | 611 | 1316 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1932 | 1321 | - | 0 | - | 0 |
| Stage 1 | 1321 | - | - | - | - | - |
| Stage 2 | 611 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | - | - |
| Pot Cap-1 Maneuver | 72 | 190 | 0 | - | - | - |
| Stage 1 | 247 | - | 0 | - | - | - |
| Stage 2 | 538 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 72 | 190 | - | - | - | - |
| Mov Cap-2 Maneuver | 72 | - | - | - | - | - |
| Stage 1 | 247 | - | - | - | - | - |
| Stage 2 | 538 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 41.1 | 0 | 0 |
| HCM LOS | E | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 72 | 190 | - | - |
| HCM Lane V/C Ratio | - | 0.214 | 0.162 | - | - |
| HCM Control Delay (s) | - | 68.1 | 27.6 | - | - |
| HCM Lane LOS | - | F | D | - | - |
| HCM 95th %tile Q(veh) | - | 0.7 | 0.6 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Volume (vph) | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.998 | | | 0.997 | |
| Flt Protected | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Flt Permitted | | | | | 0.950 | | | 0.999 | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1909 | 1656 | 0 | 1761 | 0 | 0 | 1761 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.91 | 0.91 | 0.91 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 13 | 13 | 0 | 667 | 0 | 0 | 1418 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 82.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Future Vol, veh/h | 0 | 0 | 0 | 10 | 0 | 10 | 10 | 540 | 10 | 10 | 1250 | 30 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 84 | 84 | 84 | 91 | 91 | 91 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 0 | 0 | 0 | 13 | 0 | 13 | 12 | 643 | 12 | 11 | 1374 | 33 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2085 | 2102 | 649 | 1407 | 0 | 0 | 655 | 0 | 0 |
| Stage 1 | 673 | 673 | - | - | - | - | - | - | - |
| Stage 2 | 1412 | 1429 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.54 | 6.24 | 4.14 | - | - | 4.14 | - | - |
| Critical Hdwy Stg 1 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | 5.54 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 4.036 | 3.336 | 2.236 | - | - | 2.236 | - | - |
| Pot Cap-1 Maneuver | 57 | 51 | 466 | 479 | - | - | 923 | - | - |
| Stage 1 | 503 | 451 | - | - | - | - | - | - | - |
| Stage 2 | 223 | 198 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 52 | 0 | 466 | 479 | - | - | 923 | - | - |
| Mov Cap-2 Maneuver | 52 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 483 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 211 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 53.9 | 0.2 | 0.1 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 479 | - | - | 52 | 466 | 923 | - | - |
| HCM Lane V/C Ratio | 0.025 | - | - | 0.24 | 0.027 | 0.012 | - | - |
| HCM Control Delay (s) | 12.7 | 0 | - | 94.9 | 12.9 | 8.9 | 0 | - |
| HCM Lane LOS | B | A | - | F | B | A | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0.8 | 0.1 | 0 | - | - |

# APPENDIX N2
# CAPACITY ANALYSES
2040 Improved Conditions
Weekday Afternoon Peak Hour

Tighe&Bond

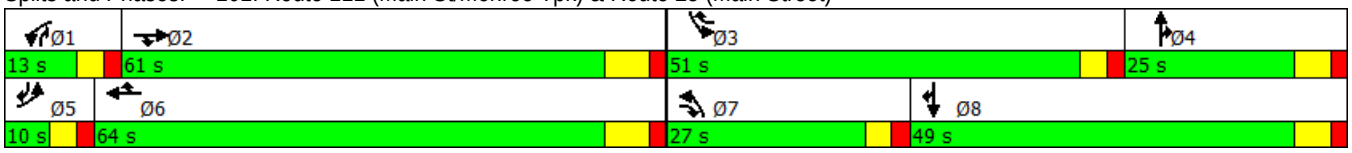
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Future Volume (vph) | 110 | 1330 | 340 | 220 | 1390 | 1050 | 270 | 440 | 140 | 1080 | 520 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3319 | 3421 | 1531 | 3319 | 3539 | 1531 | 3204 | 3421 | 1478 | 3433 | 3421 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3319 | 3421 | 1531 | 3319 | 3539 | 1531 | 3204 | 3421 | 1478 | 3433 | 3421 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 95 | | | 58 | | | 102 | | | 65 |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 634 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 116 | 1400 | 358 | 242 | 1527 | 1154 | 314 | 512 | 163 | 1317 | 634 | 256 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | pt+ov |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | | 12.0 | 13.0 | |
| Total Split (s) | 10.0 | 61.0 | | 13.0 | 64.0 | | 27.0 | 25.0 | | 51.0 | 49.0 | |
| Total Split (%) | 6.7% | 40.7% | | 8.7% | 42.7% | | 18.0% | 16.7% | | 34.0% | 32.7% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | | None | None | |
| Act Effct Green (s) | 5.0 | 54.0 | 77.3 | 8.0 | 57.0 | 110.0 | 18.3 | 19.0 | 32.0 | 46.0 | 46.7 | 56.7 |
| Actuated g/C Ratio | 0.03 | 0.36 | 0.52 | 0.05 | 0.38 | 0.73 | 0.12 | 0.13 | 0.21 | 0.31 | 0.31 | 0.38 |
| v/c Ratio | 1.05 | 1.14 | 0.43 | 1.37 | 1.14 | 1.01 | 0.81 | 1.18 | 0.41 | 1.25 | 0.59 | 0.40 |
| Control Delay | 167.5 | 115.5 | 17.4 | 246.5 | 113.2 | 49.8 | 80.0 | 157.8 | 23.1 | 164.1 | 47.0 | 27.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 167.5 | 115.5 | 17.4 | 246.5 | 113.2 | 49.8 | 80.0 | 157.8 | 23.1 | 164.1 | 47.0 | 27.8 |
| LOS | F | F | B | F | F | D | E | F | C | F | D | C |
| Approach Delay | | 100.0 | | | 99.2 | | | 110.9 | | | 114.6 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Queue Length 50th (ft) | ~63 | ~837 | 153 | ~160 | ~912 | ~1171 | 156 | ~315 | 50 | ~826 | 277 | 135 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #133 | #978 | 222 | #252 | #1052 | #1440 | 195 | #406 | 112 | #828 | 316 | 195 |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Base Capacity (vph) | 110 | 1231 | 870 | 177 | 1344 | 1138 | 469 | 433 | 395 | 1052 | 1066 | 639 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 1.05 | 1.14 | 0.41 | 1.37 | 1.14 | 1.01 | 0.67 | 1.18 | 0.41 | 1.25 | 0.59 | 0.40 |

## Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Natural Cycle: 150
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.37
Intersection Signal Delay: 105.1 Intersection LOS: F
Intersection Capacity Utilization 105.2% ICU Level of Service G
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

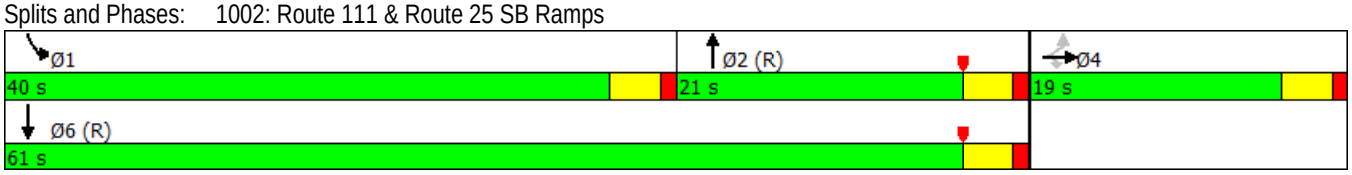


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 340 | 0 | 0 | 0 | 0 | 710 | 140 | 1080 | 740 | 0 |
| Future Volume (vph) | 110 | 0 | 340 | 0 | 0 | 0 | 0 | 710 | 140 | 1080 | 740 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 0 | 2 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.86 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | | | 0.975 | | | | |
| Flt Protected | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1770 | 1583 | 0 | 0 | 0 | 0 | 6248 | 0 | 3433 | 1863 | 0 |
| Flt Permitted | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1770 | 1583 | 0 | 0 | 0 | 0 | 6248 | 0 | 3433 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 208 | | | | | 56 | | | | |
| Link Speed (mph) | | 40 | | | 30 | | | 40 | | | 35 | |
| Link Distance (ft) | | 362 | | | 177 | | | 332 | | | 150 | |
| Travel Time (s) | | 6.2 | | | 4.0 | | | 5.7 | | | 2.9 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 116 | 0 | 358 | 0 | 0 | 0 | 0 | 826 | 163 | 1317 | 902 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 116 | 358 | 0 | 0 | 0 | 0 | 989 | 0 | 1317 | 902 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | | | | | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 13.0 | | | | | 19.0 | | 9.0 | 19.0 | |
| Total Split (s) | 19.0 | 19.0 | 19.0 | | | | | 21.0 | | 40.0 | 61.0 | |
| Total Split (%) | 23.8% | 23.8% | 23.8% | | | | | 26.3% | | 50.0% | 76.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | 4.0 | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | | | | | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 12.9 | 12.9 | | | | | 20.5 | | 34.6 | 59.1 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | | | | 0.26 | | 0.43 | 0.74 | |
| v/c Ratio | | 0.41 | 0.83 | | | | | 0.60 | | 0.89 | 0.66 | |
| Control Delay | | 33.9 | 31.4 | | | | | 27.3 | | 11.0 | 3.7 | |
| Queue Delay | | 1.0 | 0.0 | | | | | 2.9 | | 3.2 | 2.9 | |
| Total Delay | | 34.9 | 31.4 | | | | | 30.2 | | 14.2 | 6.6 | |
| LOS | | C | C | | | | | C | | B | A | |
| Approach Delay | | 32.3 | | | | | | 30.2 | | | 11.1 | |
| Approach LOS | | C | | | | | | C | | | B | |
| Queue Length 50th (ft) | | 51 | 69 | | | | | 126 | | 48 | 40 | |
| Queue Length 95th (ft) | | 99 | #200 | | | | | 153 | | 56 | m50 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 282 | | | 97 | | | 252 | | | 70 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 331 | 465 | | | | | 1642 | | 1544 | 1375 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | | 144 | 350 | |
| Spillback Cap Reductn | | 84 | 0 | | | | | 521 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.47 | 0.77 | | | | | 0.88 | | 0.94 | 0.88 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 23 (29%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 18.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 109.8% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps

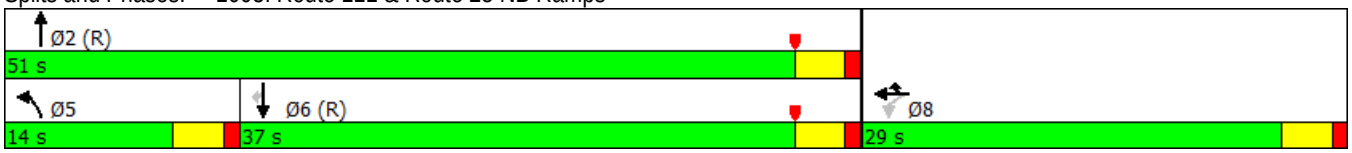


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 220 | 0 | 1050 | 270 | 550 | 0 | 0 | 1600 | 210 |
| Future Volume (vph) | 0 | 0 | 0 | 220 | 0 | 1050 | 270 | 550 | 0 | 0 | 1600 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 300 | | 300 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 2 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 100 | | | 50 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | | | | 0.850 |
| Flt Protected | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1770 | 2787 | 3433 | 3539 | 0 | 0 | 5085 | 1583 |
| Flt Permitted | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1770 | 2787 | 3433 | 3539 | 0 | 0 | 5085 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 465 | | | | | | 256 |
| Link Speed (mph) | | 30 | | | 40 | | | 40 | | | 35 | |
| Link Distance (ft) | | 193 | | | 427 | | | 150 | | | 347 | |
| Travel Time (s) | | 4.4 | | | 7.3 | | | 2.6 | | | 6.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 0 | 0 | 0 | 242 | 0 | 1154 | 314 | 640 | 0 | 0 | 1951 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 242 | 1154 | 314 | 640 | 0 | 0 | 1951 | 256 |
| Turn Type | | | | Perm | NA | Prot | Prot | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | 8 | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | | 15.0 | 15.0 |
| Minimum Split (s) | | | | 13.0 | 13.0 | 13.0 | 9.0 | 19.0 | | | 19.0 | 19.0 |
| Total Split (s) | | | | 29.0 | 29.0 | 29.0 | 14.0 | 51.0 | | | 37.0 | 37.0 |
| Total Split (%) | | | | 36.3% | 36.3% | 36.3% | 17.5% | 63.8% | | | 46.3% | 46.3% |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | | | | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | | 25.0 | 25.0 | 9.9 | 47.0 | | | 33.1 | 33.1 |
| Actuated g/C Ratio | | | | | 0.31 | 0.31 | 0.12 | 0.59 | | | 0.41 | 0.41 |
| v/c Ratio | | | | | 0.44 | 0.97 | 0.74 | 0.31 | | | 0.93 | 0.32 |
| Control Delay | | | | | 25.0 | 37.5 | 32.3 | 22.7 | | | 31.7 | 3.3 |
| Queue Delay | | | | | 0.3 | 0.0 | 61.3 | 60.9 | | | 2.2 | 0.0 |
| Total Delay | | | | | 25.3 | 37.5 | 93.6 | 83.6 | | | 33.8 | 3.3 |
| LOS | | | | | C | D | F | F | | | C | A |
| Approach Delay | | | | | 35.3 | | | 86.9 | | | 30.3 | |
| Approach LOS | | | | | D | | | F | | | C | |
| Queue Length 50th (ft) | | | | | 96 | 209 | 88 | 180 | | | 330 | 0 |
| Queue Length 95th (ft) | | | | | 161 | #370 | #127 | 225 | | | 343 | 30 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 113 | | | 347 | | | 70 | | | 267 | |
| Turn Bay Length (ft) | | | | | | 300 | | | | | | |
| Base Capacity (vph) | | | | | 553 | 1190 | 429 | 2079 | | | 2106 | 805 |
| Starvation Cap Reductn | | | | | 0 | 0 | 218 | 1805 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 59 | 0 | 0 | 0 | | | 77 | 0 |
| Storage Cap Reductn | | | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.49 | 0.97 | 1.49 | 2.34 | | | 0.96 | 0.32 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 43.7 | | Intersection LOS: D | |
| Intersection Capacity Utilization 110.3% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

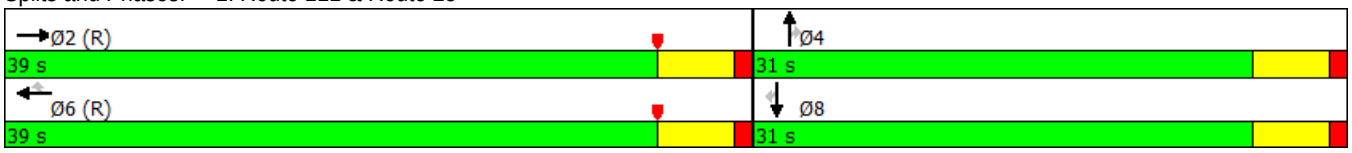


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 2410 | 0 | 0 | 1610 | 1050 | 0 | 550 | 140 | 0 | 1600 | 210 |
| Future Volume (vph) | 0 | 2410 | 0 | 0 | 1610 | 1050 | 0 | 550 | 140 | 0 | 1600 | 210 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 0 | | 0 | 0 | | 2 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.86 | 0.86 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 6408 | 0 | 0 | 3539 | 2787 | 0 | 3539 | 1583 | 0 | 5085 | 1583 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 6408 | 0 | 0 | 3539 | 2787 | 0 | 3539 | 1583 | 0 | 5085 | 1583 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 535 | | | 888 | | | 429 | | | 735 | |
| Travel Time (s) | | 9.1 | | | 11.0 | | | 7.3 | | | 14.3 | |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 |
| Adj. Flow (vph) | 0 | 2537 | 0 | 0 | 1769 | 1154 | 0 | 640 | 163 | 0 | 1951 | 256 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2537 | 0 | 0 | 1769 | 1154 | 0 | 640 | 163 | 0 | 1951 | 256 |
| Turn Type | | NA | | | NA | Perm | | NA | Perm | | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | | | | 6 | | | 4 | | | 8 |
| Detector Phase | | 2 | | | 6 | 6 | | 4 | 4 | | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 15.0 | | | 15.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Minimum Split (s) | | 20.0 | | | 20.0 | 20.0 | | 12.0 | 12.0 | | 12.0 | 12.0 |
| Total Split (s) | | 39.0 | | | 39.0 | 39.0 | | 31.0 | 31.0 | | 31.0 | 31.0 |
| Total Split (%) | | 55.7% | | | 55.7% | 55.7% | | 44.3% | 44.3% | | 44.3% | 44.3% |
| Yellow Time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| All-Red Time (s) | | 1.0 | | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | C-Min | | | C-Min | C-Min | | None | None | | None | None |
| Act Effct Green (s) | | 34.0 | | | 34.0 | 34.0 | | 26.0 | 26.0 | | 26.0 | 26.0 |
| Actuated g/C Ratio | | 0.49 | | | 0.49 | 0.49 | | 0.37 | 0.37 | | 0.37 | 0.37 |
| v/c Ratio | | 0.82 | | | 1.03 | 0.85 | | 0.49 | 0.28 | | 1.03 | 0.44 |
| Control Delay | | 4.2 | | | 49.8 | 23.9 | | 13.7 | 12.3 | | 53.6 | 19.4 |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | | 4.2 | | | 49.8 | 23.9 | | 13.7 | 12.3 | | 53.6 | 19.4 |
| LOS | | A | | | D | C | | B | B | | D | B |
| Approach Delay | | 4.2 | | | 39.5 | | | 13.4 | | | 49.6 | |
| Approach LOS | | A | | | D | | | B | | | D | |
| Queue Length 50th (ft) | | 15 | | | ~410 | 233 | | 73 | 28 | | ~338 | 81 |
| Queue Length 95th (ft) | | 53 | | | #569 | #376 | | 96 | 53 | | #363 | 125 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 455 | | | 808 | | | 349 | | | 655 | |
| Turn Bay Length (ft) | | | | | | 500 | | | 100 | | | 500 |
| Base Capacity (vph) | | 3112 | | | 1718 | 1353 | | 1314 | 587 | | 1888 | 587 |
| Starvation Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | | 0.82 | | | 1.03 | 0.85 | | 0.49 | 0.28 | | 1.03 | 0.44 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.03 | | | |
| Intersection Signal Delay: 29.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 83.8% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 1: Route 111 & Route 25

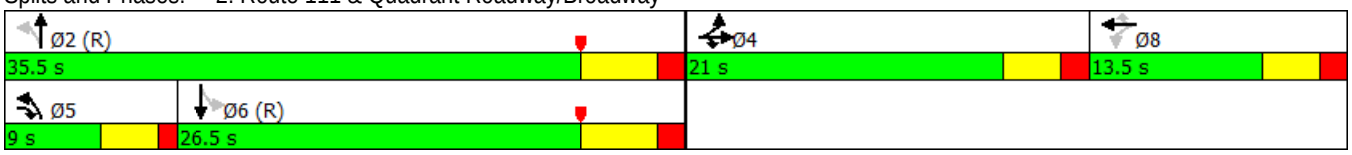


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 560 | 0 | 0 | 0 | 270 | 580 | 0 | 0 | 520 | 1080 |
| Future Volume (vph) | 110 | 0 | 560 | 0 | 0 | 0 | 270 | 580 | 0 | 0 | 520 | 1080 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 300 | | 300 | 0 | | 100 | 200 | | 0 | 100 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 2 |
| Taper Length (ft) | 50 | | | 25 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1770 | 1583 | 0 | 1863 | 1863 | 1770 | 1863 | 0 | 1863 | 1863 | 2787 |
| Flt Permitted | | 0.950 | | | | | 0.160 | | | | | |
| Satd. Flow (perm) | 0 | 1770 | 1583 | 0 | 1863 | 1863 | 298 | 1863 | 0 | 1863 | 1863 | 2787 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 40 | | | 40 | |
| Link Distance (ft) | | 831 | | | 333 | | | 399 | | | 429 | |
| Travel Time (s) | | 18.9 | | | 7.6 | | | 6.8 | | | 7.3 | |
| 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) | 120 | 0 | 609 | 0 | 0 | 0 | 293 | 630 | 0 | 0 | 565 | 1174 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 120 | 609 | 0 | 0 | 0 | 293 | 630 | 0 | 0 | 565 | 1174 |
| Turn Type | Split | NA | pt+ov | | | Perm | pm+pt | NA | | Perm | NA | Free |
| Protected Phases | 4 | 4 | 4 5 | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | 8 | 2 | | | 6 | | Free |
| Detector Phase | 4 | 4 | 4 5 | 8 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | 13.5 | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 21.0 | 21.0 | | 13.5 | 13.5 | 13.5 | 9.0 | 35.5 | | 26.5 | 26.5 | |
| Total Split (%) | 30.0% | 30.0% | | 19.3% | 19.3% | 19.3% | 12.9% | 50.7% | | 37.9% | 37.9% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | 1.5 | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | 4.5 | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | | 16.5 | 39.0 | | | | 45.0 | 43.5 | | | 21.0 | 70.0 |
| Actuated g/C Ratio | | 0.24 | 0.56 | | | | 0.64 | 0.62 | | | 0.30 | 1.00 |
| v/c Ratio | | 0.29 | 0.69 | | | | 0.51 | 0.54 | | | 1.01 | 0.42 |
| Control Delay | | 20.6 | 14.9 | | | | 11.2 | 9.8 | | | 23.8 | 2.8 |
| Queue Delay | | 0.0 | 0.0 | | | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | | 20.6 | 14.9 | | | | 11.2 | 9.8 | | | 23.8 | 2.8 |
| LOS | | C | B | | | | B | A | | | C | A |
| Approach Delay | | 15.9 | | | | | | 10.2 | | | 9.6 | |
| Approach LOS | | B | | | | | | B | | | A | |
| Queue Length 50th (ft) | | 40 | 200 | | | | 46 | 136 | | | ~6 | 34 |
| Queue Length 95th (ft) | | m67 | m299 | | | | 115 | 215 | | | m3 | m23 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 751 | | | 253 | | | 319 | | | 349 | |
| Turn Bay Length (ft) | | | 300 | | | | 200 | | | | | |
| Base Capacity (vph) | | 417 | 881 | | | | 580 | 1157 | | | 558 | 2787 |
| Starvation Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.29 | 0.69 | | | | 0.51 | 0.54 | | | 1.01 | 0.42 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 38 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.01 | | | |
| Intersection Signal Delay: 11.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 70.4% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1330 | 450 | 220 | 1600 | 270 | 1080 |
| Future Volume (vph) | 1330 | 450 | 220 | 1600 | 270 | 1080 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 300 | 300 | | 315 | 0 |
| Storage Lanes | | 1 | 1 | | 0 | 2 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.88 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 1770 | 2787 |
| Flt Permitted | | | 0.105 | | 0.950 | |
| Satd. Flow (perm) | 3539 | 1583 | 196 | 3539 | 1770 | 2787 |
| Right Turn on Red | | Yes | | | | No |
| Satd. Flow (RTOR) | | 156 | | | | |
| Link Speed (mph) | 40 | | | 40 | 30 | |
| Link Distance (ft) | 509 | | | 535 | 831 | |
| Travel Time (s) | 8.7 | | | 9.1 | 18.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1446 | 489 | 239 | 1739 | 293 | 1174 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1446 | 489 | 239 | 1739 | 293 | 1174 |
| Turn Type | NA | pm+ov | pm+pt | NA | Prot | Free |
| Protected Phases | 6 | 3 | 5 | 2 | 3 | |
| Permitted Phases | | 6 | 2 | | | Free |
| Detector Phase | 6 | 3 | 5 | 2 | 3 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 15.0 | 9.0 | 5.0 | 15.0 | 9.0 | |
| Minimum Split (s) | 20.5 | 13.5 | 9.0 | 20.5 | 13.5 | |
| Total Split (s) | 39.0 | 20.0 | 11.0 | 50.0 | 20.0 | |
| Total Split (%) | 55.7% | 28.6% | 15.7% | 71.4% | 28.6% | |
| Yellow Time (s) | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 4.5 | 4.0 | 5.5 | 4.5 | |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | C-Min | None | |
| Act Effct Green (s) | 34.2 | 54.1 | 47.0 | 45.5 | 14.5 | 70.0 |
| Actuated g/C Ratio | 0.49 | 0.77 | 0.67 | 0.65 | 0.21 | 1.00 |
| v/c Ratio | 0.84 | 0.39 | 0.80 | 0.76 | 0.80 | 0.42 |
| Control Delay | 21.6 | 2.6 | 28.9 | 14.2 | 45.7 | 0.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Total Delay | 21.6 | 2.6 | 28.9 | 14.3 | 45.7 | 0.4 |
| LOS | C | A | C | B | D | A |
| Approach Delay | 16.8 | | | 16.0 | 9.5 | |
| Approach LOS | B | | | B | A | |
| Queue Length 50th (ft) | 273 | 28 | 82 | 255 | 143 | 0 |
| Queue Length 95th (ft) | #372 | 51 | m86 | m254 | #243 | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | 429 | | | 455 | 751 | |
| Turn Bay Length (ft) | | 300 | 300 | | 315 | |
| Base Capacity (vph) | 1726 | 1280 | 297 | 2301 | 391 | 2787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 56 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.84 | 0.38 | 0.80 | 0.77 | 0.75 | 0.42 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 70 | | | |
| Offset: 61 (87%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 14.5 | | Intersection LOS: B | |
| Intersection Capacity Utilization 75.6% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 3: Quadrant Roadway & Route 25

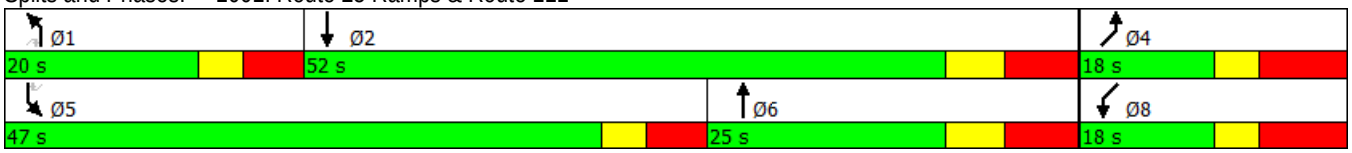
| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 270 | 440 | 140 | 1080 | 520 | 210 | 110 | 340 | 220 | 1050 |
| Future Volume (vph) | 270 | 440 | 140 | 1080 | 520 | 210 | 110 | 340 | 220 | 1050 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 200 | | | 200 | | | 200 | | 200 | |
| Storage Lanes | 2 | | | 1 | | | 1 | | 1 | |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | 100 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 0.97 | 0.88 |
| Frt | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3319 | 3421 | 1531 | 3319 | 1801 | 1531 | 3433 | 1583 | 3433 | 2787 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3319 | 3421 | 1531 | 3319 | 1801 | 1531 | 3433 | 1583 | 3433 | 2787 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | No |
| Satd. Flow (RTOR) | | | 352 | | | 352 | | 267 | | |
| Link Speed (mph) | | 40 | | | 35 | | | | | |
| Link Distance (ft) | | 521 | | | 684 | | | | | |
| Travel Time (s) | | 8.9 | | | 13.3 | | | | | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.82 | 0.82 | 0.82 | 0.95 | 0.95 | 0.91 | 0.91 |
| Adj. Flow (vph) | 314 | 512 | 163 | 1317 | 634 | 256 | 116 | 358 | 242 | 1154 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 314 | 512 | 163 | 1317 | 634 | 256 | 116 | 358 | 242 | 1154 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Perm | Prot | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | | | Free | | | Free | | 1 | | 5 |
| Detector Phase | 1 | 6 | | 5 | 2 | | 4 | 1 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 15.0 | | 9.0 | 15.0 | | 9.0 | 9.0 | 9.0 | 9.0 |
| Minimum Split (s) | 16.0 | 24.0 | | 16.0 | 24.0 | | 18.0 | 16.0 | 18.0 | 16.0 |
| Total Split (s) | 20.0 | 25.0 | | 47.0 | 52.0 | | 18.0 | 20.0 | 18.0 | 47.0 |
| Total Split (%) | 22.2% | 27.8% | | 52.2% | 57.8% | | 20.0% | 22.2% | 20.0% | 52.2% |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 4.0 | 5.0 | | 4.0 | 5.0 | | 6.0 | 4.0 | 6.0 | 4.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 9.0 | | 7.0 | 9.0 | | 9.0 | 7.0 | 9.0 | 7.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | Lead | | Lead |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None |
| Act Effct Green (s) | 11.4 | 15.8 | 88.0 | 38.1 | 42.5 | 88.0 | 9.0 | 11.4 | 9.0 | 38.1 |
| Actuated g/C Ratio | 0.13 | 0.18 | 1.00 | 0.43 | 0.48 | 1.00 | 0.10 | 0.13 | 0.10 | 0.43 |
| v/c Ratio | 0.73 | 0.83 | 0.11 | 0.92 | 0.73 | 0.17 | 0.33 | 0.82 | 0.69 | 0.96 |
| Control Delay | 47.7 | 48.7 | 0.1 | 34.7 | 24.4 | 0.2 | 40.3 | 27.2 | 50.0 | 42.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 47.7 | 48.7 | 0.1 | 34.7 | 24.4 | 0.2 | 40.3 | 27.2 | 50.0 | 42.3 |
| LOS | D | D | A | C | C | A | D | C | D | D |
| Approach Delay | | 40.4 | | | 27.7 | | | | | |
| Approach LOS | | D | | | C | | | | | |
| Queue Length 50th (ft) | 89 | 149 | 0 | 343 | 271 | 0 | 32 | 48 | 70 | 342 |

| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 124 | #212 | 0 | 376 | 354 | 0 | 58 | #183 | #118 | #500 |
| Internal Link Dist (ft) | | 441 | | | 604 | | | | | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | 200 | 200 | 200 |
| Base Capacity (vph) | 491 | 623 | 1531 | 1511 | 894 | 1531 | 351 | 462 | 351 | 1268 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.64 | 0.82 | 0.11 | 0.87 | 0.71 | 0.17 | 0.33 | 0.77 | 0.69 | 0.91 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 88 | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.96 | | | |
| Intersection Signal Delay: 34.8 | | Intersection LOS: C | |
| Intersection Capacity Utilization Err% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 1001: Route 25 Ramps & Route 111

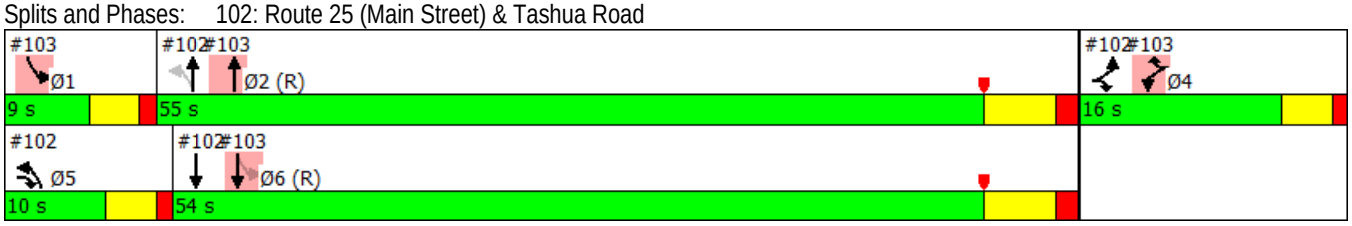


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Future Volume (vph) | 100 | 120 | 170 | 1690 | 1630 | 100 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | |
| Frt | | 0.850 | | | 0.991 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 3421 | 3507 | 0 | |
| Flt Permitted | 0.950 | | 0.080 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 144 | 3421 | 3507 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 20 | | | 14 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 125 | 150 | 179 | 1779 | 1772 | 109 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 125 | 150 | 179 | 1779 | 1881 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 16.0 | | 10.0 | 55.0 | 54.0 | | 9.0 |
| Total Split (%) | 20.0% | | 12.5% | 68.8% | 67.5% | | 11% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 11.2 | 21.2 | 57.8 | 50.1 | 49.1 | | |
| Actuated g/C Ratio | 0.14 | 0.26 | 0.72 | 0.63 | 0.61 | | |
| v/c Ratio | 0.52 | 0.36 | 0.81 | 0.83 | 0.87 | | |
| Control Delay | 40.0 | 23.0 | 42.9 | 16.4 | 7.6 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | | |
| Total Delay | 40.0 | 23.0 | 42.9 | 16.4 | 7.9 | | |
| LOS | D | C | D | B | A | | |
| Approach Delay | 30.7 | | | 18.9 | 7.9 | | |
| Approach LOS | C | | | B | A | | |
| Queue Length 50th (ft) | 58 | 51 | 37 | 335 | 62 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 96 | 87 | #145 | 446 | #147 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 256 | 405 | 221 | 2140 | 2155 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 37 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.49 | 0.37 | 0.81 | 0.83 | 0.89 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 14.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 74.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road

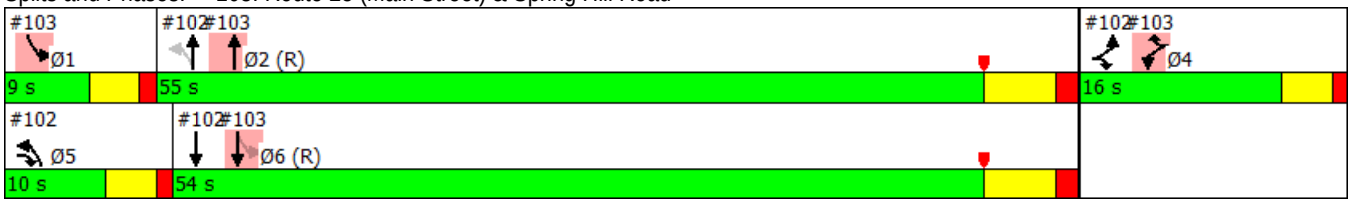


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Future Volume (vph) | 130 | 130 | 1670 | 120 | 120 | 1600 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | |
| Frt | | 0.850 | 0.990 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1636 | 1516 | 3354 | 0 | 1694 | 3388 | |
| Flt Permitted | 0.950 | | | | 0.081 | | |
| Satd. Flow (perm) | 1636 | 1516 | 3354 | 0 | 144 | 3388 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 126 | 17 | | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.99 | 0.99 | 0.92 | 0.92 | |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | |
| Adj. Flow (vph) | 163 | 163 | 1687 | 121 | 130 | 1739 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 1808 | 0 | 130 | 1739 | |
| Turn Type | Prot | Prot | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | | 6 | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 16.0 | 16.0 | 55.0 | | 9.0 | 54.0 | 10.0 |
| Total Split (%) | 20.0% | 20.0% | 68.8% | | 11.3% | 67.5% | 13% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | | None | C-Min | None |
| Act Effct Green (s) | 11.2 | 11.2 | 50.1 | | 55.8 | 49.1 | |
| Actuated g/C Ratio | 0.14 | 0.14 | 0.63 | | 0.70 | 0.61 | |
| v/c Ratio | 0.71 | 0.51 | 0.86 | | 0.66 | 0.84 | |
| Control Delay | 50.9 | 15.9 | 7.9 | | 29.4 | 14.4 | |
| Queue Delay | 0.0 | 0.0 | 0.2 | | 0.0 | 0.0 | |
| Total Delay | 50.9 | 15.9 | 8.1 | | 29.4 | 14.4 | |
| LOS | D | B | A | | C | B | |
| Approach Delay | 33.4 | | 8.1 | | | 15.4 | |
| Approach LOS | C | | A | | | B | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 78 | 16 | 82 | | 21 | 250 | |
| Queue Length 95th (ft) | 123 | 55 | 128 | | m#83 | 565 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | | 160 | | |
| Base Capacity (vph) | 245 | 334 | 2105 | | 196 | 2077 | |
| Starvation Cap Reductn | 0 | 0 | 25 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.67 | 0.49 | 0.87 | | 0.66 | 0.84 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 59 (74%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 13.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 75.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road

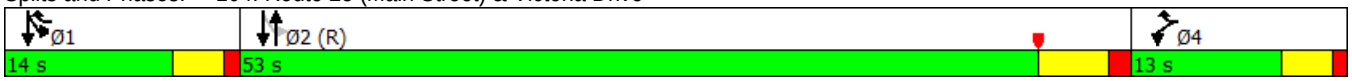


| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Future Volume (vph) | 260 | 170 | 1580 | 210 | 140 | 1440 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 150 | 150 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 50 | | | | 75 | |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.982 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 3626 | 1725 | 3327 | 0 | 1752 | 3505 |
| Flt Permitted | 0.950 | | | | 0.084 | |
| Satd. Flow (perm) | 3626 | 1725 | 3327 | 0 | 155 | 3505 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 28 | 32 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.80 | 0.80 | 0.98 | 0.98 | 0.93 | 0.93 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 325 | 213 | 1612 | 214 | 151 | 1548 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 325 | 213 | 1826 | 0 | 151 | 1548 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 1 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 13.0 | | 53.0 | | 14.0 | |
| Total Split (%) | 16.3% | | 66.3% | | 17.5% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 9.0 | 23.0 | 47.5 | | 59.0 | 63.0 |
| Actuated g/C Ratio | 0.11 | 0.29 | 0.59 | | 0.74 | 0.79 |
| v/c Ratio | 0.80 | 0.41 | 0.92 | | 0.48 | 0.56 |
| Control Delay | 50.9 | 22.8 | 8.9 | | 21.4 | 1.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 50.9 | 22.8 | 8.9 | | 21.4 | 1.3 |
| LOS | D | C | A | | C | A |
| Approach Delay | 39.8 | | 8.9 | | | 3.1 |
| Approach LOS | D | | A | | | A |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 82 | 74 | 30 | | 32 | 32 |
| Queue Length 95th (ft) | #113 | 115 | #580 | | m41 | m51 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | 150 | 150 | | | 250 | |
| Base Capacity (vph) | 407 | 515 | 1988 | | 313 | 2760 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.80 | 0.41 | 0.92 | | 0.48 | 0.56 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 17 (21%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.92 | | | |
| Intersection Signal Delay: 10.6 | | Intersection LOS: B | |
| Intersection Capacity Utilization 76.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive

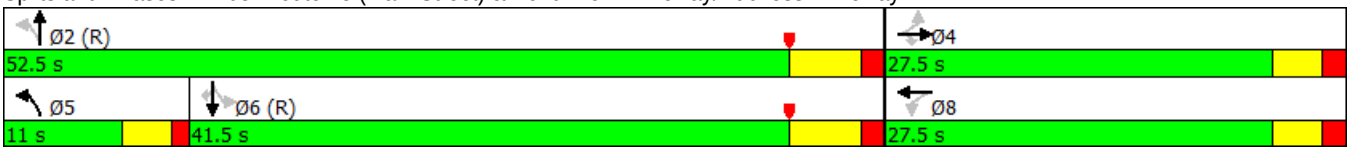


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Future Volume (vph) | 317 | 0 | 294 | 4 | 0 | 17 | 222 | 1296 | 23 | 25 | 1314 | 331 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 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 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.892 | | | 0.997 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.990 | | 0.950 | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 1678 | 1501 | 0 | 1613 | 0 | 1620 | 3345 | 0 | 0 | 3352 | 1449 |
| Flt Permitted | | 0.741 | | | 0.934 | | 0.101 | | | | 0.898 | |
| Satd. Flow (perm) | 0 | 1309 | 1501 | 0 | 1522 | 0 | 172 | 3345 | 0 | 0 | 3013 | 1449 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 193 | | 91 | | | 4 | | | | 341 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 174 | | | 143 | | | 1823 | | | 386 | |
| Travel Time (s) | | 4.7 | | | 3.9 | | | 31.1 | | | 6.6 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.97 | 0.97 | 0.97 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 373 | 0 | 346 | 5 | 0 | 20 | 231 | 1350 | 24 | 26 | 1355 | 341 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 373 | 346 | 0 | 25 | 0 | 231 | 1374 | 0 | 0 | 1381 | 341 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 27.5 | 27.5 | 27.5 | 27.5 | 27.5 | | 11.0 | 52.5 | | 41.5 | 41.5 | 41.5 |
| Total Split (%) | 34.4% | 34.4% | 34.4% | 34.4% | 34.4% | | 13.8% | 65.6% | | 51.9% | 51.9% | 51.9% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 23.0 | 23.0 | | 23.0 | | 48.5 | 46.8 | | | 35.8 | 35.8 |
| Actuated g/C Ratio | | 0.29 | 0.29 | | 0.29 | | 0.61 | 0.58 | | | 0.45 | 0.45 |
| v/c Ratio | | 0.99 | 0.61 | | 0.05 | | 1.00 | 0.70 | | | 1.02 | 0.41 |
| Control Delay | | 76.0 | 15.8 | | 0.2 | | 71.8 | 6.4 | | | 39.7 | 2.6 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 2.2 | | | 10.9 | 0.3 |
| Total Delay | | 76.0 | 15.8 | | 0.2 | | 71.8 | 8.6 | | | 50.6 | 2.8 |
| LOS | | E | B | | A | | E | A | | | D | A |
| Approach Delay | | 47.0 | | | 0.2 | | | 17.7 | | | 41.1 | |
| Approach LOS | | D | | | A | | | B | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | 185 | 60 | | 0 | | ~77 | 71 | | | ~163 | 9 |
| Queue Length 95th (ft) | | #327 | 130 | | 0 | | m#113 | m105 | | | m#418 | m11 |
| Internal Link Dist (ft) | | 94 | | | 63 | | | 1743 | | | 306 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 376 | 569 | | 502 | | 230 | 1958 | | | 1348 | 836 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 39 | 125 |
| Spillback Cap Reductn | | 0 | 0 | | 11 | | 0 | 425 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.99 | 0.61 | | 0.05 | | 1.00 | 0.90 | | | 1.06 | 0.48 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 50 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.02 | | | |
| Intersection Signal Delay: 32.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 111.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway

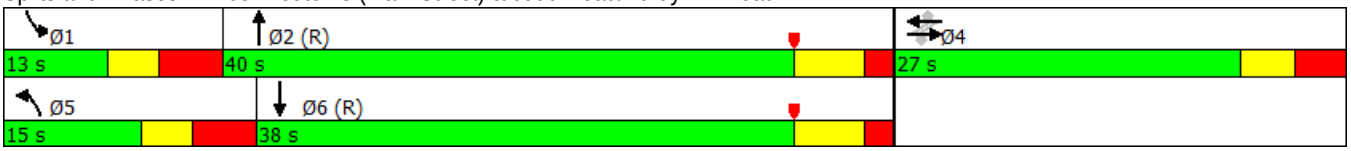


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Future Volume (vph) | 120 | 210 | 110 | 190 | 280 | 130 | 80 | 1470 | 80 | 80 | 1370 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1678 | 1827 | 1553 | 1678 | 1766 | 1553 | 1620 | 3329 | 0 | 1620 | 3329 | 0 |
| Flt Permitted | 0.402 | | | 0.523 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 710 | 1827 | 1553 | 924 | 1766 | 1553 | 1620 | 3329 | 0 | 1620 | 3329 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | | 134 | | | | | 8 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 386 | | | 459 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.6 | | | 7.8 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.98 | 0.98 | 0.98 |
| Heavy Vehicles (%) | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% | 4% |
| Adj. Flow (vph) | 135 | 236 | 124 | 204 | 301 | 140 | 83 | 1531 | 83 | 82 | 1398 | 82 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 135 | 236 | 124 | 204 | 301 | 140 | 83 | 1614 | 0 | 82 | 1480 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | | | | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | 27.0 | 15.0 | 40.0 | | 13.0 | 38.0 | |
| Total Split (%) | 33.8% | 33.8% | 33.8% | 33.8% | 33.8% | 33.8% | 18.8% | 50.0% | | 16.3% | 47.5% | |
| Yellow Time (s) | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | 7.4 | 6.4 | 6.4 | 7.4 | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 19.2 | 19.2 | 18.2 | 19.2 | 19.2 | 18.2 | 7.2 | 38.0 | | 6.0 | 36.8 | |
| Actuated g/C Ratio | 0.24 | 0.24 | 0.23 | 0.24 | 0.24 | 0.23 | 0.09 | 0.48 | | 0.08 | 0.46 | |
| v/c Ratio | 0.80 | 0.54 | 0.27 | 0.92 | 0.71 | 0.40 | 0.57 | 1.02 | | 0.68 | 0.97 | |
| Control Delay | 62.0 | 31.2 | 5.9 | 75.9 | 37.8 | 29.4 | 52.1 | 42.6 | | 69.3 | 31.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6.3 | | 0.0 | 12.7 | |
| Total Delay | 62.0 | 31.2 | 5.9 | 75.9 | 37.8 | 29.4 | 52.1 | 48.9 | | 69.3 | 44.2 | |
| LOS | E | C | A | E | D | C | D | D | | E | D | |
| Approach Delay | | 33.3 | | | 48.0 | | | 49.1 | | | 45.5 | |
| Approach LOS | | C | | | D | | | D | | | D | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | 62 | 101 | 0 | 97 | 135 | 58 | 42 | ~500 | | 44 | ~469 | |
| Queue Length 95th (ft) | #151 | 167 | 34 | #219 | 219 | 109 | m57 | m#608 | | m#95 | #568 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 306 | | | 379 | |
| Turn Bay Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | | 130 | | |
| Base Capacity (vph) | 182 | 470 | 481 | 237 | 454 | 380 | 166 | 1587 | | 125 | 1531 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | | 0 | 86 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.74 | 0.50 | 0.26 | 0.86 | 0.66 | 0.37 | 0.50 | 1.04 | | 0.66 | 1.02 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 52 (65%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.02 | | | |
| Intersection Signal Delay: 45.9 | | Intersection LOS: D | |
| Intersection Capacity Utilization 90.5% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| ~ Volume exceeds capacity, queue is theoretically infinite. | | | |
| Queue shown is maximum after two cycles. | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road



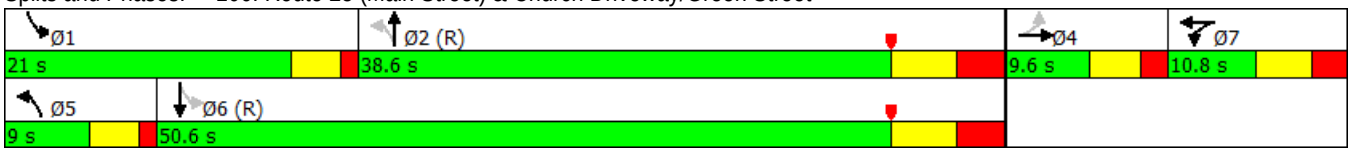
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 50 | 0 | 230 | 0 | 1050 | 10 | 390 | 1420 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | | | 0.850 | | | 0.999 | | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 3418 | 0 | 1711 | 3421 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.160 | | |
| Satd. Flow (perm) | 0 | 1739 | 0 | 1711 | 1531 | 0 | 1739 | 3418 | 0 | 288 | 3421 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 408 | | | 1 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 0 | 0 | 0 | 54 | 0 | 247 | 0 | 1141 | 11 | 406 | 1479 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 54 | 247 | 0 | 0 | 1152 | 0 | 406 | 1479 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 10.8 | 10.8 | | 9.0 | 38.6 | | 21.0 | 50.6 | |
| Total Split (%) | 12.0% | 12.0% | | 13.5% | 13.5% | | 11.3% | 48.3% | | 26.3% | 63.3% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | | | 5.2 | 5.2 | | | 42.4 | | 65.3 | 62.5 | |
| Actuated g/C Ratio | | | | 0.06 | 0.06 | | | 0.53 | | 0.82 | 0.78 | |
| v/c Ratio | | | | 0.48 | 0.51 | | | 0.64 | | 0.78 | 0.55 | |
| Control Delay | | | | 51.2 | 3.9 | | | 6.1 | | 29.8 | 3.0 | |
| Queue Delay | | | | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.1 | |
| Total Delay | | | | 51.2 | 3.9 | | | 6.1 | | 29.8 | 3.1 | |
| LOS | | | | D | A | | | A | | C | A | |
| Approach Delay | | | | | 12.4 | | | 6.1 | | | 8.9 | |
| Approach LOS | | | | | B | | | A | | | A | |
| Queue Length 50th (ft) | | | | 27 | 0 | | | 52 | | 128 | 33 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | | | #69 | 0 | | | m52 | | m168 | m57 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | | 100 | | |
| Base Capacity (vph) | | | | 113 | 482 | | | 1811 | | 537 | 2671 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 273 | |
| Spillback Cap Reductn | | | | 0 | 0 | | | 4 | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.48 | 0.51 | | | 0.64 | | 0.76 | 0.62 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 16 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.78 | | | |
| Intersection Signal Delay: 8.2 | | Intersection LOS: A | |
| Intersection Capacity Utilization 78.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

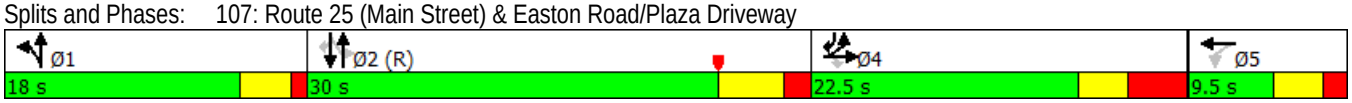


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Future Volume (vph) | 430 | 10 | 490 | 0 | 10 | 10 | 430 | 1420 | 0 | 10 | 1200 | 280 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | | | | | 0.850 |
| Flt Protected | 0.950 | 0.954 | | | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 3204 | 3421 | 0 | 1652 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.954 | | | | | 0.950 | | | 0.137 | | |
| Satd. Flow (perm) | 1625 | 1632 | 1531 | 0 | 1736 | 0 | 3204 | 3421 | 0 | 238 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 478 | | | | | | | | | 241 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 467 | 11 | 533 | 0 | 13 | 13 | 473 | 1560 | 0 | 11 | 1319 | 308 |
| Shared Lane Traffic (%) | 49% | | | | | | | | | | | |
| Lane Group Flow (vph) | 238 | 240 | 533 | 0 | 26 | 0 | 473 | 1560 | 0 | 11 | 1319 | 308 |
| Turn Type | Split | NA | Perm | | NA | | Prot | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 4 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 16.6 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 22.5 | 22.5 | 22.5 | 9.5 | 9.5 | | 18.0 | | | 30.0 | 30.0 | 22.5 |
| Total Split (%) | 28.1% | 28.1% | 28.1% | 11.9% | 11.9% | | 22.5% | | | 37.5% | 37.5% | 28.1% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 3.6 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 6.6 | | 4.5 | | 4.0 | | | 5.5 | 5.5 | 6.6 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 14.5 | 14.5 | 14.5 | | 5.0 | | 13.7 | 51.1 | | 31.9 | 31.9 | 51.9 |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | | 0.06 | | 0.17 | 0.64 | | 0.40 | 0.40 | 0.65 |
| v/c Ratio | 0.81 | 0.81 | 0.80 | | 0.24 | | 0.87 | 0.71 | | 0.12 | 0.97 | 0.29 |
| Control Delay | 53.0 | 53.2 | 15.1 | | 41.4 | | 52.6 | 13.8 | | 23.7 | 45.3 | 2.8 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 53.0 | 53.2 | 15.1 | | 41.4 | | 52.6 | 13.8 | | 23.7 | 45.3 | 2.8 |
| LOS | D | D | B | | D | | D | B | | C | D | A |
| Approach Delay | | 33.1 | | | 41.4 | | | 22.8 | | | 37.2 | |
| Approach LOS | | C | | | D | | | C | | | D | |
| Queue Length 50th (ft) | 117 | 120 | 23 | | 13 | | 128 | 211 | | 3 | 314 | 9 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #228 | #231 | #174 | | 33 | | #203 | 297 | | 18 | #569 | 48 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | 280 | | 170 |
| Base Capacity (vph) | 322 | 324 | 687 | | 108 | | 560 | 2183 | | 94 | 1363 | 1100 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 3 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.74 | 0.74 | 0.78 | | 0.24 | | 0.84 | 0.72 | | 0.12 | 0.97 | 0.28 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 80 | | | |
| Actuated Cycle Length: 80 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.97 | | | |
| Intersection Signal Delay: 30.1 | | Intersection LOS: C | |
| Intersection Capacity Utilization 84.0% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Future Volume (vph) | 240 | 60 | 1440 | 50 | 10 | 1570 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.995 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3522 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 41 | 6 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 300 | 75 | 1485 | 52 | 12 | 1847 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 300 | 75 | 1537 | 0 | 12 | 1847 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 29.0 | 29.0 | 62.0 | | 9.0 | 71.0 |
| Total Split (%) | 29.0% | 29.0% | 62.0% | | 9.0% | 71.0% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 20.7 | 20.7 | 68.1 | | 5.0 | 69.9 |
| Actuated g/C Ratio | 0.21 | 0.21 | 0.68 | | 0.05 | 0.70 |
| v/c Ratio | 0.82 | 0.21 | 0.64 | | 0.14 | 0.75 |
| Control Delay | 55.8 | 17.7 | 9.6 | | 58.7 | 4.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 55.8 | 17.7 | 9.6 | | 58.7 | 4.5 |
| LOS | E | B | A | | E | A |
| Approach Delay | 48.2 | | 9.6 | | | 4.8 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 182 | 18 | 177 | | 8 | 78 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 228 | 44 | 206 | | m10 | 110 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 451 | 434 | 2401 | | 85 | 2475 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 25 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 56 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.67 | 0.17 | 0.64 | | 0.14 | 0.76 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 36 (36%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.82 | | | |
| Intersection Signal Delay: 11.1 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

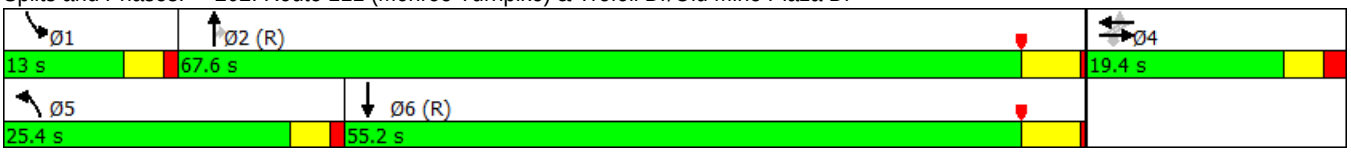
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Future Volume (vph) | 80 | 20 | 260 | 70 | 20 | 80 | 240 | 1180 | 80 | 50 | 1250 | 100 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.880 | | | | 0.850 | | 0.989 | |
| Flt Protected | | 0.962 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1911 | 1583 | 1770 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Flt Permitted | | 0.596 | | 0.591 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1184 | 1583 | 1101 | 1748 | 0 | 1711 | 3539 | 1583 | 1770 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 294 | | 100 | | | | 93 | | 12 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 99 | 25 | 321 | 88 | 25 | 100 | 279 | 1372 | 93 | 58 | 1453 | 116 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 124 | 321 | 88 | 125 | 0 | 279 | 1372 | 93 | 58 | 1569 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 19.4 | 19.4 | 19.4 | 19.4 | 19.4 | | 25.4 | 67.6 | 67.6 | 13.0 | 55.2 | |
| Total Split (%) | 19.4% | 19.4% | 19.4% | 19.4% | 19.4% | | 25.4% | 67.6% | 67.6% | 13.0% | 55.2% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 12.9 | 12.9 | 12.9 | 12.9 | | 19.2 | 67.7 | 67.7 | 7.4 | 54.1 | |
| Actuated g/C Ratio | | 0.13 | 0.13 | 0.13 | 0.13 | | 0.19 | 0.68 | 0.68 | 0.07 | 0.54 | |
| v/c Ratio | | 0.82 | 0.70 | 0.62 | 0.40 | | 0.85 | 0.57 | 0.08 | 0.44 | 0.83 | |
| Control Delay | | 79.5 | 15.5 | 60.1 | 15.9 | | 71.2 | 6.6 | 1.4 | 51.6 | 21.1 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 79.5 | 15.5 | 60.1 | 15.9 | | 71.2 | 6.8 | 1.4 | 51.6 | 21.1 | |
| LOS | | E | B | E | B | | E | A | A | D | C | |
| Approach Delay | | 33.3 | | | 34.2 | | | 16.8 | | | 22.2 | |
| Approach LOS | | C | | | C | | | B | | | C | |
| Queue Length 50th (ft) | | 76 | 15 | 53 | 14 | | 191 | 100 | 0 | 39 | 326 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #138 | 65 | 92 | 51 | | #275 | 153 | m10 | m67 | 365 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | 130 | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | | 172 | 482 | 160 | 340 | | 364 | 2396 | 1102 | 157 | 1899 | |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 254 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.67 | 0.55 | 0.37 | | 0.77 | 0.64 | 0.08 | 0.37 | 0.83 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 28 (28%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.85 | | | |
| Intersection Signal Delay: 21.7 | | Intersection LOS: C | |
| Intersection Capacity Utilization 74.7% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Future Volume (vph) | 70 | 0 | 90 | 290 | 0 | 160 | 40 | 1210 | 60 | 30 | 900 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.861 | | | 0.888 | | | 0.993 | | | 0.997 | |
| Flt Protected | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 1711 | 3514 | 0 | 1711 | 3529 | 0 |
| Flt Permitted | 0.950 | 0.996 | | 0.950 | 0.987 | | 0.196 | | | 0.085 | | |
| Satd. Flow (perm) | 1625 | 1568 | 0 | 1625 | 1448 | 0 | 353 | 3514 | 0 | 153 | 3529 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 120 | | | 136 | | | 6 | | | 3 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.80 | 0.80 | 0.80 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 86 | 0 | 111 | 363 | 0 | 200 | 44 | 1330 | 66 | 33 | 1000 | 22 |
| Shared Lane Traffic (%) | 10% | | | 19% | | | | | | | | |
| Lane Group Flow (vph) | 77 | 120 | 0 | 294 | 269 | 0 | 44 | 1396 | 0 | 33 | 1022 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 12.6 | 12.6 | | 27.6 | 27.6 | | 9.0 | 50.8 | | 9.0 | 50.8 | |
| Total Split (%) | 12.6% | 12.6% | | 27.6% | 27.6% | | 9.0% | 50.8% | | 9.0% | 50.8% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 7.0 | 7.0 | | 20.6 | 20.6 | | 57.1 | 52.3 | | 57.1 | 52.3 | |
| Actuated g/C Ratio | 0.07 | 0.07 | | 0.21 | 0.21 | | 0.57 | 0.52 | | 0.57 | 0.52 | |
| v/c Ratio | 0.68 | 0.54 | | 0.88 | 0.66 | | 0.16 | 0.76 | | 0.20 | 0.55 | |
| Control Delay | 73.6 | 18.0 | | 65.2 | 25.6 | | 13.9 | 24.5 | | 8.8 | 10.2 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 73.6 | 18.0 | | 65.2 | 25.6 | | 13.9 | 24.5 | | 8.8 | 10.2 | |
| LOS | E | B | | E | C | | B | C | | A | B | |
| Approach Delay | | 39.7 | | | 46.3 | | | 24.1 | | | 10.1 | |
| Approach LOS | | D | | | D | | | C | | | B | |
| Queue Length 50th (ft) | 50 | 0 | | 188 | 77 | | 12 | 334 | | 6 | 137 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #96 | 43 | | 247 | 133 | | m27 | #486 | | 17 | 183 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 128 | 234 | | 380 | 443 | | 269 | 1840 | | 165 | 1846 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.51 | | 0.77 | 0.61 | | 0.16 | 0.76 | | 0.20 | 0.55 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 24 (24%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.88 | | | |
| Intersection Signal Delay: 24.4 | | Intersection LOS: C | |
| Intersection Capacity Utilization 65.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

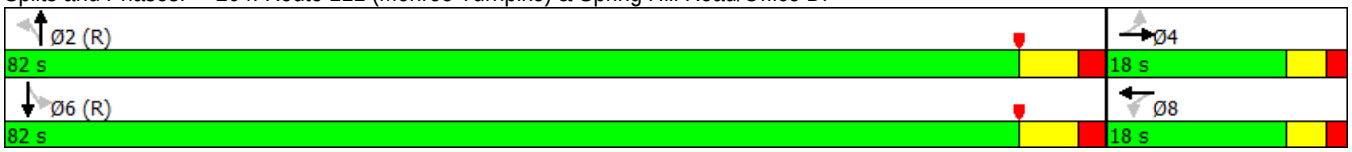
Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Future Volume (vph) | 60 | 0 | 10 | 0 | 0 | 0 | 10 | 1470 | 0 | 0 | 860 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.980 | | | | | | | | | 0.993 | |
| Flt Protected | | 0.959 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1809 | 0 | 0 | 1925 | 0 | 0 | 3539 | 0 | 0 | 3514 | 0 |
| Flt Permitted | | 0.757 | | | | | | 0.947 | | | | |
| Satd. Flow (perm) | 0 | 1428 | 0 | 0 | 1925 | 0 | 0 | 3352 | 0 | 0 | 3514 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 38 | | | | | | | | | 14 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.90 | 0.90 | 0.90 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 75 | 0 | 13 | 0 | 0 | 0 | 11 | 1633 | 0 | 0 | 945 | 44 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 1644 | 0 | 0 | 989 | 0 |
| Turn Type | Perm | NA | | | | | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 82.0 | 82.0 | | 82.0 | 82.0 | |
| Total Split (%) | 18.0% | 18.0% | | 18.0% | 18.0% | | 82.0% | 82.0% | | 82.0% | 82.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 9.1 | | | | | | 83.3 | | | 83.3 | |
| Actuated g/C Ratio | | 0.09 | | | | | | 0.83 | | | 0.83 | |
| v/c Ratio | | 0.54 | | | | | | 0.59 | | | 0.34 | |
| Control Delay | | 38.2 | | | | | | 2.3 | | | 1.4 | |
| Queue Delay | | 0.1 | | | | | | 0.8 | | | 0.1 | |
| Total Delay | | 38.3 | | | | | | 3.0 | | | 1.5 | |
| LOS | | D | | | | | | A | | | A | |
| Approach Delay | | 38.3 | | | | | | 3.0 | | | 1.5 | |
| Approach LOS | | D | | | | | | A | | | A | |
| Queue Length 50th (ft) | | 31 | | | | | | 15 | | | 27 | |
| Queue Length 95th (ft) | | 65 | | | | | | 41 | | | m44 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 222 | | | | | | 2793 | | | 2931 | |
| Starvation Cap Reductn | | 0 | | | | | | 0 | | | 726 | |
| Spillback Cap Reductn | | 7 | | | | | | 738 | | | 0 | |
| Storage Cap Reductn | | 0 | | | | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.41 | | | | | | 0.80 | | | 0.45 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 86 (86%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.59 | | | |
| Intersection Signal Delay: 3.6 | | Intersection LOS: A | |
| Intersection Capacity Utilization 62.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr



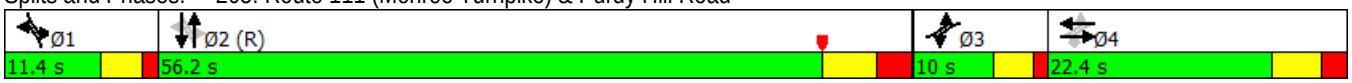
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Future Volume (vph) | 120 | 190 | 120 | 170 | 120 | 100 | 190 | 1040 | 300 | 50 | 610 | 50 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 2 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.932 | | | 0.966 | | | 0.989 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1736 | 0 | 1711 | 3419 | 0 | 1711 | 3500 | 0 |
| Flt Permitted | 0.281 | | | 0.348 | | | 0.308 | | | 0.079 | | |
| Satd. Flow (perm) | 523 | 1863 | 1583 | 648 | 1736 | 0 | 555 | 3419 | 0 | 142 | 3500 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 145 | | 36 | | | 53 | | | 12 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.87 | 0.87 | 0.87 | 0.89 | 0.89 | 0.89 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 145 | 229 | 145 | 195 | 138 | 115 | 213 | 1169 | 337 | 58 | 709 | 58 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 145 | 229 | 145 | 195 | 253 | 0 | 213 | 1506 | 0 | 58 | 767 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 4 | | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | | 2 | | | 2 | | |
| Detector Phase | 3 | 4 | 4 | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 8.0 | 8.0 | 5.0 | 8.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.0 | 13.7 | 13.7 | 9.0 | 13.7 | | 9.2 | 21.8 | | 9.2 | 21.8 | |
| Total Split (s) | 10.0 | 22.4 | 22.4 | 10.0 | 22.4 | | 11.4 | 56.2 | | 11.4 | 56.2 | |
| Total Split (%) | 10.0% | 22.4% | 22.4% | 10.0% | 22.4% | | 11.4% | 56.2% | | 11.4% | 56.2% | |
| Yellow Time (s) | 3.0 | 3.7 | 3.7 | 3.0 | 3.7 | | 3.0 | 4.1 | | 3.0 | 4.1 | |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 1.2 | 2.7 | | 1.2 | 2.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | | 4.2 | 6.8 | | 4.2 | 6.8 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 23.0 | 15.3 | 15.3 | 23.0 | 15.3 | | 60.6 | 51.0 | | 60.6 | 51.0 | |
| Actuated g/C Ratio | 0.23 | 0.15 | 0.15 | 0.23 | 0.15 | | 0.61 | 0.51 | | 0.61 | 0.51 | |
| v/c Ratio | 0.74 | 0.81 | 0.40 | 0.90 | 0.86 | | 0.51 | 0.85 | | 0.29 | 0.43 | |
| Control Delay | 54.4 | 62.5 | 9.8 | 75.0 | 62.2 | | 11.8 | 30.3 | | 8.7 | 11.9 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 4.0 | | 0.0 | 0.0 | |
| Total Delay | 54.4 | 62.5 | 9.8 | 75.0 | 62.2 | | 11.8 | 34.3 | | 8.7 | 11.9 | |
| LOS | D | E | A | E | E | | B | C | | A | B | |
| Approach Delay | | 45.5 | | | 67.8 | | | 31.5 | | | 11.7 | |
| Approach LOS | | D | | | E | | | C | | | B | |
| Queue Length 50th (ft) | 72 | 140 | 0 | 100 | 135 | | 51 | 509 | | 6 | 173 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #126 | #205 | 42 | #207 | #243 | | 80 | 596 | | m7 | m172 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | 130 | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 195 | 311 | 385 | 216 | 319 | | 420 | 1768 | | 199 | 1789 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 192 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.74 | 0.74 | 0.38 | 0.90 | 0.79 | | 0.51 | 0.96 | | 0.29 | 0.43 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 33.6 Intersection LOS: C
Intersection Capacity Utilization 79.2% ICU Level of Service D
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



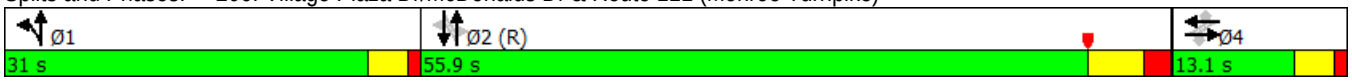
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Future Volume (vph) | 70 | 10 | 60 | 40 | 0 | 60 | 80 | 1080 | 40 | 50 | 700 | 40 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.995 | | | 0.992 | |
| Flt Protected | | 0.958 | | | 0.950 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1531 | 0 | 1947 | 1689 | 1711 | 1792 | 0 | 1652 | 1786 | 0 |
| Flt Permitted | | 0.719 | | | 0.606 | | 0.117 | | | 0.253 | | |
| Satd. Flow (perm) | 0 | 1295 | 1531 | 0 | 1242 | 1689 | 211 | 1792 | 0 | 440 | 1786 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 80 | | | 80 | | 8 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.85 | 0.85 | 0.85 | 0.96 | 0.96 | 0.96 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 86 | 12 | 74 | 47 | 0 | 71 | 83 | 1125 | 42 | 54 | 753 | 43 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 98 | 74 | 0 | 47 | 71 | 83 | 1167 | 0 | 54 | 796 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 1 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 31.0 | | | 55.9 | 55.9 | |
| Total Split (%) | 13.1% | 13.1% | 13.1% | 13.1% | 13.1% | 13.1% | 31.0% | | | 55.9% | 55.9% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.0 | 9.0 | | 9.0 | 9.0 | 78.9 | 82.9 | | 49.6 | 49.6 | |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.09 | 0.09 | 0.79 | 0.83 | | 0.50 | 0.50 | |
| v/c Ratio | | 0.84 | 0.35 | | 0.42 | 0.32 | 0.15 | 0.79 | | 0.25 | 0.90 | |
| Control Delay | | 96.5 | 14.0 | | 55.4 | 12.6 | 3.3 | 18.1 | | 18.3 | 37.7 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 96.5 | 14.0 | | 55.4 | 12.6 | 3.3 | 18.1 | | 18.3 | 37.7 | |
| LOS | | F | B | | E | B | A | B | | B | D | |
| Approach Delay | | 61.0 | | | 29.6 | | | 17.1 | | | 36.5 | |
| Approach LOS | | E | | | C | | | B | | | D | |
| Queue Length 50th (ft) | | 63 | 0 | | 29 | 0 | 12 | 590 | | 19 | 441 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #134 | 30 | | 63 | 31 | m14 | 792 | | 48 | #699 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 116 | 210 | | 111 | 224 | 571 | 1486 | | 218 | 887 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.84 | 0.35 | | 0.42 | 0.32 | 0.15 | 0.79 | | 0.25 | 0.90 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 20 (20%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 27.8 Intersection LOS: C
Intersection Capacity Utilization 84.4% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



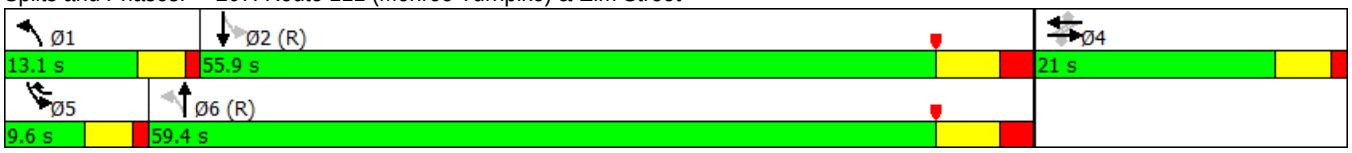
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Future Volume (vph) | 90 | 150 | 250 | 80 | 220 | 130 | 210 | 680 | 180 | 90 | 510 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | 160 | 95 | | 95 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 40 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.969 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1676 | 1425 | 1770 | 1801 | 1478 | 1711 | 1745 | 0 | 1652 | 1829 | 0 |
| Flt Permitted | 0.353 | | | 0.495 | | | 0.276 | | | 0.112 | | |
| Satd. Flow (perm) | 658 | 1676 | 1425 | 922 | 1801 | 1478 | 497 | 1745 | 0 | 195 | 1829 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 309 | | | 143 | | 26 | | | 12 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.81 | 0.81 | 0.81 | 0.91 | 0.91 | 0.91 | 0.90 | 0.90 | 0.90 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 111 | 185 | 309 | 88 | 242 | 143 | 233 | 756 | 200 | 101 | 573 | 79 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 111 | 185 | 309 | 88 | 242 | 143 | 233 | 956 | 0 | 101 | 652 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 9.6 | 13.1 | 59.4 | | 9.6 | 55.9 | |
| Total Split (%) | 23.3% | 23.3% | 23.3% | 23.3% | 23.3% | 10.7% | 14.6% | 66.0% | | 10.7% | 62.1% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 15.8 | 15.8 | 15.8 | 15.8 | 15.8 | 25.9 | 63.3 | 53.3 | | 58.5 | 50.9 | |
| Actuated g/C Ratio | 0.18 | 0.18 | 0.18 | 0.18 | 0.18 | 0.29 | 0.70 | 0.59 | | 0.65 | 0.57 | |
| v/c Ratio | 0.97 | 0.63 | 0.61 | 0.55 | 0.77 | 0.27 | 0.51 | 0.92 | | 0.48 | 0.63 | |
| Control Delay | 116.7 | 44.9 | 9.9 | 47.7 | 52.8 | 5.8 | 8.3 | 31.6 | | 13.5 | 16.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 116.7 | 44.9 | 9.9 | 47.7 | 52.8 | 5.8 | 8.3 | 31.6 | | 13.5 | 16.7 | |
| LOS | F | D | A | D | D | A | A | C | | B | B | |
| Approach Delay | | 40.2 | | | 37.7 | | | 27.0 | | | 16.3 | |
| Approach LOS | | D | | | D | | | C | | | B | |
| Queue Length 50th (ft) | 63 | 98 | 0 | 46 | 132 | 0 | 36 | 444 | | 14 | 233 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #144 | 148 | 45 | #98 | #243 | 42 | 60 | #753 | | 32 | 350 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | | 95 | | |
| Base Capacity (vph) | 117 | 299 | 508 | 164 | 322 | 529 | 476 | 1043 | | 214 | 1038 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.95 | 0.62 | 0.61 | 0.54 | 0.75 | 0.27 | 0.49 | 0.92 | | 0.47 | 0.63 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.97
Intersection Signal Delay: 28.7 Intersection LOS: C
Intersection Capacity Utilization 85.4% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



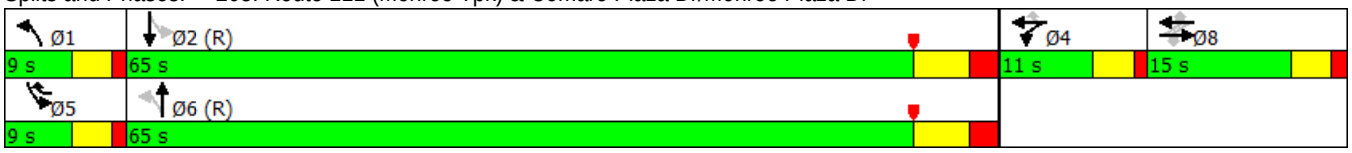
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Future Volume (vph) | 60 | 10 | 60 | 100 | 10 | 160 | 40 | 740 | 10 | 90 | 500 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.959 | | | 0.957 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1727 | 1583 | 0 | 1664 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.677 | | | 0.692 | | 0.368 | | | 0.199 | | |
| Satd. Flow (perm) | 0 | 1219 | 1583 | 0 | 1203 | 1531 | 640 | 1797 | 0 | 346 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 124 | | | 170 | | 1 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.94 | 0.94 | 0.94 | 0.93 | 0.93 | 0.93 | 0.88 | 0.88 | 0.88 |
| Adj. Flow (vph) | 65 | 11 | 65 | 106 | 11 | 170 | 43 | 796 | 11 | 102 | 568 | 23 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 76 | 65 | 0 | 117 | 170 | 43 | 807 | 0 | 102 | 591 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 15.0 | 15.0 | 15.0 | 11.0 | | 9.0 | 9.0 | 65.0 | | 9.0 | 65.0 | |
| Total Split (%) | 15.0% | 15.0% | 15.0% | 11.0% | | 9.0% | 9.0% | 65.0% | | 9.0% | 65.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.2 | 9.2 | | 16.4 | 29.4 | 67.6 | 60.2 | | 69.2 | 63.8 | |
| Actuated g/C Ratio | | 0.09 | 0.09 | | 0.16 | 0.29 | 0.68 | 0.60 | | 0.69 | 0.64 | |
| v/c Ratio | | 0.68 | 0.25 | | 0.51 | 0.30 | 0.09 | 0.75 | | 0.34 | 0.52 | |
| Control Delay | | 72.8 | 2.7 | | 42.6 | 5.5 | 5.1 | 20.3 | | 6.5 | 9.5 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.7 | | 0.0 | 0.5 | |
| Total Delay | | 72.8 | 2.7 | | 42.6 | 5.6 | 5.1 | 23.0 | | 6.5 | 10.0 | |
| LOS | | E | A | | D | A | A | C | | A | B | |
| Approach Delay | | 40.5 | | | 20.7 | | | 22.1 | | | 9.5 | |
| Approach LOS | | D | | | C | | | C | | | A | |
| Queue Length 50th (ft) | | 47 | 0 | | 63 | 0 | 7 | 360 | | 10 | 143 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #108 | 4 | | 115 | 46 | 17 | 527 | | m33 | 264 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 130 | 280 | | 248 | 569 | 483 | 1082 | | 304 | 1143 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 60 | | 0 | 219 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 15 | 0 | 168 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.58 | 0.23 | | 0.47 | 0.31 | 0.09 | 0.88 | | 0.34 | 0.64 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 9 (9%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow | | | |
| Natural Cycle: 75 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.75 | | | |
| Intersection Signal Delay: 18.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Future Volume (vph) | 310 | 130 | 90 | 100 | 80 | 60 | 60 | 770 | 130 | 70 | 420 | 170 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 90 | 0 | | 95 | 90 | | 90 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.939 | | | 0.936 | | | 0.978 | | | 0.957 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1691 | 0 | 1770 | 1744 | 0 | 1652 | 1761 | 0 | 1652 | 1723 | 0 |
| Flt Permitted | 0.621 | | | 0.511 | | | 0.284 | | | 0.083 | | |
| Satd. Flow (perm) | 1080 | 1691 | 0 | 952 | 1744 | 0 | 494 | 1761 | 0 | 144 | 1723 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 36 | | | 39 | | | 14 | | | 34 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.83 | 0.83 | 0.83 | 0.95 | 0.95 | 0.95 | 0.91 | 0.91 | 0.91 |
| Adj. Flow (vph) | 341 | 143 | 99 | 120 | 96 | 72 | 63 | 811 | 137 | 77 | 462 | 187 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 341 | 242 | 0 | 120 | 168 | 0 | 63 | 948 | 0 | 77 | 649 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 37.1 | 37.1 | | 37.1 | 37.1 | | 62.9 | 62.9 | | 62.9 | 62.9 | |
| Total Split (%) | 37.1% | 37.1% | | 37.1% | 37.1% | | 62.9% | 62.9% | | 62.9% | 62.9% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 31.5 | 31.5 | | 31.5 | 31.5 | | 56.9 | 56.9 | | 56.9 | 56.9 | |
| Actuated g/C Ratio | 0.32 | 0.32 | | 0.32 | 0.32 | | 0.57 | 0.57 | | 0.57 | 0.57 | |
| v/c Ratio | 1.00 | 0.43 | | 0.40 | 0.29 | | 0.22 | 0.94 | | 0.95 | 0.65 | |
| Control Delay | 85.7 | 25.8 | | 31.8 | 21.2 | | 8.9 | 29.7 | | 92.7 | 5.9 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.5 | | 0.0 | 0.1 | |
| Total Delay | 85.7 | 25.8 | | 31.8 | 21.2 | | 8.9 | 31.2 | | 92.7 | 6.0 | |
| LOS | F | C | | C | C | | A | C | | F | A | |
| Approach Delay | | 60.8 | | | 25.7 | | | 29.8 | | | 15.2 | |
| Approach LOS | | E | | | C | | | C | | | B | |
| Queue Length 50th (ft) | ~217 | 103 | | 60 | 61 | | 6 | 539 | | 52 | 34 | |

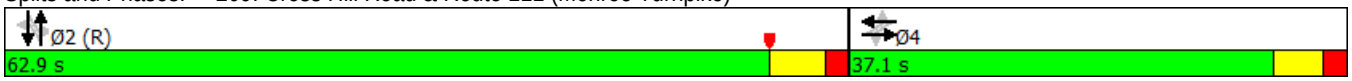
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #401 | 174 | | 102 | 103 | | m24 | #817 | | m#96 | 33 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 340 | 557 | | 299 | 576 | | 281 | 1008 | | 81 | 995 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 16 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 20 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 1.00 | 0.43 | | 0.40 | 0.29 | | 0.22 | 0.96 | | 0.95 | 0.67 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 32.2 Intersection LOS: C
Intersection Capacity Utilization 97.6% ICU Level of Service F
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Cross Hill Road & Route 111 (Monroe Turnpike)



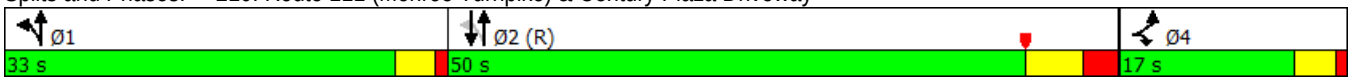
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Future Volume (vph) | 130 | 130 | 190 | 950 | 530 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.984 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1772 | 0 |
| Flt Permitted | 0.950 | | 0.234 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 421 | 1801 | 1772 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 163 | | | 8 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Adj. Flow (vph) | 163 | 163 | 202 | 1011 | 558 | 74 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 163 | 163 | 202 | 1011 | 632 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 1 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 17.0 | 17.0 | 33.0 | | 50.0 | |
| Total Split (%) | 17.0% | 17.0% | 33.0% | | 50.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Min | | C-Max | |
| Act Effct Green (s) | 12.0 | 12.0 | 76.0 | 80.0 | 47.7 | |
| Actuated g/C Ratio | 0.12 | 0.12 | 0.76 | 0.80 | 0.48 | |
| v/c Ratio | 0.80 | 0.49 | 0.31 | 0.70 | 0.75 | |
| Control Delay | 70.3 | 11.9 | 4.0 | 8.6 | 29.5 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | |
| Total Delay | 70.3 | 11.9 | 4.0 | 8.8 | 29.5 | |
| LOS | E | B | A | A | C | |
| Approach Delay | 41.1 | | | 8.0 | 29.5 | |
| Approach LOS | D | | | A | C | |
| Queue Length 50th (ft) | 101 | 0 | 31 | 340 | 343 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #160 | 40 | m31 | m364 | #543 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 222 | 347 | 700 | 1440 | 848 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 61 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.73 | 0.47 | 0.29 | 0.73 | 0.75 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 71 (71%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 19.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 64.2% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Volume (vph) | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5360 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.94 | 0.94 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1716 | 42 | 0 | 1564 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1758 | 0 | 0 | 1564 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 91.5% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| Future Vol, veh/h | 0 | 0 | 1630 | 40 | 0 | 1470 |
| 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 | 80 | 80 | 95 | 95 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1716 | 42 | 0 | 1564 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3301 | 1737 | 0 | 0 | 1758 | 0 |
| Stage 1 | 1737 | - | - | - | - | - |
| Stage 2 | 1564 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 9 | 108 | - | - | 353 | - |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 189 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 9 | 108 | - | - | 353 | - |
| Mov Cap-2 Maneuver | 9 | - | - | - | - | - |
| Stage 1 | 155 | - | - | - | - | - |
| Stage 2 | 189 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 353 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | - |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

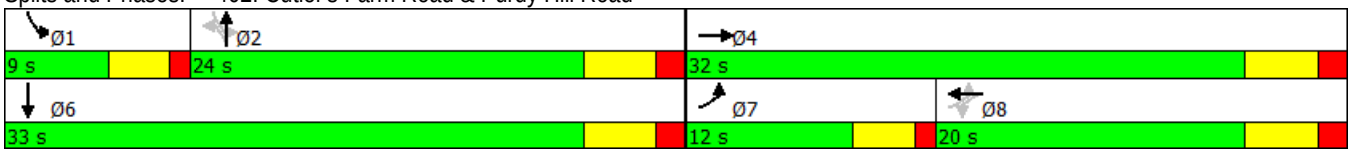
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Future Volume (vph) | 250 | 210 | 30 | 10 | 180 | 130 | 30 | 230 | 10 | 100 | 190 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 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 | | 0.981 | | | 0.945 | | | 0.995 | | | 0.961 | |
| Flt Protected | 0.950 | | | | 0.998 | | | 0.994 | | | 0.988 | |
| Satd. Flow (prot) | 1770 | 1766 | 0 | 0 | 1757 | 0 | 0 | 1719 | 0 | 0 | 1769 | 0 |
| Flt Permitted | 0.328 | | | | 0.984 | | | 0.931 | | | 0.819 | |
| Satd. Flow (perm) | 611 | 1766 | 0 | 0 | 1732 | 0 | 0 | 1611 | 0 | 0 | 1466 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 13 | | | 49 | | | 3 | | | 40 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.83 | 0.83 | 0.83 | 0.84 | 0.84 | 0.84 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 301 | 253 | 36 | 12 | 214 | 155 | 38 | 288 | 13 | 105 | 200 | 126 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 301 | 289 | 0 | 0 | 381 | 0 | 0 | 339 | 0 | 0 | 431 | 0 |
| Turn Type | D.P+P | NA | | Perm | NA | | Perm | NA | | D.P+P | NA | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 8 | | | 2 | | | 2 | | |
| Detector Phase | 7 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 10.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 9.0 | 10.0 | |
| Total Split (s) | 12.0 | 32.0 | | 20.0 | 20.0 | | 24.0 | 24.0 | | 9.0 | 33.0 | |
| Total Split (%) | 18.5% | 49.2% | | 30.8% | 30.8% | | 36.9% | 36.9% | | 13.8% | 50.8% | |
| Yellow Time (s) | 3.0 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.0 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 23.4 | 26.5 | | | 14.3 | | | 21.5 | | | 21.5 | |
| Actuated g/C Ratio | 0.40 | 0.46 | | | 0.25 | | | 0.37 | | | 0.37 | |
| v/c Ratio | 0.74 | 0.36 | | | 0.83 | | | 0.57 | | | 0.76 | |
| Control Delay | 26.8 | 12.8 | | | 37.6 | | | 18.3 | | | 23.9 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 26.8 | 12.8 | | | 37.6 | | | 18.3 | | | 23.9 | |
| LOS | C | B | | | D | | | B | | | C | |
| Approach Delay | | 19.9 | | | 37.6 | | | 18.3 | | | 23.9 | |
| Approach LOS | | B | | | D | | | B | | | C | |
| Queue Length 50th (ft) | 66 | 62 | | | 113 | | | 91 | | | 117 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #137 | 115 | | | #242 | | | 134 | | | 212 | |
| Internal Link Dist (ft) | | 908 | | | 695 | | | 854 | | | 804 | |
| Turn Bay Length (ft) | 100 | | | | | | | | | | | |
| Base Capacity (vph) | 408 | 841 | | | 490 | | | 648 | | | 738 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.74 | 0.34 | | | 0.78 | | | 0.52 | | | 0.58 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 65 | | | |
| Actuated Cycle Length: 58.2 | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay: 24.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 85.7% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

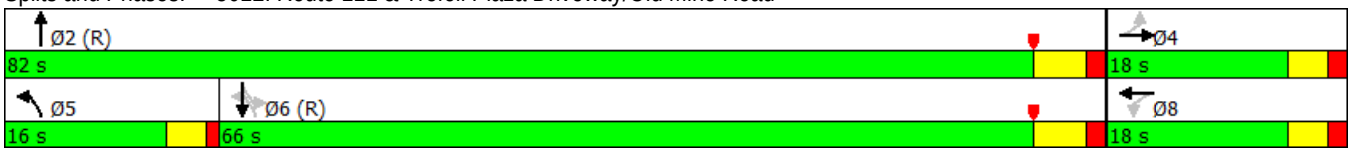


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 0 | 120 | 10 | 0 | 10 | 170 | 1410 | 20 | 20 | 1680 | 110 |
| Future Volume (vph) | 70 | 0 | 120 | 10 | 0 | 10 | 170 | 1410 | 20 | 20 | 1680 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 150 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.932 | | | 0.998 | | | 0.991 | |
| Flt Protected | 0.950 | | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1531 | 0 | 0 | 1638 | 0 | 1711 | 3414 | 0 | 1711 | 3390 | 0 |
| Flt Permitted | 0.740 | | | | 0.828 | | 0.063 | | | 0.147 | | |
| Satd. Flow (perm) | 1332 | 1531 | 0 | 0 | 1390 | 0 | 113 | 3414 | 0 | 265 | 3390 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 196 | | | 71 | | | 4 | | | 12 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 275 | | | 277 | | | 321 | | | 269 | |
| Travel Time (s) | | 7.5 | | | 7.6 | | | 6.3 | | | 5.2 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.80 | 0.80 | 0.80 | 0.86 | 0.86 | 0.86 | 0.93 | 0.93 | 0.93 |
| Adj. Flow (vph) | 76 | 0 | 130 | 13 | 0 | 13 | 198 | 1640 | 23 | 22 | 1806 | 118 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 76 | 130 | 0 | 0 | 26 | 0 | 198 | 1663 | 0 | 22 | 1924 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 15.0 | | 9.0 | 9.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 18.0 | 18.0 | | 18.0 | 18.0 | | 16.0 | 82.0 | | 66.0 | 66.0 | |
| Total Split (%) | 18.0% | 18.0% | | 18.0% | 18.0% | | 16.0% | 82.0% | | 66.0% | 66.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | 11.2 | 11.2 | | | 11.2 | | 76.3 | 78.8 | | 63.9 | 63.9 | |
| Actuated g/C Ratio | 0.11 | 0.11 | | | 0.11 | | 0.76 | 0.79 | | 0.64 | 0.64 | |
| v/c Ratio | 0.51 | 0.38 | | | 0.12 | | 0.76 | 0.62 | | 0.13 | 0.89 | |
| Control Delay | 53.9 | 4.4 | | | 1.1 | | 41.9 | 5.8 | | 10.7 | 22.3 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 53.9 | 4.4 | | | 1.1 | | 41.9 | 5.8 | | 10.7 | 22.3 | |
| LOS | D | A | | | A | | D | A | | B | C | |
| Approach Delay | | 22.7 | | | 1.1 | | | 9.6 | | | 22.2 | |
| Approach LOS | | C | | | A | | | A | | | C | |
| Queue Length 50th (ft) | 46 | 0 | | | 0 | | 70 | 178 | | 5 | 515 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 92 | 13 | | | 0 | | #155 | 236 | | 18 | #766 | |
| Internal Link Dist (ft) | | 195 | | | 197 | | | 241 | | | 189 | |
| Turn Bay Length (ft) | 100 | | | | | | 150 | | | 100 | | |
| Base Capacity (vph) | 179 | 376 | | | 249 | | 283 | 2692 | | 169 | 2171 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.42 | 0.35 | | | 0.10 | | 0.70 | 0.62 | | 0.13 | 0.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 16.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 78.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road

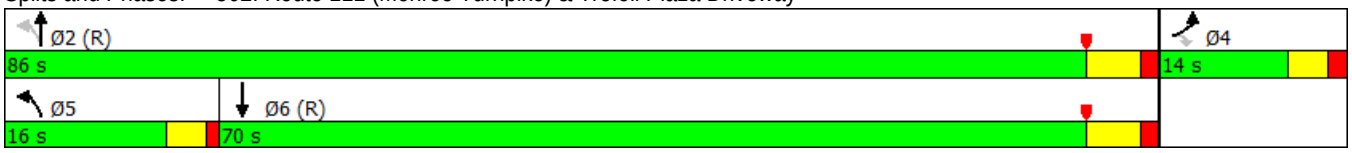


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Future Volume (vph) | 70 | 120 | 170 | 1420 | 1700 | 110 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.991 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3274 | 0 |
| Flt Permitted | 0.950 | | 0.057 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 99 | 3421 | 3274 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 130 | | | 13 | |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.85 | 0.85 | 0.94 | 0.94 |
| Adj. Flow (vph) | 76 | 130 | 200 | 1671 | 1809 | 117 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 76 | 130 | 200 | 1671 | 1926 | 0 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 5 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 5.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | 9.0 | 20.5 | 20.5 | |
| Total Split (s) | 14.0 | 14.0 | 16.0 | 86.0 | 70.0 | |
| Total Split (%) | 14.0% | 14.0% | 16.0% | 86.0% | 70.0% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 5.5 | 5.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 9.3 | 9.3 | 82.2 | 80.7 | 66.0 | |
| Actuated g/C Ratio | 0.09 | 0.09 | 0.82 | 0.81 | 0.66 | |
| v/c Ratio | 0.46 | 0.46 | 0.81 | 0.61 | 0.89 | |
| Control Delay | 52.6 | 13.4 | 47.8 | 4.8 | 11.2 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 52.6 | 13.4 | 47.8 | 4.8 | 11.2 | |
| LOS | D | B | D | A | B | |
| Approach Delay | 27.9 | | | 9.4 | 11.2 | |
| Approach LOS | C | | | A | B | |
| Queue Length 50th (ft) | 47 | 0 | 75 | 161 | 192 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 93 | 55 | #160 | 180 | #246 | |
| Internal Link Dist (ft) | 307 | | | 205 | 254 | |
| Turn Bay Length (ft) | | 25 | 95 | | | |
| Base Capacity (vph) | 168 | 288 | 267 | 2760 | 2164 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 1 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.45 | 0.45 | 0.75 | 0.61 | 0.89 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 100 | | | |
| Actuated Cycle Length: 100 | | | |
| Offset: 51 (51%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.89 | | | |
| Intersection Signal Delay: 11.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 79.1% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Volume (vph) | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.998 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3297 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.87 | 0.87 | 0.93 | 0.93 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1713 | 1925 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1713 | 1947 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| Future Vol, veh/h | 0 | 20 | 0 | 1490 | 1790 | 20 |
| 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 | 80 | 80 | 87 | 87 | 93 | 93 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1713 | 1925 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 973 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 252 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 252 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 20.9 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 252 | - | - |
| HCM Lane V/C Ratio | - | 0.099 | - | - |
| HCM Control Delay (s) | - | 20.9 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.3 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Volume (vph) | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.865 | | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1665 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.97 | 0.97 | 0.85 | 0.85 |
| Adj. Flow (vph) | 0 | 13 | 0 | 1536 | 2118 | 12 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 13 | 0 | 0 | 1536 | 2130 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 60.1% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| Future Vol, veh/h | 0 | 10 | 0 | 1490 | 1800 | 10 |
| 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 | 80 | 80 | 97 | 97 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 13 | 0 | 1536 | 2118 | 12 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2892 | 1065 | 2129 | 0 | - | 0 |
| Stage 1 | 2124 | - | - | - | - | - |
| Stage 2 | 768 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 13 | 219 | 252 | - | - | - |
| Mov Cap-2 Maneuver | 13 | - | - | - | - | - |
| Stage 1 | 77 | - | - | - | - | - |
| Stage 2 | 418 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.4 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 252 | - | 219 | - | - |
| HCM Lane V/C Ratio | - | - | 0.057 | - | - |
| HCM Control Delay (s) | 0 | - | 22.4 | - | - |
| HCM Lane LOS | A | - | C | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Volume (vph) | 30 | 20 | 10 | 1140 | 790 | 20 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 0.946 | | | | 0.997 | |
| Flt Protected | 0.971 | | | | | |
| Satd. Flow (prot) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Flt Permitted | 0.971 | | | | | |
| Satd. Flow (perm) | 1711 | 0 | 0 | 1801 | 1795 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.69 | 0.69 | 0.92 | 0.92 | 0.89 | 0.89 |
| Adj. Flow (vph) | 43 | 29 | 11 | 1239 | 888 | 22 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 72 | 0 | 0 | 1250 | 910 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 78.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 6.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| Future Vol, veh/h | 30 | 20 | 10 | 1140 | 790 | 20 |
| 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 | 69 | 69 | 92 | 92 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 43 | 29 | 11 | 1239 | 888 | 22 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2160 | 899 | 910 | 0 | - | 0 |
| Stage 1 | 899 | - | - | - | - | - |
| Stage 2 | 1261 | - | - | - | - | - |
| 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 | 52 | 338 | 748 | - | - | - |
| Stage 1 | 397 | - | - | - | - | - |
| Stage 2 | 267 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 50 | 338 | 748 | - | - | - |
| Mov Cap-2 Maneuver | 50 | - | - | - | - | - |
| Stage 1 | 397 | - | - | - | - | - |
| Stage 2 | 254 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 184.8 | 0.1 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 748 | - | 76 | - | - |
| HCM Lane V/C Ratio | 0.015 | - | 0.953 | - | - |
| HCM Control Delay (s) | 9.9 | 0 | 184.8 | - | - |
| HCM Lane LOS | A | A | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 5 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Volume (vph) | 20 | 20 | 0 | 1170 | 790 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | | |
| Flt Protected | 0.950 | | | | | |
| Satd. Flow (prot) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | 0.950 | | | | | |
| Satd. Flow (perm) | 2006 | 1794 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.89 | 0.89 | 0.89 | 0.89 |
| Adj. Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 31 | 31 | 0 | 1315 | 888 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 71.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.4 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Future Vol, veh/h | 20 | 20 | 0 | 1170 | 790 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 65 | 65 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 31 | 31 | 0 | 1315 | 888 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2203 | 888 | - | 0 | - | 0 |
| Stage 1 | 888 | - | - | - | - | - |
| Stage 2 | 1315 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 49 | 343 | 0 | - | - | - |
| Stage 1 | 402 | - | 0 | - | - | - |
| Stage 2 | 251 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 49 | 343 | - | - | - | - |
| Mov Cap-2 Maneuver | 49 | - | - | - | - | - |
| Stage 1 | 402 | - | - | - | - | - |
| Stage 2 | 251 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 89 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | 49 | 343 | - | - |
| HCM Lane V/C Ratio | - | 0.628 | 0.09 | - | - |
| HCM Control Delay (s) | - | 161.4 | 16.5 | - | - |
| HCM Lane LOS | - | F | C | - | - |
| HCM 95th %tile Q(veh) | - | 2.4 | 0.3 | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Volume (vph) | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | 0.995 | | | 0.998 | |
| Flt Protected | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Flt Permitted | | | | | 0.950 | | | | | | 0.999 | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1947 | 1689 | 0 | 1792 | 0 | 0 | 1795 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| Peak Hour Factor | 0.65 | 0.65 | 0.65 | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 25 | 63 | 0 | 1368 | 0 | 0 | 870 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 72.9% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Future Vol, veh/h | 0 | 0 | 0 | 20 | 0 | 50 | 0 | 1150 | 40 | 20 | 770 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 65 | 65 | 65 | 80 | 80 | 80 | 87 | 87 | 87 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 25 | 0 | 63 | 0 | 1322 | 46 | 22 | 837 | 11 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 2231 | 2236 | 1345 | 848 | 0 | 0 | 1368 | 0 | 0 |
| Stage 1 | 1345 | 1345 | - | - | - | - | - | - | - |
| Stage 2 | 886 | 891 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 47 | 42 | 185 | 790 | - | - | 502 | - | - |
| Stage 1 | 243 | 220 | - | - | - | - | - | - | - |
| Stage 2 | 403 | 361 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 43 | 0 | 185 | 790 | - | - | 502 | - | - |
| Mov Cap-2 Maneuver | 43 | 0 | - | - | - | - | - | - | - |
| Stage 1 | 243 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 370 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 72.9 | 0 | 0.3 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 790 | - | - | 43 | 185 | 502 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.581 | 0.338 | 0.043 | - | - |
| HCM Control Delay (s) | 0 | - | - | 170 | 34.1 | 12.5 | 0 | - |
| HCM Lane LOS | A | - | - | F | D | B | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 2.1 | 1.4 | 0.1 | - | - |

# APPENDIX N3
# CAPACITY ANALYSES
2040 Improved Conditions
Saturday Midday Peak Hour

Tighe&Bond

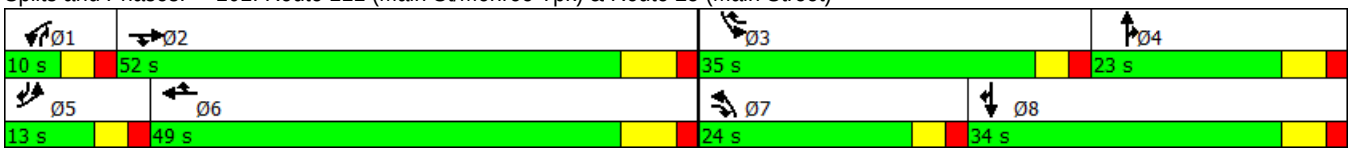
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Future Volume (vph) | 190 | 1200 | 370 | 120 | 1080 | 740 | 330 | 500 | 140 | 790 | 440 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 11 | 10 | 11 | 10 | 12 | 11 | 12 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 2 | | 1 | 2 | | 1 | 2 | | 1 | 2 | | 1 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 25 | | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | 1.00 |
| Frt | | | 0.850 | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 3319 | 3421 | 1531 | 3319 | 3539 | 1531 | 3204 | 3421 | 1478 | 3433 | 3421 | 1583 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 3319 | 3421 | 1531 | 3319 | 3539 | 1531 | 3204 | 3421 | 1478 | 3433 | 3421 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 118 | | | 73 | | | 127 | | | 82 |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 877 | | | 839 | | | 636 | | | 734 | |
| Travel Time (s) | | 14.9 | | | 10.4 | | | 10.8 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 512 | 186 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 1319 | 407 | 129 | 1161 | 796 | 344 | 521 | 146 | 919 | 512 | 186 |
| Turn Type | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | pt+ov | Prot | NA | pt+ov |
| Protected Phases | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Permitted Phases | | | | | | | | | | | | |
| Detector Phase | 5 | 2 | 2 7 | 1 | 6 | 3 6 | 7 | 4 | 4 1 | 3 | 8 | 8 5 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 15.0 | | 5.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 | |
| Minimum Split (s) | 10.0 | 22.0 | | 10.0 | 22.0 | | 12.0 | 13.0 | | 12.0 | 13.0 | |
| Total Split (s) | 13.0 | 52.0 | | 10.0 | 49.0 | | 24.0 | 23.0 | | 35.0 | 34.0 | |
| Total Split (%) | 10.8% | 43.3% | | 8.3% | 40.8% | | 20.0% | 19.2% | | 29.2% | 28.3% | |
| Yellow Time (s) | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 4.0 | | 3.0 | 4.0 | |
| All-Red Time (s) | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | | 2.0 | 2.0 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.0 | 7.0 | | 5.0 | 7.0 | | 5.0 | 6.0 | | 5.0 | 6.0 | |
| Lead/Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | | None | None | |
| Act Effct Green (s) | 8.0 | 45.0 | 66.3 | 5.0 | 42.0 | 79.0 | 16.3 | 17.0 | 27.0 | 30.0 | 30.7 | 43.7 |
| Actuated g/C Ratio | 0.07 | 0.38 | 0.55 | 0.04 | 0.35 | 0.66 | 0.14 | 0.14 | 0.22 | 0.25 | 0.26 | 0.36 |
| v/c Ratio | 0.95 | 1.03 | 0.45 | 0.93 | 0.94 | 0.77 | 0.79 | 1.08 | 0.34 | 1.07 | 0.58 | 0.30 |
| Control Delay | 103.9 | 70.0 | 12.4 | 118.4 | 52.6 | 19.1 | 63.8 | 111.5 | 11.4 | 94.6 | 42.8 | 16.9 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 103.9 | 70.0 | 12.4 | 118.4 | 52.6 | 19.1 | 63.8 | 111.5 | 11.4 | 94.6 | 42.8 | 16.9 |
| LOS | F | E | B | F | D | B | E | F | B | F | D | B |
| Approach Delay | | 61.6 | | | 43.9 | | | 80.8 | | | 69.3 | |
| Approach LOS | | E | | | D | | | F | | | E | |
| Queue Length 50th (ft) | 84 | ~574 | 122 | 52 | 454 | 360 | 134 | ~236 | 12 | ~407 | 184 | 55 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #161 | #712 | 190 | #115 | #595 | 547 | 182 | #349 | 67 | #494 | 236 | 108 |
| Internal Link Dist (ft) | | 797 | | | 759 | | | 556 | | | 654 | |
| Turn Bay Length (ft) | 225 | | | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Base Capacity (vph) | 221 | 1282 | 930 | 138 | 1238 | 1032 | 507 | 484 | 430 | 858 | 876 | 629 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.95 | 1.03 | 0.44 | 0.93 | 0.94 | 0.77 | 0.68 | 1.08 | 0.34 | 1.07 | 0.58 | 0.30 |

## Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 120
Natural Cycle: 120
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 60.8 Intersection LOS: E
Intersection Capacity Utilization 92.9% ICU Level of Service F
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 101: Route 111 (Main St/Monroe Tpk) & Route 25 (Main Street)

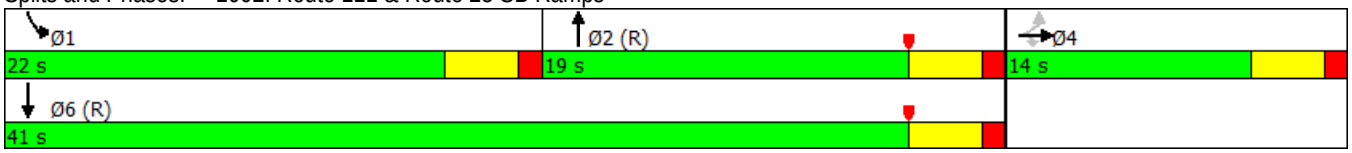


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 0 | 370 | 0 | 0 | 0 | 0 | 830 | 140 | 790 | 560 | 0 |
| Future Volume (vph) | 190 | 0 | 370 | 0 | 0 | 0 | 0 | 830 | 140 | 790 | 560 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 120 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 0 | | 0 | 2 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 25 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.86 | 0.86 | 0.97 | 1.00 | 1.00 |
| Frt | | | 0.850 | | | | | 0.978 | | | | |
| Flt Protected | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1770 | 1583 | 0 | 0 | 0 | 0 | 6267 | 0 | 3433 | 1863 | 0 |
| Flt Permitted | | 0.950 | | | | | | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 1770 | 1583 | 0 | 0 | 0 | 0 | 6267 | 0 | 3433 | 1863 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 311 | | | | | 76 | | | | |
| Link Speed (mph) | | 40 | | | 30 | | | 40 | | | 35 | |
| Link Distance (ft) | | 362 | | | 177 | | | 332 | | | 150 | |
| Travel Time (s) | | 6.2 | | | 4.0 | | | 5.7 | | | 2.9 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 209 | 0 | 407 | 0 | 0 | 0 | 0 | 865 | 146 | 919 | 651 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 209 | 407 | 0 | 0 | 0 | 0 | 1011 | 0 | 919 | 651 | 0 |
| Turn Type | Perm | NA | Perm | | | | | NA | | Prot | NA | |
| Protected Phases | | 4 | | | | | | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | | | | | | | | | |
| Detector Phase | 4 | 4 | 4 | | | | | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | | | | | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 13.0 | | | | | 19.0 | | 9.0 | 19.0 | |
| Total Split (s) | 14.0 | 14.0 | 14.0 | | | | | 19.0 | | 22.0 | 41.0 | |
| Total Split (%) | 25.5% | 25.5% | 25.5% | | | | | 34.5% | | 40.0% | 74.5% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | | | | 3.0 | | 3.0 | 3.0 | |
| 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) | | 4.0 | 4.0 | | | | | 4.0 | | 4.0 | 4.0 | |
| Lead/Lag | | | | | | | | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | | | | | C-Max | | None | C-Max | |
| Act Effct Green (s) | | 9.8 | 9.8 | | | | | 15.8 | | 17.4 | 37.2 | |
| Actuated g/C Ratio | | 0.18 | 0.18 | | | | | 0.29 | | 0.32 | 0.68 | |
| v/c Ratio | | 0.66 | 0.76 | | | | | 0.55 | | 0.84 | 0.52 | |
| Control Delay | | 33.4 | 17.3 | | | | | 16.8 | | 13.4 | 2.6 | |
| Queue Delay | | 0.3 | 0.0 | | | | | 1.8 | | 2.1 | 2.4 | |
| Total Delay | | 33.7 | 17.3 | | | | | 18.7 | | 15.5 | 5.0 | |
| LOS | | C | B | | | | | B | | B | A | |
| Approach Delay | | 22.9 | | | | | | 18.7 | | | 11.2 | |
| Approach LOS | | C | | | | | | B | | | B | |
| Queue Length 50th (ft) | | 64 | 28 | | | | | 75 | | 24 | 16 | |
| Queue Length 95th (ft) | | #142 | #143 | | | | | 104 | | #48 | 35 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 282 | | | 97 | | | 252 | | | 70 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |
| Base Capacity (vph) | | 321 | 542 | | | | | 1850 | | 1123 | 1260 | |
| Starvation Cap Reductn | | 0 | 0 | | | | | 0 | | 99 | 460 | |
| Spillback Cap Reductn | | 8 | 0 | | | | | 638 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.67 | 0.75 | | | | | 0.83 | | 0.90 | 0.81 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 55 | | | |
| Actuated Cycle Length: 55 | | | |
| Offset: 19 (35%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 15.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 95.4% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 1002: Route 111 & Route 25 SB Ramps

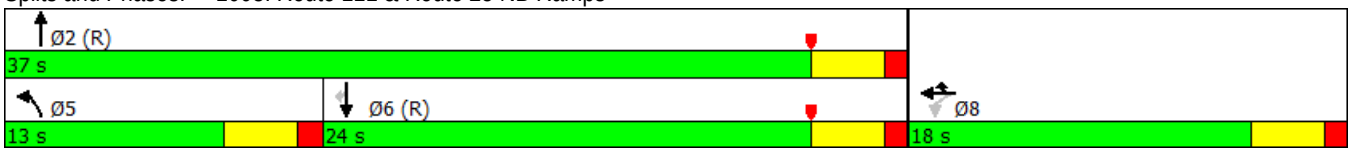


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 120 | 0 | 740 | 330 | 690 | 0 | 0 | 1230 | 160 |
| Future Volume (vph) | 0 | 0 | 0 | 120 | 0 | 740 | 330 | 690 | 0 | 0 | 1230 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 0 | | 0 | 300 | | 300 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 2 | | 0 | 0 | | 1 |
| Taper Length (ft) | 25 | | | 100 | | | 50 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 | 0.97 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | | | | 0.850 |
| Flt Protected | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 1770 | 2787 | 3433 | 3539 | 0 | 0 | 5085 | 1583 |
| Flt Permitted | | | | | 0.950 | | 0.950 | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 1770 | 2787 | 3433 | 3539 | 0 | 0 | 5085 | 1583 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | | 401 | | | | | | 186 |
| Link Speed (mph) | | 30 | | | 40 | | | 40 | | | 35 | |
| Link Distance (ft) | | 193 | | | 427 | | | 150 | | | 347 | |
| Travel Time (s) | | 4.4 | | | 7.3 | | | 2.6 | | | 6.8 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 0 | 0 | 0 | 129 | 0 | 796 | 344 | 719 | 0 | 0 | 1430 | 186 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 129 | 796 | 344 | 719 | 0 | 0 | 1430 | 186 |
| Turn Type | | | | Perm | NA | Prot | Prot | NA | | | NA | Perm |
| Protected Phases | | | | | 8 | 8 | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | | | | | | | 6 |
| Detector Phase | | | | 8 | 8 | 8 | 5 | 2 | | | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | | 15.0 | 15.0 |
| Minimum Split (s) | | | | 13.0 | 13.0 | 13.0 | 9.0 | 19.0 | | | 19.0 | 19.0 |
| Total Split (s) | | | | 18.0 | 18.0 | 18.0 | 13.0 | 37.0 | | | 24.0 | 24.0 |
| Total Split (%) | | | | 32.7% | 32.7% | 32.7% | 23.6% | 67.3% | | | 43.6% | 43.6% |
| Yellow Time (s) | | | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 |
| All-Red Time (s) | | | | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | | | | 0.0 | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | | | | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 |
| Lead/Lag | | | | | | | Lead | | | | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | | | None | None | None | None | C-Max | | | C-Max | C-Max |
| Act Effct Green (s) | | | | | 12.9 | 12.9 | 8.8 | 34.1 | | | 21.3 | 21.3 |
| Actuated g/C Ratio | | | | | 0.23 | 0.23 | 0.16 | 0.62 | | | 0.39 | 0.39 |
| v/c Ratio | | | | | 0.31 | 0.83 | 0.63 | 0.33 | | | 0.73 | 0.26 |
| Control Delay | | | | | 19.0 | 18.5 | 19.0 | 12.4 | | | 17.5 | 3.5 |
| Queue Delay | | | | | 0.0 | 0.0 | 57.9 | 53.9 | | | 0.2 | 0.0 |
| Total Delay | | | | | 19.0 | 18.5 | 76.9 | 66.3 | | | 17.7 | 3.5 |
| LOS | | | | | B | B | E | E | | | B | A |
| Approach Delay | | | | | 18.6 | | | 69.8 | | | 16.0 | |
| Approach LOS | | | | | B | | | E | | | B | |
| Queue Length 50th (ft) | | | | | 34 | 63 | 55 | 111 | | | 146 | 0 |
| Queue Length 95th (ft) | | | | | 71 | #157 | m92 | 164 | | | 182 | 29 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 113 | | | 347 | | | 70 | | | 267 | |
| Turn Bay Length (ft) | | | | | | 300 | | | | | | |
| Base Capacity (vph) | | | | | 450 | 1008 | 561 | 2191 | | | 1969 | 727 |
| Starvation Cap Reductn | | | | | 0 | 0 | 249 | 1644 | | | 0 | 0 |
| Spillback Cap Reductn | | | | | 0 | 0 | 0 | 0 | | | 98 | 0 |
| Storage Cap Reductn | | | | | 0 | 0 | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | | | | 0.29 | 0.79 | 1.10 | 1.31 | | | 0.76 | 0.26 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 55 | | | |
| Actuated Cycle Length: 55 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay: 32.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 95.9% | | ICU Level of Service F | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 1003: Route 111 & Route 25 NB Ramps

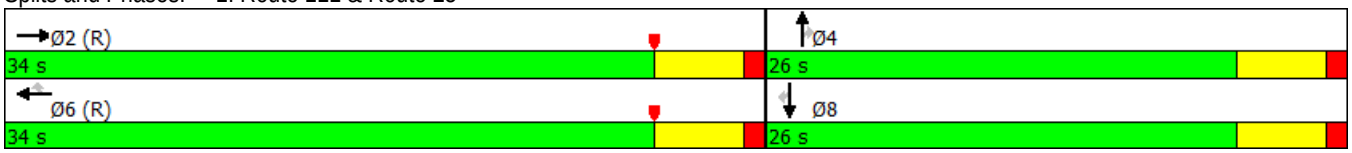


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 1990 | 0 | 0 | 1200 | 740 | 0 | 690 | 140 | 0 | 1230 | 160 |
| Future Volume (vph) | 0 | 1990 | 0 | 0 | 1200 | 740 | 0 | 690 | 140 | 0 | 1230 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 225 | | 0 | 175 | | 500 | 430 | | 100 | 500 | | 500 |
| Storage Lanes | 0 | | 0 | 0 | | 2 | 0 | | 0 | 0 | | 2 |
| Taper Length (ft) | 200 | | | 175 | | | 75 | | | 100 | | |
| Lane Util. Factor | 1.00 | 0.86 | 0.86 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | 1.00 | 1.00 | 0.91 | 1.00 |
| Frt | | | | | | 0.850 | | | 0.850 | | | 0.850 |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 6408 | 0 | 0 | 3539 | 2787 | 0 | 3539 | 1583 | 0 | 5085 | 1583 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 6408 | 0 | 0 | 3539 | 2787 | 0 | 3539 | 1583 | 0 | 5085 | 1583 |
| Right Turn on Red | | | No | | | No | | | No | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 40 | | | 55 | | | 40 | | | 35 | |
| Link Distance (ft) | | 535 | | | 888 | | | 429 | | | 735 | |
| Travel Time (s) | | 9.1 | | | 11.0 | | | 7.3 | | | 14.3 | |
| Peak Hour Factor | 0.91 | 0.91 | 0.91 | 0.93 | 0.93 | 0.93 | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 |
| Adj. Flow (vph) | 0 | 2187 | 0 | 0 | 1290 | 796 | 0 | 719 | 146 | 0 | 1430 | 186 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 2187 | 0 | 0 | 1290 | 796 | 0 | 719 | 146 | 0 | 1430 | 186 |
| Turn Type | | NA | | | NA | Perm | | NA | Perm | | NA | Perm |
| Protected Phases | | 2 | | | 6 | | | 4 | | | 8 | |
| Permitted Phases | | | | | | 6 | | | 4 | | | 8 |
| Detector Phase | | 2 | | | 6 | 6 | | 4 | 4 | | 8 | 8 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | | 15.0 | | | 15.0 | 15.0 | | 7.0 | 7.0 | | 7.0 | 7.0 |
| Minimum Split (s) | | 20.0 | | | 20.0 | 20.0 | | 12.0 | 12.0 | | 12.0 | 12.0 |
| Total Split (s) | | 34.0 | | | 34.0 | 34.0 | | 26.0 | 26.0 | | 26.0 | 26.0 |
| Total Split (%) | | 56.7% | | | 56.7% | 56.7% | | 43.3% | 43.3% | | 43.3% | 43.3% |
| Yellow Time (s) | | 4.0 | | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 |
| All-Red Time (s) | | 1.0 | | | 1.0 | 1.0 | | 1.0 | 1.0 | | 1.0 | 1.0 |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | | 5.0 | | | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 5.0 |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | | C-Min | | | C-Min | C-Min | | None | None | | None | None |
| Act Effct Green (s) | | 29.9 | | | 29.9 | 29.9 | | 20.1 | 20.1 | | 20.1 | 20.1 |
| Actuated g/C Ratio | | 0.50 | | | 0.50 | 0.50 | | 0.34 | 0.34 | | 0.34 | 0.34 |
| v/c Ratio | | 0.68 | | | 0.73 | 0.57 | | 0.61 | 0.28 | | 0.84 | 0.35 |
| Control Delay | | 4.7 | | | 15.2 | 12.9 | | 14.7 | 11.8 | | 23.9 | 17.0 |
| Queue Delay | | 0.0 | | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | | 4.7 | | | 15.2 | 12.9 | | 14.7 | 11.8 | | 23.9 | 17.0 |
| LOS | | A | | | B | B | | B | B | | C | B |
| Approach Delay | | 4.7 | | | 14.3 | | | 14.3 | | | 23.1 | |
| Approach LOS | | A | | | B | | | B | | | C | |
| Queue Length 50th (ft) | | 29 | | | 185 | 109 | | 86 | 25 | | 167 | 48 |
| Queue Length 95th (ft) | | 70 | | | 259 | 164 | | 121 | m46 | | 204 | 88 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 455 | | | 808 | | | 349 | | | 655 | |
| Turn Bay Length (ft) | | | | | | 500 | | | 100 | | | 500 |
| Base Capacity (vph) | | 3197 | | | 1765 | 1390 | | 1238 | 554 | | 1779 | 554 |
| Starvation Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | | 0 | | | 0 | 0 | | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | | 0.68 | | | 0.73 | 0.57 | | 0.58 | 0.26 | | 0.80 | 0.34 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 45 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.84 | | | |
| Intersection Signal Delay: 13.3 | | Intersection LOS: B | |
| Intersection Capacity Utilization 65.3% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| m | Volume for 95th percentile queue is metered by upstream signal. | | |

Splits and Phases: 1: Route 111 & Route 25

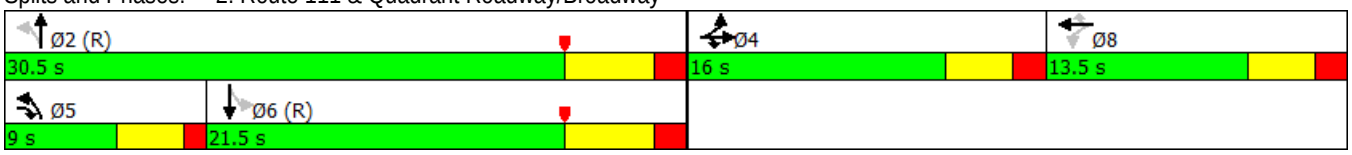


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 190 | 0 | 490 | 0 | 0 | 0 | 330 | 640 | 0 | 0 | 440 | 790 |
| Future Volume (vph) | 190 | 0 | 490 | 0 | 0 | 0 | 330 | 640 | 0 | 0 | 440 | 790 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | 300 | | 300 | 0 | | 100 | 200 | | 0 | 100 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 2 |
| Taper Length (ft) | 50 | | | 25 | | | 50 | | | 50 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.88 |
| Frt | | | 0.850 | | | | | | | | | 0.850 |
| Flt Protected | | 0.950 | | | | | 0.950 | | | | | |
| Satd. Flow (prot) | 0 | 1770 | 1583 | 0 | 1863 | 1863 | 1770 | 1863 | 0 | 1863 | 1863 | 2787 |
| Flt Permitted | | 0.950 | | | | | 0.200 | | | | | |
| Satd. Flow (perm) | 0 | 1770 | 1583 | 0 | 1863 | 1863 | 373 | 1863 | 0 | 1863 | 1863 | 2787 |
| Right Turn on Red | | | No | | | Yes | | | Yes | | | No |
| Satd. Flow (RTOR) | | | | | | | | | | | | |
| Link Speed (mph) | | 30 | | | 30 | | | 40 | | | 40 | |
| Link Distance (ft) | | 831 | | | 333 | | | 399 | | | 429 | |
| Travel Time (s) | | 18.9 | | | 7.6 | | | 6.8 | | | 7.3 | |
| 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) | 207 | 0 | 533 | 0 | 0 | 0 | 359 | 696 | 0 | 0 | 478 | 859 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 207 | 533 | 0 | 0 | 0 | 359 | 696 | 0 | 0 | 478 | 859 |
| Turn Type | Split | NA | pt+ov | | | Perm | pm+pt | NA | | Perm | NA | Free |
| Protected Phases | 4 | 4 | 4 5 | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | | | | 8 | | 8 | 2 | | | 6 | | Free |
| Detector Phase | 4 | 4 | 4 5 | 8 | 8 | 8 | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | 9.0 | 5.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | 13.5 | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 16.0 | 16.0 | | 13.5 | 13.5 | 13.5 | 9.0 | 30.5 | | 21.5 | 21.5 | |
| Total Split (%) | 26.7% | 26.7% | | 22.5% | 22.5% | 22.5% | 15.0% | 50.8% | | 35.8% | 35.8% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | 1.5 | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.5 | | | 4.5 | 4.5 | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | None | None | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | | 11.5 | 34.0 | | | | 40.0 | 38.5 | | | 16.0 | 60.0 |
| Actuated g/C Ratio | | 0.19 | 0.57 | | | | 0.67 | 0.64 | | | 0.27 | 1.00 |
| v/c Ratio | | 0.61 | 0.59 | | | | 0.53 | 0.58 | | | 0.96 | 0.31 |
| Control Delay | | 31.0 | 11.0 | | | | 9.2 | 8.6 | | | 32.6 | 1.1 |
| Queue Delay | | 0.0 | 0.0 | | | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Delay | | 31.0 | 11.0 | | | | 9.2 | 8.6 | | | 32.6 | 1.1 |
| LOS | | C | B | | | | A | A | | | C | A |
| Approach Delay | | 16.6 | | | | | | 8.8 | | | 12.4 | |
| Approach LOS | | B | | | | | | A | | | B | |
| Queue Length 50th (ft) | | 65 | 112 | | | | 44 | 120 | | | 1 | 11 |
| Queue Length 95th (ft) | | #143 | 181 | | | | 111 | 200 | | | m#243 | m17 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | | 751 | | | 253 | | | 319 | | | 349 | |
| Turn Bay Length (ft) | | | 300 | | | | 200 | | | | | |
| Base Capacity (vph) | | 339 | 897 | | | | 679 | 1195 | | | 496 | 2787 |
| Starvation Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Spillback Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 0.61 | 0.59 | | | | 0.53 | 0.58 | | | 0.96 | 0.31 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 33 (55%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.96 | | | |
| Intersection Signal Delay: 12.2 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 2: Route 111 & Quadrant Roadway/Broadway



| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 1200 | 370 | 120 | 1360 | 330 | 790 |
| Future Volume (vph) | 1200 | 370 | 120 | 1360 | 330 | 790 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Storage Length (ft) | | 300 | 300 | | 315 | 0 |
| Storage Lanes | | 1 | 1 | | 0 | 2 |
| Taper Length (ft) | | | 50 | | 50 | |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 0.88 |
| Frt | | 0.850 | | | | 0.850 |
| Flt Protected | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 1770 | 2787 |
| Flt Permitted | | | 0.128 | | 0.950 | |
| Satd. Flow (perm) | 3539 | 1583 | 238 | 3539 | 1770 | 2787 |
| Right Turn on Red | | Yes | | | | No |
| Satd. Flow (RTOR) | | 362 | | | | |
| Link Speed (mph) | 40 | | | 40 | 30 | |
| Link Distance (ft) | 509 | | | 535 | 831 | |
| Travel Time (s) | 8.7 | | | 9.1 | 18.9 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 1304 | 402 | 130 | 1478 | 359 | 859 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 1304 | 402 | 130 | 1478 | 359 | 859 |
| Turn Type | NA | pm+ov | pm+pt | NA | Prot | Free |
| Protected Phases | 6 | 3 | 5 | 2 | 3 | |
| Permitted Phases | | 6 | 2 | | | Free |
| Detector Phase | 6 | 3 | 5 | 2 | 3 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 15.0 | 9.0 | 5.0 | 15.0 | 9.0 | |
| Minimum Split (s) | 20.5 | 13.5 | 9.0 | 20.5 | 13.5 | |
| Total Split (s) | 31.0 | 20.0 | 9.0 | 40.0 | 20.0 | |
| Total Split (%) | 51.7% | 33.3% | 15.0% | 66.7% | 33.3% | |
| Yellow Time (s) | 4.0 | 3.0 | 3.0 | 4.0 | 3.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.5 | 4.5 | 4.0 | 5.5 | 4.5 | |
| Lead/Lag | Lag | | Lead | | | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | C-Min | None | None | C-Min | None | |
| Act Effct Green (s) | 28.0 | 49.2 | 36.8 | 35.3 | 14.7 | 60.0 |
| Actuated g/C Ratio | 0.47 | 0.82 | 0.61 | 0.59 | 0.24 | 1.00 |
| v/c Ratio | 0.79 | 0.30 | 0.47 | 0.71 | 0.83 | 0.31 |
| Control Delay | 19.6 | 0.9 | 16.2 | 9.4 | 43.4 | 0.3 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 19.6 | 0.9 | 16.2 | 9.4 | 43.4 | 0.3 |
| LOS | B | A | B | A | D | A |
| Approach Delay | 15.2 | | | 10.0 | 13.0 | |
| Approach LOS | B | | | A | B | |
| Queue Length 50th (ft) | 215 | 2 | 20 | 114 | 137 | 0 |
| Queue Length 95th (ft) | #342 | 14 | m44 | 193 | #247 | 0 |

| Lane Group | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Internal Link Dist (ft) | 429 | | | 455 | 751 | |
| Turn Bay Length (ft) | | 300 | 300 | | 315 | |
| Base Capacity (vph) | 1654 | 1360 | 277 | 2080 | 457 | 2787 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.79 | 0.30 | 0.47 | 0.71 | 0.79 | 0.31 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 60 | | | |
| Offset: 56 (93%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow | | | |
| Natural Cycle: 55 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.83 | | | |
| Intersection Signal Delay: 12.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 69.8% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 3: Quadrant Roadway & Route 25

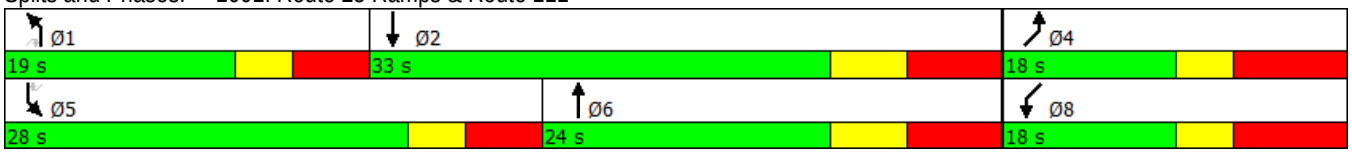
| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | |
| Traffic Volume (vph) | 330 | 500 | 140 | 790 | 440 | 160 | 190 | 370 | 120 | 740 |
| Future Volume (vph) | 330 | 500 | 140 | 790 | 440 | 160 | 190 | 370 | 120 | 740 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 200 | | | 200 | | | 200 | | 200 | |
| Storage Lanes | 2 | | | 1 | | | 1 | | 1 | |
| Taper Length (ft) | 100 | | | 100 | | | 100 | | 100 | |
| Lane Util. Factor | 0.97 | 0.95 | 1.00 | 0.97 | 1.00 | 1.00 | 0.97 | 1.00 | 0.97 | 0.88 |
| Frt | | | 0.850 | | | 0.850 | | 0.850 | | 0.850 |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (prot) | 3319 | 3421 | 1531 | 3319 | 1801 | 1531 | 3433 | 1583 | 3433 | 2787 |
| Flt Permitted | 0.950 | | | 0.950 | | | 0.950 | | 0.950 | |
| Satd. Flow (perm) | 3319 | 3421 | 1531 | 3319 | 1801 | 1531 | 3433 | 1583 | 3433 | 2787 |
| Right Turn on Red | | | Yes | | | Yes | | Yes | | No |
| Satd. Flow (RTOR) | | | 452 | | | 452 | | 343 | | |
| Link Speed (mph) | | 40 | | | 35 | | | | | |
| Link Distance (ft) | | 521 | | | 684 | | | | | |
| Travel Time (s) | | 8.9 | | | 13.3 | | | | | |
| Peak Hour Factor | 0.96 | 0.96 | 0.96 | 0.86 | 0.86 | 0.86 | 0.91 | 0.91 | 0.93 | 0.93 |
| Adj. Flow (vph) | 344 | 521 | 146 | 919 | 512 | 186 | 209 | 407 | 129 | 796 |
| Shared Lane Traffic (%) | | | | | | | | | | |
| Lane Group Flow (vph) | 344 | 521 | 146 | 919 | 512 | 186 | 209 | 407 | 129 | 796 |
| Turn Type | Prot | NA | Free | Prot | NA | Free | Prot | Perm | Prot | Perm |
| Protected Phases | 1 | 6 | | 5 | 2 | | 4 | | 8 | |
| Permitted Phases | | | Free | | | Free | | 1 | | 5 |
| Detector Phase | 1 | 6 | | 5 | 2 | | 4 | 1 | 8 | 5 |
| Switch Phase | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 15.0 | | 9.0 | 15.0 | | 9.0 | 9.0 | 9.0 | 9.0 |
| Minimum Split (s) | 16.0 | 24.0 | | 16.0 | 24.0 | | 18.0 | 16.0 | 18.0 | 16.0 |
| Total Split (s) | 19.0 | 24.0 | | 28.0 | 33.0 | | 18.0 | 19.0 | 18.0 | 28.0 |
| Total Split (%) | 27.1% | 34.3% | | 40.0% | 47.1% | | 25.7% | 27.1% | 25.7% | 40.0% |
| Yellow Time (s) | 3.0 | 4.0 | | 3.0 | 4.0 | | 3.0 | 3.0 | 3.0 | 3.0 |
| All-Red Time (s) | 4.0 | 5.0 | | 4.0 | 5.0 | | 6.0 | 4.0 | 6.0 | 4.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 7.0 | 9.0 | | 7.0 | 9.0 | | 9.0 | 7.0 | 9.0 | 7.0 |
| Lead/Lag | Lead | Lag | | Lead | Lag | | | Lead | | Lead |
| Lead-Lag Optimize? | | | | | | | | | | |
| Recall Mode | None | Min | | None | Min | | None | None | None | None |
| Act Effct Green (s) | 10.6 | 15.0 | 69.7 | 20.7 | 25.2 | 69.7 | 9.0 | 10.6 | 9.0 | 20.7 |
| Actuated g/C Ratio | 0.15 | 0.22 | 1.00 | 0.30 | 0.36 | 1.00 | 0.13 | 0.15 | 0.13 | 0.30 |
| v/c Ratio | 0.69 | 0.71 | 0.10 | 0.93 | 0.79 | 0.12 | 0.47 | 0.77 | 0.29 | 0.96 |
| Control Delay | 35.5 | 31.5 | 0.1 | 41.8 | 31.4 | 0.2 | 32.2 | 17.0 | 29.6 | 49.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Delay | 35.5 | 31.5 | 0.1 | 41.8 | 31.4 | 0.2 | 32.2 | 17.0 | 29.6 | 49.4 |
| LOS | D | C | A | D | C | A | C | B | C | D |
| Approach Delay | | 28.3 | | | 33.7 | | | | | |
| Approach LOS | | C | | | C | | | | | |
| Queue Length 50th (ft) | 73 | 110 | 0 | 195 | 192 | 0 | 43 | 25 | 26 | 189 |

| Lane Group | NBL | NBT | NBR2 | SBL | SBT | SBR2 | NEL | NER2 | SWL | SWR2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 111 | 161 | 0 | #284 | #331 | 0 | 74 | #141 | 50 | #311 |
| Internal Link Dist (ft) | | 441 | | | 604 | | | | | |
| Turn Bay Length (ft) | 200 | | 200 | 200 | | 200 | 200 | 200 | 200 | 200 |
| Base Capacity (vph) | 570 | 736 | 1531 | 999 | 650 | 1531 | 443 | 556 | 443 | 839 |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.60 | 0.71 | 0.10 | 0.92 | 0.79 | 0.12 | 0.47 | 0.73 | 0.29 | 0.95 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 70 | | | |
| Actuated Cycle Length: 69.7 | | | |
| Natural Cycle: 70 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.96 | | | |
| Intersection Signal Delay: 33.6 | | Intersection LOS: C | |
| Intersection Capacity Utilization Err% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 1001: Route 25 Ramps & Route 111

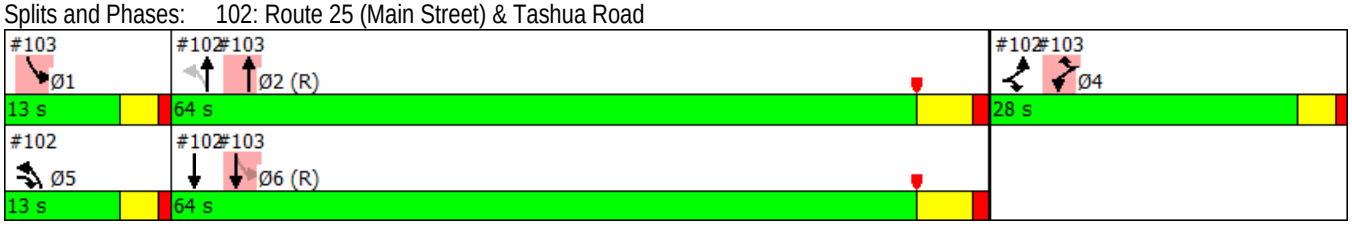


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Future Volume (vph) | 140 | 180 | 150 | 1470 | 1570 | 170 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 12 | 12 | |
| Storage Length (ft) | 0 | 185 | 385 | | | 0 | |
| Storage Lanes | 1 | 1 | 1 | | | 0 | |
| Taper Length (ft) | 25 | | 80 | | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | |
| Frt | | 0.850 | | | 0.985 | | |
| Flt Protected | 0.950 | | 0.950 | | | | |
| Satd. Flow (prot) | 1711 | 1531 | 1711 | 3421 | 3486 | 0 | |
| Flt Permitted | 0.950 | | 0.063 | | | | |
| Satd. Flow (perm) | 1711 | 1531 | 113 | 3421 | 3486 | 0 | |
| Right Turn on Red | | Yes | | | | Yes | |
| Satd. Flow (RTOR) | | 16 | | | 18 | | |
| Link Speed (mph) | 25 | | | 40 | 40 | | |
| Link Distance (ft) | 661 | | | 1950 | 469 | | |
| Travel Time (s) | 18.0 | | | 33.2 | 8.0 | | |
| Peak Hour Factor | 0.89 | 0.89 | 0.92 | 0.92 | 0.91 | 0.91 | |
| Adj. Flow (vph) | 157 | 202 | 163 | 1598 | 1725 | 187 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 157 | 202 | 163 | 1598 | 1912 | 0 | |
| Turn Type | Prot | pt+ov | pm+pt | NA | NA | | |
| Protected Phases | 4 | 4 5 | 5 | 2 | 6 | | 1 |
| Permitted Phases | | | 2 | | | | |
| Detector Phase | 4 | 4 5 | 5 | 2 | 6 | | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | | 5.0 | 18.0 | 18.0 | | 5.0 |
| Minimum Split (s) | 11.0 | | 9.0 | 23.7 | 23.7 | | 9.0 |
| Total Split (s) | 28.0 | | 13.0 | 64.0 | 64.0 | | 13.0 |
| Total Split (%) | 26.7% | | 12.4% | 61.0% | 61.0% | | 12% |
| Yellow Time (s) | 3.0 | | 3.0 | 4.3 | 4.3 | | 3.0 |
| All-Red Time (s) | 1.0 | | 1.0 | 1.4 | 1.4 | | 1.0 |
| Lost Time Adjust (s) | 0.0 | | 0.0 | 0.0 | 0.0 | | |
| Total Lost Time (s) | 4.0 | | 4.0 | 5.7 | 5.7 | | |
| Lead/Lag | | | Lead | Lag | Lag | | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | | None | C-Min | C-Min | | None |
| Act Effct Green (s) | 19.7 | 31.9 | 73.5 | 63.6 | 63.4 | | |
| Actuated g/C Ratio | 0.19 | 0.30 | 0.70 | 0.61 | 0.60 | | |
| v/c Ratio | 0.49 | 0.43 | 0.80 | 0.77 | 0.91 | | |
| Control Delay | 42.6 | 28.6 | 50.2 | 19.8 | 14.5 | | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | | |
| Total Delay | 42.6 | 28.6 | 50.2 | 19.8 | 14.7 | | |
| LOS | D | C | D | B | B | | |
| Approach Delay | 34.7 | | | 22.6 | 14.7 | | |
| Approach LOS | C | | | C | B | | |
| Queue Length 50th (ft) | 94 | 97 | 58 | 408 | 138 | | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR | Ø1 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 150 | 153 | #167 | 555 | #815 | | |
| Internal Link Dist (ft) | 581 | | | 1870 | 389 | | |
| Turn Bay Length (ft) | | 185 | 385 | | | | |
| Base Capacity (vph) | 391 | 485 | 216 | 2072 | 2112 | | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 14 | | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | |
| Reduced v/c Ratio | 0.40 | 0.42 | 0.75 | 0.77 | 0.91 | | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 66 (63%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.91 | | | |
| Intersection Signal Delay: 19.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 76.3% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 102: Route 25 (Main Street) & Tashua Road



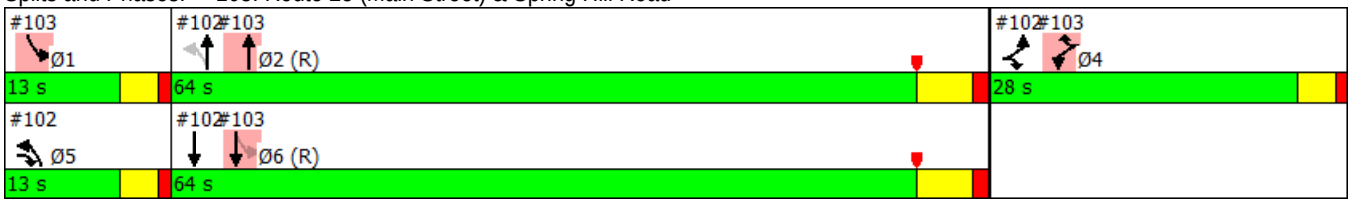
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | |
| Traffic Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Future Volume (vph) | 210 | 170 | 1440 | 170 | 140 | 1530 | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | |
| Lane Width (ft) | 10 | 11 | 11 | 11 | 11 | 11 | |
| Storage Length (ft) | 235 | 0 | | 175 | 160 | | |
| Storage Lanes | 1 | 1 | | 0 | 1 | | |
| Taper Length (ft) | 125 | | | | 90 | | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | |
| Frt | | 0.850 | 0.984 | | | | |
| Flt Protected | 0.950 | | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1531 | 3367 | 0 | 1711 | 3421 | |
| Flt Permitted | 0.950 | | | | 0.063 | | |
| Satd. Flow (perm) | 1652 | 1531 | 3367 | 0 | 113 | 3421 | |
| Right Turn on Red | | Yes | | Yes | | | |
| Satd. Flow (RTOR) | | 166 | 19 | | | | |
| Link Speed (mph) | 30 | | 40 | | | 40 | |
| Link Distance (ft) | 483 | | 469 | | | 490 | |
| Travel Time (s) | 11.0 | | 8.0 | | | 8.4 | |
| Peak Hour Factor | 0.93 | 0.93 | 0.92 | 0.92 | 0.92 | 0.92 | |
| Adj. Flow (vph) | 226 | 183 | 1565 | 185 | 152 | 1663 | |
| Shared Lane Traffic (%) | | | | | | | |
| Lane Group Flow (vph) | 226 | 183 | 1750 | 0 | 152 | 1663 | |
| Turn Type | Prot | Prot | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 | 5 |
| Permitted Phases | | | | | 6 | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 18.0 | | 5.0 | 18.0 | 5.0 |
| Minimum Split (s) | 11.0 | 11.0 | 23.7 | | 9.0 | 23.7 | 9.0 |
| Total Split (s) | 28.0 | 28.0 | 64.0 | | 13.0 | 64.0 | 13.0 |
| Total Split (%) | 26.7% | 26.7% | 61.0% | | 12.4% | 61.0% | 12% |
| Yellow Time (s) | 3.0 | 3.0 | 4.3 | | 3.0 | 4.3 | 3.0 |
| All-Red Time (s) | 1.0 | 1.0 | 1.4 | | 1.0 | 1.4 | 1.0 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 5.7 | | 4.0 | 5.7 | |
| Lead/Lag | | | Lag | | Lead | Lag | Lead |
| Lead-Lag Optimize? | | | | | | | |
| Recall Mode | None | None | C-Min | | None | C-Min | None |
| Act Effct Green (s) | 19.7 | 19.7 | 63.6 | | 73.2 | 63.4 | |
| Actuated g/C Ratio | 0.19 | 0.19 | 0.61 | | 0.70 | 0.60 | |
| v/c Ratio | 0.73 | 0.43 | 0.86 | | 0.76 | 0.80 | |
| Control Delay | 53.8 | 10.4 | 11.0 | | 47.8 | 14.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.7 | |
| Total Delay | 53.8 | 10.4 | 11.0 | | 47.8 | 15.3 | |
| LOS | D | B | B | | D | B | |
| Approach Delay | 34.4 | | 11.0 | | | 18.0 | |
| Approach LOS | C | | B | | | B | |
| Queue Length 50th (ft) | 143 | 9 | 104 | | 44 | 430 | |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT | Ø5 |
|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 218 | 66 | #179 | | m#141 | 538 | |
| Internal Link Dist (ft) | 403 | | 389 | | | 410 | |
| Turn Bay Length (ft) | 235 | | | | 160 | | |
| Base Capacity (vph) | 377 | 478 | 2046 | | 216 | 2066 | |
| Starvation Cap Reductn | 0 | 0 | 3 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 148 | |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.60 | 0.38 | 0.86 | | 0.70 | 0.87 | |

## Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 66 (63%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 16.6 Intersection LOS: B
Intersection Capacity Utilization 76.0% ICU Level of Service D
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 103: Route 25 (Main Street) & Spring Hill Road



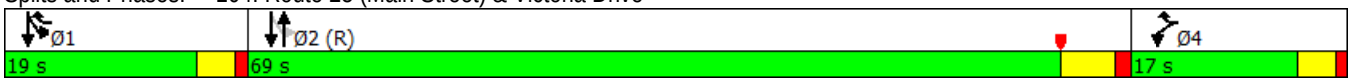
| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Future Volume (vph) | 260 | 170 | 1390 | 260 | 180 | 1360 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 14 | 15 | 11 | 12 | 12 | 12 |
| Storage Length (ft) | 140 | 140 | | 360 | 250 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 55 | | | | 75 | |
| Lane Util. Factor | 0.97 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.976 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 3662 | 1742 | 3339 | 0 | 1770 | 3539 |
| Flt Permitted | 0.950 | | | | 0.062 | |
| Satd. Flow (perm) | 3662 | 1742 | 3339 | 0 | 115 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 38 | 37 | | | |
| Link Speed (mph) | 25 | | 40 | | | 40 |
| Link Distance (ft) | 515 | | 1819 | | | 502 |
| Travel Time (s) | 14.0 | | 31.0 | | | 8.6 |
| Peak Hour Factor | 0.85 | 0.85 | 0.92 | 0.92 | 0.95 | 0.95 |
| Adj. Flow (vph) | 306 | 200 | 1511 | 283 | 189 | 1432 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 306 | 200 | 1794 | 0 | 189 | 1432 |
| Turn Type | Prot | pt+ov | NA | | D.P+P | NA |
| Protected Phases | 4 | 4 1 | 2 | | 1 | 1 2 |
| Permitted Phases | | | | | 2 | |
| Detector Phase | 4 | 4 1 | 2 | | 1 | 1 2 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | | 18.0 | | 5.0 | |
| Minimum Split (s) | 11.0 | | 23.5 | | 9.0 | |
| Total Split (s) | 17.0 | | 69.0 | | 19.0 | |
| Total Split (%) | 16.2% | | 65.7% | | 18.1% | |
| Yellow Time (s) | 3.0 | | 4.2 | | 3.0 | |
| All-Red Time (s) | 1.0 | | 1.3 | | 1.0 | |
| Lost Time Adjust (s) | 0.0 | | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | | 5.5 | | 4.0 | |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | | C-Min | | None | |
| Act Effct Green (s) | 12.4 | 31.4 | 64.1 | | 80.6 | 84.6 |
| Actuated g/C Ratio | 0.12 | 0.30 | 0.61 | | 0.77 | 0.81 |
| v/c Ratio | 0.71 | 0.36 | 0.87 | | 0.58 | 0.50 |
| Control Delay | 54.0 | 25.2 | 6.9 | | 32.2 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Delay | 54.0 | 25.2 | 6.9 | | 32.2 | 1.4 |
| LOS | D | C | A | | C | A |
| Approach Delay | 42.6 | | 6.9 | | | 5.0 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 102 | 83 | 35 | | 89 | 53 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 139 | 136 | 58 | | m93 | m55 |
| Internal Link Dist (ft) | 435 | | 1739 | | | 422 |
| Turn Bay Length (ft) | 140 | 140 | | | 250 | |
| Base Capacity (vph) | 453 | 531 | 2051 | | 324 | 2850 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.68 | 0.38 | 0.87 | | 0.58 | 0.50 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 10.7 | | Intersection LOS: B | |
| Intersection Capacity Utilization 75.4% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 104: Route 25 (Main Street) & Victoria Drive



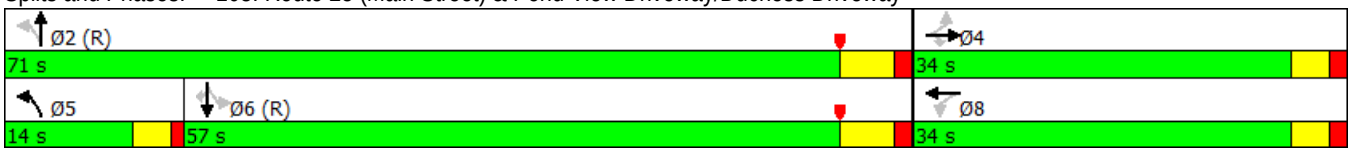
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Future Volume (vph) | 353 | 0 | 296 | 20 | 0 | 24 | 248 | 1163 | 49 | 62 | 1271 | 387 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 12 | 12 | 11 | 10 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 150 | | 260 | 0 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 0 | 1 | | 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 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.927 | | | 0.994 | | | | 0.850 |
| Flt Protected | | 0.950 | | | 0.977 | | 0.950 | | | | 0.998 | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1687 | 0 | 1652 | 3401 | 0 | 0 | 3414 | 1478 |
| Flt Permitted | | 0.769 | | | 0.605 | | 0.072 | | | | 0.774 | |
| Satd. Flow (perm) | 0 | 1385 | 1531 | 0 | 1045 | 0 | 125 | 3401 | 0 | 0 | 2648 | 1478 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 198 | | 70 | | | 8 | | | | 407 |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 198 | | | 142 | | | 1800 | | | 403 | |
| Travel Time (s) | | 5.4 | | | 3.9 | | | 30.7 | | | 6.9 | |
| Peak Hour Factor | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 415 | 0 | 348 | 24 | 0 | 28 | 264 | 1237 | 52 | 67 | 1382 | 421 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 415 | 348 | 0 | 52 | 0 | 264 | 1289 | 0 | 0 | 1449 | 421 |
| Turn Type | Perm | NA | Perm | Perm | NA | | pm+pt | NA | | Perm | NA | Perm |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | 4 | 8 | | | 2 | | | 6 | | 6 |
| Detector Phase | 4 | 4 | 4 | 8 | 8 | | 5 | 2 | | 6 | 6 | 6 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | | 15.0 | 15.0 | 15.0 |
| Minimum Split (s) | 11.5 | 11.5 | 11.5 | 11.5 | 11.5 | | 9.0 | 20.7 | | 20.7 | 20.7 | 20.7 |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | | 14.0 | 71.0 | | 57.0 | 57.0 | 57.0 |
| Total Split (%) | 32.4% | 32.4% | 32.4% | 32.4% | 32.4% | | 13.3% | 67.6% | | 54.3% | 54.3% | 54.3% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.2 | | 4.2 | 4.2 | 4.2 |
| All-Red Time (s) | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | 1.5 |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.0 | | | 0.0 | 0.0 |
| Total Lost Time (s) | | 4.5 | 4.5 | | 4.5 | | 4.0 | 5.7 | | | 5.7 | 5.7 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | Lag |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Min | | C-Min | C-Min | C-Min |
| Act Effct Green (s) | | 29.5 | 29.5 | | 29.5 | | 67.0 | 65.3 | | | 51.3 | 51.3 |
| Actuated g/C Ratio | | 0.28 | 0.28 | | 0.28 | | 0.64 | 0.62 | | | 0.49 | 0.49 |
| v/c Ratio | | 1.07 | 0.61 | | 0.15 | | 1.17 | 0.61 | | | 1.12 | 0.45 |
| Control Delay | | 102.1 | 18.7 | | 5.2 | | 126.3 | 12.7 | | | 77.8 | 1.0 |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.5 | | | 0.1 | 0.8 |
| Total Delay | | 102.1 | 18.7 | | 5.2 | | 126.3 | 13.2 | | | 77.8 | 1.8 |
| LOS | | F | B | | A | | F | B | | | E | A |
| Approach Delay | | 64.1 | | | 5.3 | | | 32.4 | | | 60.7 | |
| Approach LOS | | E | | | A | | | C | | | E | |
| Queue Length 50th (ft) | | ~309 | 83 | | 0 | | ~160 | 371 | | | ~581 | 0 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #455 | 160 | | 16 | | m#228 | 388 | | | m#697 | m0 |
| Internal Link Dist (ft) | | 118 | | | 62 | | | 1720 | | | 323 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | | | |
| Base Capacity (vph) | | 389 | 572 | | 343 | | 225 | 2118 | | | 1293 | 930 |
| Starvation Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 28 | 251 |
| Spillback Cap Reductn | | 0 | 0 | | 7 | | 0 | 384 | | | 0 | 0 |
| Storage Cap Reductn | | 0 | 0 | | 0 | | 0 | 0 | | | 0 | 0 |
| Reduced v/c Ratio | | 1.07 | 0.61 | | 0.15 | | 1.17 | 0.74 | | | 1.15 | 0.62 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 64 (61%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 110 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 1.17 | | | |
| Intersection Signal Delay: 50.3 | | Intersection LOS: D | |
| Intersection Capacity Utilization 110.1% | | ICU Level of Service H | |
| Analysis Period (min) 15 | | | |

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 108: Route 25 (Main Street) & Pond View Driveway/Duchess Driveway



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Future Volume (vph) | 90 | 80 | 90 | 250 | 110 | 130 | 70 | 1390 | 80 | 90 | 1380 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 12 | 11 | 11 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | 600 | 130 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 0 | | 0 | 1 | | 0 |
| Taper Length (ft) | 75 | | | 75 | | | 120 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | | 0.850 | | 0.992 | | | 0.992 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1863 | 1583 | 1711 | 1801 | 1583 | 1652 | 3394 | 0 | 1652 | 3394 | 0 |
| Flt Permitted | 0.673 | | | 0.701 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 1212 | 1863 | 1583 | 1262 | 1801 | 1583 | 1652 | 3394 | 0 | 1652 | 3394 | 0 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | No |
| Satd. Flow (RTOR) | | | 102 | | | | | 7 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 709 | | | 302 | | | 403 | | | 454 | |
| Travel Time (s) | | 19.3 | | | 8.2 | | | 6.9 | | | 7.7 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 | 0.84 | 0.94 | 0.94 | 0.94 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 98 | 87 | 98 | 298 | 131 | 155 | 74 | 1479 | 85 | 98 | 1500 | 87 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 98 | 87 | 98 | 298 | 131 | 155 | 74 | 1564 | 0 | 98 | 1587 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | Prot | NA | | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | | | | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.4 | 11.8 | 31.0 | | 11.8 | 31.0 | |
| Total Split (s) | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | 34.0 | 15.0 | 54.0 | | 17.0 | 56.0 | |
| Total Split (%) | 32.4% | 32.4% | 32.4% | 32.4% | 32.4% | 32.4% | 14.3% | 51.4% | | 16.2% | 53.3% | |
| Yellow Time (s) | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.3 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.1 | 3.8 | 1.8 | | 3.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 6.4 | 6.4 | 7.4 | 6.4 | 6.4 | 7.4 | 6.8 | 6.0 | | 6.8 | 6.0 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 26.5 | 26.5 | 25.5 | 26.5 | 26.5 | 25.5 | 7.4 | 50.3 | | 9.0 | 54.3 | |
| Actuated g/C Ratio | 0.25 | 0.25 | 0.24 | 0.25 | 0.25 | 0.24 | 0.07 | 0.48 | | 0.09 | 0.52 | |
| v/c Ratio | 0.32 | 0.19 | 0.21 | 0.94 | 0.29 | 0.40 | 0.64 | 0.96 | | 0.70 | 0.90 | |
| Control Delay | 34.8 | 31.4 | 7.0 | 76.4 | 33.2 | 36.6 | 74.3 | 30.8 | | 62.8 | 31.7 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 8.5 | | 0.0 | 16.6 | |
| Total Delay | 34.8 | 31.4 | 7.0 | 76.4 | 33.2 | 36.6 | 74.3 | 39.3 | | 62.8 | 48.3 | |
| LOS | C | C | A | E | C | D | E | D | | E | D | |
| Approach Delay | | 24.1 | | | 56.1 | | | 40.9 | | | 49.1 | |
| Approach LOS | | C | | | E | | | D | | | D | |
| Queue Length 50th (ft) | 53 | 45 | 0 | 194 | 70 | 87 | 49 | ~574 | | 59 | 595 | |

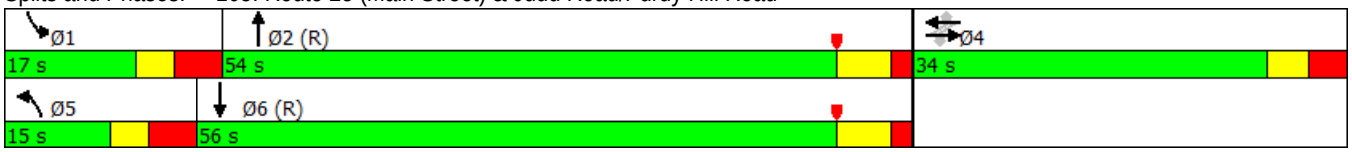
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 101 | 86 | 38 | #315 | 113 | 136 | m74 | m#678 | | m#108 | #700 | |
| Internal Link Dist (ft) | | 629 | | | 222 | | | 323 | | | 374 | |
| Turn Bay Length (ft) | 120 | | 120 | 125 | | 125 | 220 | | | 130 | | |
| Base Capacity (vph) | 318 | 489 | 477 | 331 | 473 | 401 | 129 | 1630 | | 160 | 1756 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | | 0 | 207 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | 0.18 | 0.21 | 0.90 | 0.28 | 0.39 | 0.57 | 1.01 | | 0.61 | 1.02 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 105
Offset: 58 (55%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.96
Intersection Signal Delay: 45.2 Intersection LOS: D
Intersection Capacity Utilization 82.5% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 105: Route 25 (Main Street) & Judd Road/Purdy Hill Road

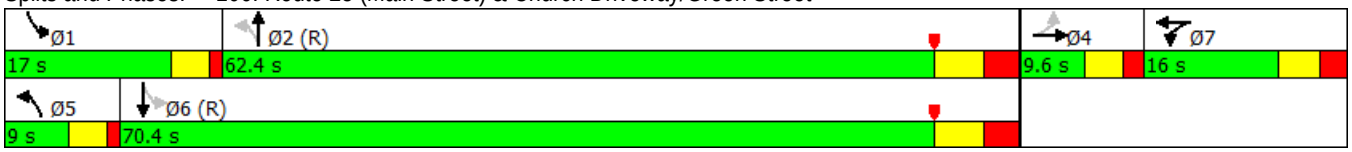


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 40 | 0 | 230 | 0 | 1510 | 10 | 220 | 1470 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 10 | 12 | 11 | 11 | 12 | 10 | 11 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 115 | | 0 | 40 | | 175 | 100 | | 0 |
| Storage Lanes | 0 | | 0 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 65 | | | 65 | | | 80 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | | | 0.850 | | | 0.999 | | | | |
| Flt Protected | | | | 0.950 | | | | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 3385 | 0 | 1694 | 3388 | 0 |
| Flt Permitted | | | | 0.950 | | | | | | 0.093 | | |
| Satd. Flow (perm) | 0 | 1722 | 0 | 1694 | 1516 | 0 | 1722 | 3385 | 0 | 166 | 3388 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | | | 234 | | | 1 | | | | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 126 | | | 720 | | | 472 | | | 557 | |
| Travel Time (s) | | 3.4 | | | 19.6 | | | 8.0 | | | 9.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.95 | 0.95 | 0.95 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 0 | 46 | 0 | 264 | 0 | 1589 | 11 | 247 | 1652 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 46 | 264 | 0 | 0 | 1600 | 0 | 247 | 1652 | 0 |
| Turn Type | | | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 25.0 | | 5.0 | 25.0 | |
| Minimum Split (s) | 9.6 | 9.6 | | 10.5 | 10.5 | | 9.0 | 31.8 | | 9.0 | 31.8 | |
| Total Split (s) | 9.6 | 9.6 | | 16.0 | 16.0 | | 9.0 | 62.4 | | 17.0 | 70.4 | |
| Total Split (%) | 9.1% | 9.1% | | 15.2% | 15.2% | | 8.6% | 59.4% | | 16.2% | 67.0% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.3 | 3.3 | | 3.0 | 3.9 | | 3.0 | 3.9 | |
| All-Red Time (s) | 1.6 | 1.6 | | 2.2 | 2.2 | | 1.0 | 2.9 | | 1.0 | 2.9 | |
| Lost Time Adjust (s) | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.6 | | 5.5 | 5.5 | | 4.0 | 6.8 | | 4.0 | 6.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | | | 7.8 | 7.8 | | | 68.3 | | 87.7 | 84.9 | |
| Actuated g/C Ratio | | | | 0.07 | 0.07 | | | 0.65 | | 0.84 | 0.81 | |
| v/c Ratio | | | | 0.37 | 0.80 | | | 0.73 | | 0.77 | 0.60 | |
| Control Delay | | | | 53.7 | 28.0 | | | 5.3 | | 31.5 | 10.9 | |
| Queue Delay | | | | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.6 | |
| Total Delay | | | | 53.7 | 28.0 | | | 5.3 | | 31.5 | 11.5 | |
| LOS | | | | D | C | | | A | | C | B | |
| Approach Delay | | | | | 31.8 | | | 5.3 | | | 14.1 | |
| Approach LOS | | | | | C | | | A | | | B | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 50th (ft) | | | | 30 | 20 | | | 10 | | 123 | 262 | |
| Queue Length 95th (ft) | | | | 63 | #98 | | | m358 | | m169 | 438 | |
| Internal Link Dist (ft) | | 46 | | | 640 | | | 392 | | | 477 | |
| Turn Bay Length (ft) | | | | 115 | | | | | | 100 | | |
| Base Capacity (vph) | | | | 169 | 362 | | | 2202 | | 327 | 2740 | |
| Starvation Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 633 | |
| Spillback Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Storage Cap Reductn | | | | 0 | 0 | | | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | | | 0.27 | 0.73 | | | 0.73 | | 0.76 | 0.78 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 96 (91%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.80 | | | |
| Intersection Signal Delay: 11.9 | | Intersection LOS: B | |
| Intersection Capacity Utilization 82.1% | | ICU Level of Service E | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |
| m Volume for 95th percentile queue is metered by upstream signal. | | | |

Splits and Phases: 106: Route 25 (Main Street) & Church Driveway/Green Street

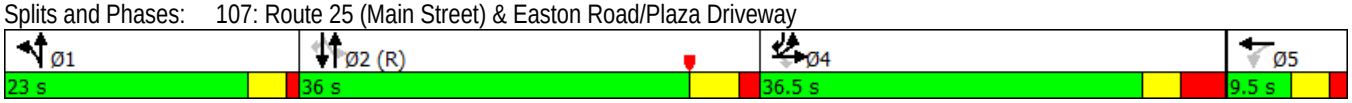


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Future Volume (vph) | 340 | 0 | 300 | 10 | 0 | 10 | 360 | 1290 | 10 | 10 | 1310 | 310 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 10 | 11 | 11 |
| Storage Length (ft) | 375 | | 370 | 0 | | 0 | 250 | | 0 | 280 | | 170 |
| Storage Lanes | 1 | | 1 | 0 | | 0 | 1 | | 0 | 1 | | 1 |
| Taper Length (ft) | 100 | | | 25 | | | 200 | | | 50 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 0.97 | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 |
| Frt | | | 0.850 | | 0.932 | | | 0.999 | | | | 0.850 |
| Flt Protected | 0.950 | 0.950 | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1625 | 1531 | 0 | 1694 | 0 | 3204 | 3418 | 0 | 1652 | 3421 | 1531 |
| Flt Permitted | 0.950 | 0.950 | | | | | 0.950 | | | 0.209 | | |
| Satd. Flow (perm) | 1625 | 1625 | 1531 | 0 | 1736 | 0 | 3204 | 3418 | 0 | 363 | 3421 | 1531 |
| Right Turn on Red | | | Yes | | | No | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 337 | | | | | 1 | | | | 286 |
| Link Speed (mph) | | 40 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 745 | | | 139 | | | 557 | | | 391 | |
| Travel Time (s) | | 12.7 | | | 3.8 | | | 9.5 | | | 6.7 | |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.80 | 0.80 | 0.80 | 0.99 | 0.99 | 0.99 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 382 | 0 | 337 | 13 | 0 | 13 | 364 | 1303 | 10 | 11 | 1394 | 330 |
| Shared Lane Traffic (%) | 50% | | | | | | | | | | | |
| Lane Group Flow (vph) | 191 | 191 | 337 | 0 | 26 | 0 | 364 | 1313 | 0 | 11 | 1394 | 330 |
| Turn Type | Split | NA | Perm | Perm | NA | | Prot | NA | | Perm | NA | pm+ov |
| Protected Phases | 4 | 4 | | | 5 | | 1 | 1 2 | | | 2 | 4 |
| Permitted Phases | | | 4 | 5 | | | | | | 2 | | 2 |
| Detector Phase | 4 | 4 | 4 | 5 | 5 | | 1 | 2 | | 2 | 2 | 4 |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 10.0 | 10.0 | 10.0 | 5.0 | 5.0 | | 5.0 | | | 15.0 | 15.0 | 10.0 |
| Minimum Split (s) | 16.6 | 16.6 | 16.6 | 9.5 | 9.5 | | 9.0 | | | 20.5 | 20.5 | 16.6 |
| Total Split (s) | 36.5 | 36.5 | 36.5 | 9.5 | 9.5 | | 23.0 | | | 36.0 | 36.0 | 36.5 |
| Total Split (%) | 34.8% | 34.8% | 34.8% | 9.0% | 9.0% | | 21.9% | | | 34.3% | 34.3% | 34.8% |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.9 | 3.9 | 3.0 |
| All-Red Time (s) | 3.6 | 3.6 | 3.6 | 1.5 | 1.5 | | 1.0 | | | 1.6 | 1.6 | 3.6 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | | | 0.0 | 0.0 | 0.0 |
| Total Lost Time (s) | 6.6 | 6.6 | 6.6 | | 4.5 | | 4.0 | | | 5.5 | 5.5 | 6.6 |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | | | C-Min | C-Min | None |
| Act Effct Green (s) | 17.4 | 17.4 | 17.4 | | 5.0 | | 15.9 | 71.3 | | 49.8 | 49.8 | 72.8 |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.17 | | 0.05 | | 0.15 | 0.68 | | 0.47 | 0.47 | 0.69 |
| v/c Ratio | 0.71 | 0.71 | 0.63 | | 0.32 | | 0.75 | 0.57 | | 0.06 | 0.86 | 0.29 |
| Control Delay | 55.0 | 55.0 | 9.6 | | 58.8 | | 54.7 | 3.9 | | 23.3 | 34.1 | 2.2 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | | 0.0 | 0.2 | | 0.0 | 0.0 | 0.0 |
| Total Delay | 55.0 | 55.0 | 9.6 | | 58.8 | | 54.7 | 4.1 | | 23.3 | 34.1 | 2.2 |
| LOS | D | D | A | | E | | D | A | | C | C | A |
| Approach Delay | | 33.7 | | | 58.8 | | | 15.1 | | | 28.0 | |
| Approach LOS | | C | | | E | | | B | | | C | |
| Queue Length 50th (ft) | 128 | 128 | 0 | | 17 | | 105 | 84 | | 4 | 461 | 10 |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 189 | 189 | 68 | | 41 | | 152 | 177 | | 19 | #740 | 44 |
| Internal Link Dist (ft) | | 665 | | | 59 | | | 477 | | | 311 | |
| Turn Bay Length (ft) | 375 | | 370 | | | | 250 | | | 280 | | 170 |
| Base Capacity (vph) | 462 | 462 | 677 | | 82 | | 579 | 2320 | | 172 | 1623 | 1296 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 271 | | 0 | 0 | 0 |
| Spillback Cap Reductn | 0 | 0 | 2 | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | | 0 | 0 | | 0 | 0 | 0 |
| Reduced v/c Ratio | 0.41 | 0.41 | 0.50 | | 0.32 | | 0.63 | 0.64 | | 0.06 | 0.86 | 0.25 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 105 | | | |
| Actuated Cycle Length: 105 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection | | | |
| Natural Cycle: 90 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.86 | | | |
| Intersection Signal Delay: 24.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 78.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 107: Route 25 (Main Street) & Easton Road/Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Future Volume (vph) | 40 | 10 | 1330 | 40 | 20 | 1290 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 11 | 12 |
| Storage Length (ft) | 0 | 60 | | 0 | 225 | |
| Storage Lanes | 1 | 1 | | 0 | 1 | |
| Taper Length (ft) | 25 | | | | 65 | |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 |
| Frt | | 0.850 | 0.996 | | | |
| Flt Protected | 0.950 | | | | 0.950 | |
| Satd. Flow (prot) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Flt Permitted | 0.950 | | | | 0.950 | |
| Satd. Flow (perm) | 1770 | 1583 | 3525 | 0 | 1711 | 3539 |
| Right Turn on Red | | Yes | | Yes | | |
| Satd. Flow (RTOR) | | 13 | 8 | | | |
| Link Speed (mph) | 25 | | 30 | | | 35 |
| Link Distance (ft) | 350 | | 188 | | | 421 |
| Travel Time (s) | 9.5 | | 4.3 | | | 8.2 |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 50 | 13 | 1511 | 45 | 22 | 1402 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 50 | 13 | 1556 | 0 | 22 | 1402 |
| Turn Type | Prot | Prot | NA | | Prot | NA |
| Protected Phases | 4 | 4 | 2 | | 1 | 6 |
| Permitted Phases | | | | | | |
| Detector Phase | 4 | 4 | 2 | | 1 | 6 |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 15.0 | | 5.0 | 15.0 |
| Minimum Split (s) | 10.5 | 10.5 | 20.9 | | 9.0 | 20.9 |
| Total Split (s) | 12.0 | 12.0 | 69.0 | | 9.0 | 78.0 |
| Total Split (%) | 13.3% | 13.3% | 76.7% | | 10.0% | 86.7% |
| Yellow Time (s) | 3.0 | 3.0 | 4.4 | | 3.0 | 4.4 |
| All-Red Time (s) | 0.5 | 0.5 | 1.5 | | 1.0 | 1.5 |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 |
| Total Lost Time (s) | 3.5 | 3.5 | 5.9 | | 4.0 | 5.9 |
| Lead/Lag | | | Lag | | Lead | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | C-Max | | None | C-Max |
| Act Effct Green (s) | 7.5 | 7.5 | 76.0 | | 5.0 | 79.6 |
| Actuated g/C Ratio | 0.08 | 0.08 | 0.84 | | 0.06 | 0.88 |
| v/c Ratio | 0.34 | 0.09 | 0.52 | | 0.23 | 0.45 |
| Control Delay | 45.2 | 20.2 | 4.0 | | 41.0 | 1.4 |
| Queue Delay | 0.0 | 0.0 | 0.0 | | 0.0 | 0.1 |
| Total Delay | 45.2 | 20.2 | 4.0 | | 41.0 | 1.5 |
| LOS | D | C | A | | D | A |
| Approach Delay | 40.0 | | 4.0 | | | 2.1 |
| Approach LOS | D | | A | | | A |
| Queue Length 50th (ft) | 28 | 0 | 96 | | 12 | 46 |

| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 55 | 15 | 197 | | m21 | 76 |
| Internal Link Dist (ft) | 270 | | 108 | | | 341 |
| Turn Bay Length (ft) | | 60 | | | 225 | |
| Base Capacity (vph) | 167 | 161 | 2978 | | 95 | 3131 |
| Starvation Cap Reductn | 0 | 0 | 0 | | 0 | 407 |
| Spillback Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Storage Cap Reductn | 0 | 0 | 0 | | 0 | 0 |
| Reduced v/c Ratio | 0.30 | 0.08 | 0.52 | | 0.23 | 0.51 |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 36 (40%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay: 3.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 52.1% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

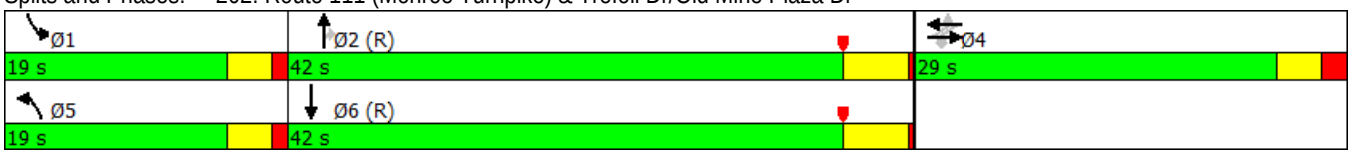
Splits and Phases: 201: Route 111 (Monroe Turnpike) & United Healthcare Driveway

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Future Volume (vph) | 60 | 60 | 140 | 210 | 60 | 200 | 170 | 930 | 240 | 170 | 960 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 14 | 12 | 12 | 14 | 12 | 11 | 12 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 90 | | 0 | 250 | | 250 | 200 | | 0 |
| Storage Lanes | 0 | | 1 | 1 | | 0 | 1 | | 1 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 60 | | | 125 | | | 75 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.885 | | | | 0.850 | | 0.988 | |
| Flt Protected | | 0.976 | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1939 | 1583 | 1770 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Flt Permitted | | 0.474 | | 0.612 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (perm) | 0 | 942 | 1583 | 1140 | 1758 | 0 | 1711 | 3539 | 1583 | 1770 | 3497 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 175 | | 182 | | | | 253 | | 12 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 40 | |
| Link Distance (ft) | | 274 | | | 273 | | | 421 | | | 425 | |
| Travel Time (s) | | 7.5 | | | 7.4 | | | 8.2 | | | 7.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.94 | 0.94 | 0.94 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 75 | 175 | 223 | 64 | 213 | 179 | 979 | 253 | 181 | 1021 | 85 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 150 | 175 | 223 | 277 | 0 | 179 | 979 | 253 | 181 | 1106 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | | Prot | NA | Perm | Prot | NA | |
| Protected Phases | | 4 | | | 4 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | 4 | | 4 | 4 | | | | | 2 | | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | | 5 | 2 | 2 | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | 7.0 | 7.0 | 7.0 | | 5.0 | 15.0 | 15.0 | 5.0 | 15.0 | |
| Minimum Split (s) | 11.8 | 11.8 | 11.8 | 11.8 | 11.8 | | 9.1 | 19.9 | 19.9 | 9.1 | 19.9 | |
| Total Split (s) | 29.0 | 29.0 | 29.0 | 29.0 | 29.0 | | 19.0 | 42.0 | 42.0 | 19.0 | 42.0 | |
| Total Split (%) | 32.2% | 32.2% | 32.2% | 32.2% | 32.2% | | 21.1% | 46.7% | 46.7% | 21.1% | 46.7% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 4.4 | 4.4 | 3.0 | 4.4 | |
| All-Red Time (s) | 1.8 | 1.8 | 1.8 | 1.8 | 1.8 | | 1.1 | 0.5 | 0.5 | 1.1 | 0.5 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.8 | 4.8 | 4.8 | 4.8 | | 4.1 | 4.9 | 4.9 | 4.1 | 4.9 | |
| Lead/Lag | | | | | | | Lead | Lag | Lag | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | C-Max | None | C-Max | |
| Act Effct Green (s) | | 20.3 | 20.3 | 20.3 | 20.3 | | 12.7 | 43.3 | 43.3 | 12.6 | 43.2 | |
| Actuated g/C Ratio | | 0.23 | 0.23 | 0.23 | 0.23 | | 0.14 | 0.48 | 0.48 | 0.14 | 0.48 | |
| v/c Ratio | | 0.71 | 0.36 | 0.87 | 0.52 | | 0.74 | 0.57 | 0.28 | 0.73 | 0.66 | |
| Control Delay | | 49.6 | 6.4 | 64.2 | 13.8 | | 58.2 | 14.4 | 2.1 | 45.8 | 31.4 | |
| Queue Delay | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | |
| Total Delay | | 49.6 | 6.4 | 64.2 | 13.8 | | 58.2 | 14.6 | 2.1 | 45.8 | 31.4 | |
| LOS | | D | A | E | B | | E | B | A | D | C | |
| Approach Delay | | 26.4 | | | 36.3 | | | 17.9 | | | 33.5 | |
| Approach LOS | | C | | | D | | | B | | | C | |
| Queue Length 50th (ft) | | 77 | 0 | 120 | 43 | | 78 | 182 | 16 | 104 | 262 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | 121 | 33 | #223 | 111 | | #159 | 238 | 17 | 179 | 406 | |
| Internal Link Dist (ft) | | 194 | | | 193 | | | 341 | | | 345 | |
| Turn Bay Length (ft) | | | 130 | 90 | | | 250 | | 250 | 200 | | |
| Base Capacity (vph) | | 253 | 553 | 306 | 605 | | 283 | 1703 | 893 | 293 | 1683 | |
| Starvation Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 188 | 0 | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | | 0.59 | 0.32 | 0.73 | 0.46 | | 0.63 | 0.65 | 0.28 | 0.62 | 0.66 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 28 (31%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.87 | | | |
| Intersection Signal Delay: 27.0 | | Intersection LOS: C | |
| Intersection Capacity Utilization 75.9% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 202: Route 111 (Monroe Turnpike) & Trefoil Dr/Old Mine Plaza Dr



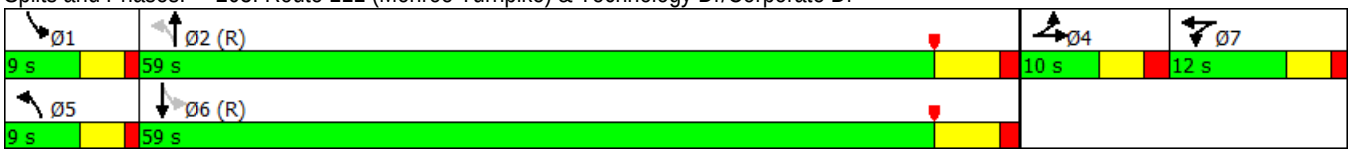
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Future Volume (vph) | 10 | 0 | 20 | 60 | 0 | 20 | 10 | 1150 | 30 | 30 | 1080 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 13 | 12 | 11 | 10 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 115 | 0 | | 125 | 150 | | 0 | 325 | | 0 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 25 | | | 25 | | |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.856 | | | 0.922 | | | 0.996 | | | 0.999 | |
| Flt Protected | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 1711 | 3525 | 0 | 1711 | 3536 | 0 |
| Flt Permitted | 0.950 | 0.998 | | 0.950 | 0.977 | | 0.228 | | | 0.152 | | |
| Satd. Flow (perm) | 1625 | 1562 | 0 | 1625 | 1488 | 0 | 411 | 3525 | 0 | 274 | 3536 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 133 | | | 139 | | | 5 | | | 2 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 311 | | | 293 | | | 1088 | | | 554 | |
| Travel Time (s) | | 8.5 | | | 8.0 | | | 18.5 | | | 9.4 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.87 | 0.87 | 0.87 | 0.88 | 0.88 | 0.88 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 13 | 0 | 25 | 69 | 0 | 23 | 11 | 1307 | 34 | 31 | 1113 | 10 |
| Shared Lane Traffic (%) | 10% | | | 31% | | | | | | | | |
| Lane Group Flow (vph) | 12 | 26 | 0 | 48 | 44 | 0 | 11 | 1341 | 0 | 31 | 1123 | 0 |
| Turn Type | Split | NA | | Split | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | 2 | | | 6 | | |
| Detector Phase | 4 | 4 | | 7 | 7 | | 5 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 5.0 | 5.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.7 | 9.7 | | 9.2 | 9.2 | | 9.0 | 20.8 | | 9.0 | 20.8 | |
| Total Split (s) | 10.0 | 10.0 | | 12.0 | 12.0 | | 9.0 | 59.0 | | 9.0 | 59.0 | |
| Total Split (%) | 11.1% | 11.1% | | 13.3% | 13.3% | | 10.0% | 65.6% | | 10.0% | 65.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.4 | | 3.0 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.2 | 1.2 | | 1.0 | 1.4 | | 1.0 | 1.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.7 | 4.7 | | 4.2 | 4.2 | | 4.0 | 5.8 | | 4.0 | 5.8 | |
| Lead/Lag | | | | | | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 5.1 | 5.1 | | 6.4 | 6.4 | | 69.0 | 65.3 | | 70.6 | 68.9 | |
| Actuated g/C Ratio | 0.06 | 0.06 | | 0.07 | 0.07 | | 0.77 | 0.73 | | 0.78 | 0.77 | |
| v/c Ratio | 0.13 | 0.12 | | 0.42 | 0.19 | | 0.03 | 0.52 | | 0.11 | 0.41 | |
| Control Delay | 43.7 | 1.2 | | 50.8 | 1.8 | | 2.7 | 4.2 | | 1.3 | 1.6 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 43.7 | 1.2 | | 50.8 | 1.8 | | 2.7 | 4.2 | | 1.3 | 1.6 | |
| LOS | D | A | | D | A | | A | A | | A | A | |
| Approach Delay | | 14.6 | | | 27.3 | | | 4.2 | | | 1.6 | |
| Approach LOS | | B | | | C | | | A | | | A | |
| Queue Length 50th (ft) | 7 | 0 | | 28 | 0 | | 1 | 76 | | 0 | 10 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 22 | 0 | | 62 | 0 | | m2 | 98 | | m1 | 124 | |
| Internal Link Dist (ft) | | 231 | | | 213 | | | 1008 | | | 474 | |
| Turn Bay Length (ft) | | | | | | | 150 | | | 325 | | |
| Base Capacity (vph) | 95 | 217 | | 140 | 255 | | 387 | 2560 | | 294 | 2709 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.13 | 0.12 | | 0.34 | 0.17 | | 0.03 | 0.52 | | 0.11 | 0.41 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 54 (60%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.52 | | | |
| Intersection Signal Delay: 4.0 | | Intersection LOS: A | |
| Intersection Capacity Utilization 50.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 203: Route 111 (Monroe Turnpike) & Technology Dr/Corporate Dr

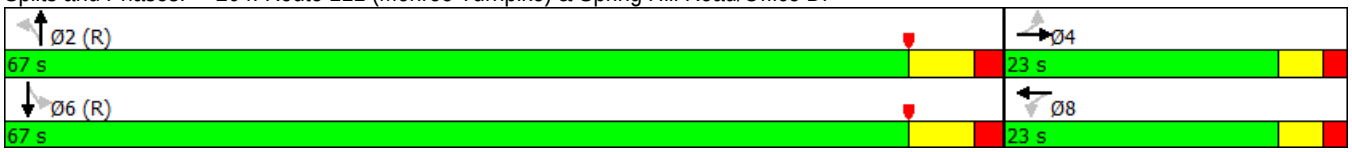


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Future Volume (vph) | 100 | 0 | 30 | 0 | 0 | 10 | 10 | 1200 | 0 | 10 | 1160 | 80 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 13 | 12 | 12 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.969 | | | 0.865 | | | | | | 0.990 | |
| Flt Protected | | 0.963 | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 1796 | 0 | 0 | 1665 | 0 | 0 | 3539 | 0 | 0 | 3504 | 0 |
| Flt Permitted | | 0.768 | | | | | | 0.939 | | | 0.939 | |
| Satd. Flow (perm) | 0 | 1432 | 0 | 0 | 1665 | 0 | 0 | 3323 | 0 | 0 | 3290 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 42 | | | 64 | | | | | | 17 | |
| Link Speed (mph) | | 25 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 364 | | | 150 | | | 1529 | | | 547 | |
| Travel Time (s) | | 9.9 | | | 4.1 | | | 26.1 | | | 9.3 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.84 | 0.84 | 0.84 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 125 | 0 | 38 | 0 | 0 | 13 | 12 | 1429 | 0 | 10 | 1208 | 83 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 163 | 0 | 0 | 13 | 0 | 0 | 1441 | 0 | 0 | 1301 | 0 |
| Turn Type | Perm | NA | | | 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) | 7.0 | 7.0 | | 7.0 | 7.0 | | 15.0 | 15.0 | | 15.0 | 15.0 | |
| Minimum Split (s) | 11.7 | 11.7 | | 11.7 | 11.7 | | 21.5 | 21.5 | | 21.5 | 21.5 | |
| Total Split (s) | 23.0 | 23.0 | | 23.0 | 23.0 | | 67.0 | 67.0 | | 67.0 | 67.0 | |
| Total Split (%) | 25.6% | 25.6% | | 25.6% | 25.6% | | 74.4% | 74.4% | | 74.4% | 74.4% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 4.4 | 4.4 | | 4.4 | 4.4 | |
| All-Red Time (s) | 1.7 | 1.7 | | 1.7 | 1.7 | | 2.1 | 2.1 | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | | 4.7 | | | 4.7 | | | 6.5 | | | 6.5 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Max | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | | 12.4 | | | 12.4 | | | 66.4 | | | 66.4 | |
| Actuated g/C Ratio | | 0.14 | | | 0.14 | | | 0.74 | | | 0.74 | |
| v/c Ratio | | 0.70 | | | 0.05 | | | 0.59 | | | 0.54 | |
| Control Delay | | 42.4 | | | 0.3 | | | 4.8 | | | 4.6 | |
| Queue Delay | | 0.0 | | | 0.0 | | | 0.0 | | | 0.1 | |
| Total Delay | | 42.4 | | | 0.3 | | | 4.8 | | | 4.7 | |
| LOS | | D | | | A | | | A | | | A | |
| Approach Delay | | 42.4 | | | 0.3 | | | 4.8 | | | 4.7 | |
| Approach LOS | | D | | | A | | | A | | | A | |
| Queue Length 50th (ft) | | 66 | | | 0 | | | 93 | | | 81 | |
| Queue Length 95th (ft) | | 104 | | | 0 | | | 117 | | | 126 | |
| Internal Link Dist (ft) | | 284 | | | 70 | | | 1449 | | | 467 | |
| Turn Bay Length (ft) | | | | | | | | | | | | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Capacity (vph) | | 324 | | | 389 | | | 2451 | | | 2431 | |
| Starvation Cap Reductn | | 0 | | | 0 | | | 0 | | | 296 | |
| Spillback Cap Reductn | | 0 | | | 0 | | | 29 | | | 0 | |
| Storage Cap Reductn | | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | | 0.50 | | | 0.03 | | | 0.59 | | | 0.61 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 18 (20%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow | | | |
| Natural Cycle: 50 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.70 | | | |
| Intersection Signal Delay: 6.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 65.1% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 204: Route 111 (Monroe Turnpike) & Spring Hill Road/Office Dr

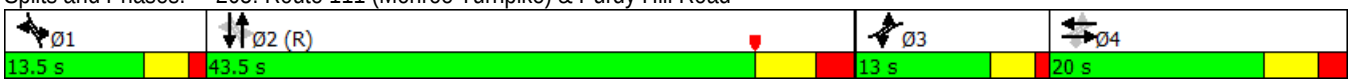


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Future Volume (vph) | 180 | 130 | 170 | 220 | 100 | 90 | 170 | 960 | 180 | 80 | 860 | 120 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 12 | 12 | 11 | 12 | 12 | 11 | 12 | 12 |
| Storage Length (ft) | 0 | | 130 | 110 | | 0 | 350 | | 0 | 125 | | 0 |
| Storage Lanes | 1 | | 2 | 1 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 100 | | | 100 | | | 25 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | | 0.850 | | 0.929 | | | 0.976 | | | 0.982 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1730 | 0 | 1711 | 3454 | 0 | 1711 | 3476 | 0 |
| Flt Permitted | 0.391 | | | 0.585 | | | 0.178 | | | 0.119 | | |
| Satd. Flow (perm) | 728 | 1863 | 1583 | 1090 | 1730 | 0 | 321 | 3454 | 0 | 214 | 3476 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 198 | | 43 | | | 29 | | | 20 | |
| Link Speed (mph) | | 30 | | | 25 | | | 40 | | | 40 | |
| Link Distance (ft) | | 468 | | | 420 | | | 547 | | | 444 | |
| Travel Time (s) | | 10.6 | | | 11.5 | | | 9.3 | | | 7.6 | |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.90 | 0.90 | 0.90 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| Adj. Flow (vph) | 209 | 151 | 198 | 244 | 111 | 100 | 177 | 1000 | 188 | 83 | 896 | 125 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 209 | 151 | 198 | 244 | 211 | 0 | 177 | 1188 | 0 | 83 | 1021 | 0 |
| Turn Type | pm+pt | NA | Perm | pm+pt | NA | | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | 3 | 4 | | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | | 2 | | | 2 | | |
| Detector Phase | 3 | 4 | 4 | 3 | 4 | | 1 | 2 | | 1 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 8.0 | 8.0 | 5.0 | 8.0 | | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.0 | 13.7 | 13.7 | 9.0 | 13.7 | | 9.2 | 21.8 | | 9.2 | 21.8 | |
| Total Split (s) | 13.0 | 20.0 | 20.0 | 13.0 | 20.0 | | 13.5 | 43.5 | | 13.5 | 43.5 | |
| Total Split (%) | 14.4% | 22.2% | 22.2% | 14.4% | 22.2% | | 15.0% | 48.3% | | 15.0% | 48.3% | |
| Yellow Time (s) | 3.0 | 3.7 | 3.7 | 3.0 | 3.7 | | 3.0 | 4.1 | | 3.0 | 4.1 | |
| All-Red Time (s) | 1.0 | 2.0 | 2.0 | 1.0 | 2.0 | | 1.2 | 2.7 | | 1.2 | 2.7 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.7 | 5.7 | 4.0 | 5.7 | | 4.2 | 6.8 | | 4.2 | 6.8 | |
| Lead/Lag | Lead | Lag | Lag | Lead | Lag | | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | | None | C-Max | | None | C-Max | |
| Act Effct Green (s) | 23.0 | 12.3 | 12.3 | 23.0 | 12.3 | | 50.6 | 39.8 | | 50.6 | 39.8 | |
| Actuated g/C Ratio | 0.26 | 0.14 | 0.14 | 0.26 | 0.14 | | 0.56 | 0.44 | | 0.56 | 0.44 | |
| v/c Ratio | 0.72 | 0.59 | 0.51 | 0.71 | 0.77 | | 0.58 | 0.77 | | 0.32 | 0.66 | |
| Control Delay | 40.8 | 46.1 | 10.3 | 38.3 | 48.9 | | 20.2 | 14.4 | | 11.5 | 22.6 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 40.8 | 46.1 | 10.3 | 38.3 | 48.9 | | 20.2 | 14.4 | | 11.5 | 22.6 | |
| LOS | D | D | B | D | D | | C | B | | B | C | |
| Approach Delay | | 31.4 | | | 43.2 | | | 15.2 | | | 21.7 | |
| Approach LOS | | C | | | D | | | B | | | C | |
| Queue Length 50th (ft) | 92 | 80 | 0 | 110 | 92 | | 14 | 74 | | 19 | 238 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #145 | 133 | 51 | 176 | #182 | | 92 | 246 | | 38 | 318 | |
| Internal Link Dist (ft) | | 388 | | | 340 | | | 467 | | | 364 | |
| Turn Bay Length (ft) | | | 130 | 110 | | | 350 | | | 125 | | |
| Base Capacity (vph) | 290 | 296 | 418 | 346 | 311 | | 327 | 1545 | | 277 | 1549 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 2 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.72 | 0.51 | 0.47 | 0.71 | 0.68 | | 0.54 | 0.77 | | 0.30 | 0.66 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 65 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.77 | | | |
| Intersection Signal Delay: 23.5 | | Intersection LOS: C | |
| Intersection Capacity Utilization 75.0% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |
| # 95th percentile volume exceeds capacity, queue may be longer. | | | |
| Queue shown is maximum after two cycles. | | | |

Splits and Phases: 205: Route 111 (Monroe Turnpike) & Purdy Hill Road



| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Future Volume (vph) | 110 | 0 | 110 | 40 | 10 | 60 | 80 | 1000 | 60 | 50 | 980 | 70 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 11 | 12 | 15 | 14 | 11 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 35 | 120 | | 0 | 135 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 80 | | | 125 | | |
| 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 | | | 0.850 | | 0.992 | | | 0.990 | |
| Flt Protected | | 0.950 | | | 0.961 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1711 | 1531 | 0 | 1969 | 1689 | 1711 | 1786 | 0 | 1652 | 1783 | 0 |
| Flt Permitted | | 0.717 | | | 0.540 | | 0.076 | | | 0.198 | | |
| Satd. Flow (perm) | 0 | 1291 | 1531 | 0 | 1106 | 1689 | 137 | 1786 | 0 | 344 | 1783 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 125 | | | 88 | | 13 | | | 7 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 121 | | | 198 | | | 441 | | | 636 | |
| Travel Time (s) | | 3.3 | | | 5.4 | | | 8.6 | | | 12.4 | |
| Peak Hour Factor | 0.88 | 0.88 | 0.88 | 0.81 | 0.81 | 0.81 | 0.92 | 0.92 | 0.92 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 125 | 0 | 125 | 49 | 12 | 74 | 87 | 1087 | 65 | 52 | 1010 | 72 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 125 | 125 | 0 | 61 | 74 | 87 | 1152 | 0 | 52 | 1082 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | Perm | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | 1 | 1 2 | | | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 4 | 1 | 1 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 9.0 | 4.0 | | | 36.0 | 36.0 | |
| Minimum Split (s) | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 13.1 | 8.0 | | | 42.3 | 42.3 | |
| Total Split (s) | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 13.2 | 18.0 | | | 58.8 | 58.8 | |
| Total Split (%) | 14.7% | 14.7% | 14.7% | 14.7% | 14.7% | 14.7% | 20.0% | | | 65.3% | 65.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.1 | 1.0 | | | 2.1 | 2.1 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.1 | 4.1 | | 4.1 | 4.1 | 4.0 | | | 6.3 | 6.3 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | Max | | | C-Min | C-Min | |
| Act Effct Green (s) | | 9.1 | 9.1 | | 9.1 | 9.1 | 68.8 | 72.8 | | 52.5 | 52.5 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.10 | 0.10 | 0.76 | 0.81 | | 0.58 | 0.58 | |
| v/c Ratio | | 0.96 | 0.47 | | 0.55 | 0.30 | 0.25 | 0.80 | | 0.26 | 1.04 | |
| Control Delay | | 112.9 | 13.7 | | 58.4 | 10.2 | 6.7 | 9.9 | | 8.1 | 46.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | | 112.9 | 13.7 | | 58.4 | 10.2 | 6.7 | 9.9 | | 8.1 | 46.2 | |
| LOS | | F | B | | E | B | A | A | | A | D | |
| Approach Delay | | 63.3 | | | 32.0 | | | 9.7 | | | 44.4 | |
| Approach LOS | | E | | | C | | | A | | | D | |
| Queue Length 50th (ft) | | 72 | 0 | | 34 | 0 | 7 | 249 | | 7 | ~661 | |

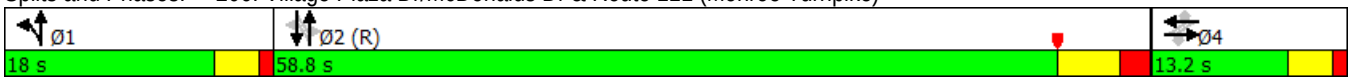
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #175 | 48 | | #69 | 24 | 32 | 432 | | m11 | m#828 | |
| Internal Link Dist (ft) | | 41 | | | 118 | | | 361 | | | 556 | |
| Turn Bay Length (ft) | | | | | | 35 | 120 | | | 135 | | |
| Base Capacity (vph) | | 130 | 267 | | 111 | 249 | 349 | 1447 | | 200 | 1043 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.96 | 0.47 | | 0.55 | 0.30 | 0.25 | 0.80 | | 0.26 | 1.04 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 10 (11%), Referenced to phase 2:NBSB, Start of Yellow
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.04
Intersection Signal Delay: 29.9 Intersection LOS: C
Intersection Capacity Utilization 86.0% ICU Level of Service E
Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 206: Village Plaza Dr/McDonalds Dr & Route 111 (Monroe Turnpike)



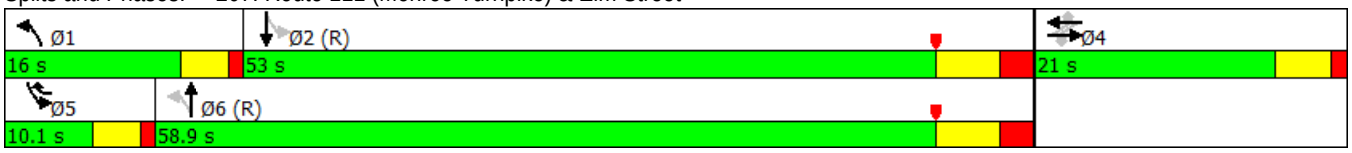
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Future Volume (vph) | 150 | 140 | 250 | 100 | 130 | 140 | 250 | 810 | 60 | 130 | 720 | 130 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 9 | 9 | 12 | 11 | 10 | 11 | 11 | 12 | 10 | 12 | 12 |
| Storage Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | 160 | 95 | | 95 |
| Storage Lanes | 1 | | 1 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 40 | | | 100 | | | 70 | | | 55 | | |
| 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 | | | 0.850 | | 0.990 | | | 0.977 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1770 | 1676 | 1425 | 1770 | 1801 | 1478 | 1711 | 1783 | 0 | 1652 | 1820 | 0 |
| Flt Permitted | 0.550 | | | 0.568 | | | 0.088 | | | 0.159 | | |
| Satd. Flow (perm) | 1025 | 1676 | 1425 | 1058 | 1801 | 1478 | 158 | 1783 | 0 | 276 | 1820 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 278 | | | 165 | | 7 | | | 15 | |
| Link Speed (mph) | | 30 | | | 30 | | | 35 | | | 35 | |
| Link Distance (ft) | | 385 | | | 483 | | | 814 | | | 737 | |
| Travel Time (s) | | 8.8 | | | 11.0 | | | 15.9 | | | 14.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 167 | 156 | 278 | 125 | 163 | 175 | 258 | 835 | 62 | 134 | 742 | 134 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 167 | 156 | 278 | 125 | 163 | 175 | 258 | 897 | 0 | 134 | 876 | 0 |
| Turn Type | Perm | NA | Perm | Perm | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 4 | | | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 4 | | 4 | 4 | | 4 | 6 | | | 2 | | |
| Detector Phase | 4 | 4 | 4 | 4 | 4 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.9 | 9.9 | 9.9 | 9.9 | 9.9 | 9.2 | 9.2 | 21.6 | | 9.2 | 21.6 | |
| Total Split (s) | 21.0 | 21.0 | 21.0 | 21.0 | 21.0 | 10.1 | 16.0 | 58.9 | | 10.1 | 53.0 | |
| Total Split (%) | 23.3% | 23.3% | 23.3% | 23.3% | 23.3% | 11.2% | 17.8% | 65.4% | | 11.2% | 58.9% | |
| Yellow Time (s) | 3.7 | 3.7 | 3.7 | 3.7 | 3.7 | 3.2 | 3.2 | 4.2 | | 3.2 | 4.2 | |
| All-Red Time (s) | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.0 | 1.0 | 2.4 | | 1.0 | 2.4 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.9 | 4.9 | 4.9 | 4.9 | 4.9 | 4.2 | 4.2 | 6.6 | | 4.2 | 6.6 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | None | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | 15.7 | 15.7 | 15.7 | 15.7 | 15.7 | 26.3 | 65.2 | 52.9 | | 55.4 | 47.3 | |
| Actuated g/C Ratio | 0.17 | 0.17 | 0.17 | 0.17 | 0.17 | 0.29 | 0.72 | 0.59 | | 0.62 | 0.53 | |
| v/c Ratio | 0.94 | 0.54 | 0.58 | 0.68 | 0.52 | 0.32 | 0.83 | 0.85 | | 0.52 | 0.91 | |
| Control Delay | 92.0 | 41.2 | 9.7 | 54.8 | 40.2 | 6.5 | 32.9 | 24.7 | | 11.9 | 30.3 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.8 | | 0.0 | 0.0 | |
| Total Delay | 92.0 | 41.2 | 9.7 | 54.8 | 40.2 | 6.5 | 32.9 | 25.5 | | 11.9 | 30.3 | |
| LOS | F | D | A | D | D | A | C | C | | B | C | |
| Approach Delay | | 40.8 | | | 31.4 | | | 27.2 | | | 27.8 | |
| Approach LOS | | D | | | C | | | C | | | C | |
| Queue Length 50th (ft) | 94 | 81 | 0 | 67 | 85 | 4 | 86 | 378 | | 21 | 273 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #214 | 143 | 68 | #114 | 129 | 36 | m#129 | m#660 | | m39 | #697 | |
| Internal Link Dist (ft) | | 305 | | | 403 | | | 734 | | | 657 | |
| Turn Bay Length (ft) | 125 | | 125 | 100 | | 100 | 160 | | | 95 | | |
| Base Capacity (vph) | 183 | 299 | 483 | 189 | 322 | 551 | 318 | 1052 | | 260 | 964 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 32 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.91 | 0.52 | 0.58 | 0.66 | 0.51 | 0.32 | 0.81 | 0.88 | | 0.52 | 0.91 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 72 (80%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 30.5 Intersection LOS: C
Intersection Capacity Utilization 92.0% ICU Level of Service F
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 207: Route 111 (Monroe Turnpike) & Elm Street



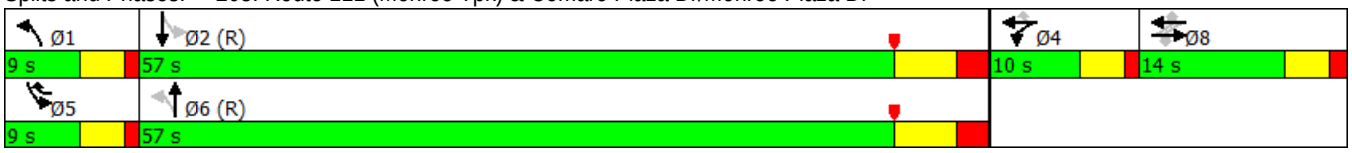
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Future Volume (vph) | 70 | 10 | 80 | 160 | 20 | 170 | 60 | 820 | 10 | 110 | 740 | 30 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 10 | 11 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 0 | | 0 | 0 | | 0 | 450 | | 0 | 145 | | 0 |
| Storage Lanes | 0 | | 1 | 0 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 25 | | | 25 | | | 55 | | | 105 | | |
| 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 | | | 0.850 | | 0.998 | | | 0.994 | |
| Flt Protected | | 0.958 | | | 0.958 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 0 | 1725 | 1583 | 0 | 1666 | 1531 | 1652 | 1797 | 0 | 1652 | 1790 | 0 |
| Flt Permitted | | 0.625 | | | 0.689 | | 0.195 | | | 0.137 | | |
| Satd. Flow (perm) | 0 | 1125 | 1583 | 0 | 1198 | 1531 | 339 | 1797 | 0 | 238 | 1790 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | | 138 | | | 145 | | 1 | | | 4 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 102 | | | 224 | | | 737 | | | 443 | |
| Travel Time (s) | | 2.8 | | | 6.1 | | | 14.4 | | | 8.6 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.93 | 0.93 | 0.93 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 76 | 11 | 87 | 172 | 22 | 183 | 63 | 863 | 11 | 116 | 779 | 32 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 87 | 87 | 0 | 194 | 183 | 63 | 874 | 0 | 116 | 811 | 0 |
| Turn Type | Perm | NA | Perm | D.P+P | NA | pm+ov | pm+pt | NA | | pm+pt | NA | |
| Protected Phases | | 8 | | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Permitted Phases | 8 | | 8 | 8 | | 4 8 | 6 | | | 2 | | |
| Detector Phase | 8 | 8 | 8 | 4 | 4 8 | 5 | 1 | 6 | | 5 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | 5.0 | 5.0 | | 5.0 | 5.0 | 15.0 | | 5.0 | 15.0 | |
| Minimum Split (s) | 9.3 | 9.3 | 9.3 | 9.0 | | 9.0 | 9.0 | 21.4 | | 9.0 | 21.4 | |
| Total Split (s) | 14.0 | 14.0 | 14.0 | 10.0 | | 9.0 | 9.0 | 57.0 | | 9.0 | 57.0 | |
| Total Split (%) | 15.6% | 15.6% | 15.6% | 11.1% | | 10.0% | 10.0% | 63.3% | | 10.0% | 63.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 4.2 | | 3.0 | 4.2 | |
| All-Red Time (s) | 1.3 | 1.3 | 1.3 | 1.0 | | 1.0 | 1.0 | 2.2 | | 1.0 | 2.2 | |
| Lost Time Adjust (s) | | 0.0 | 0.0 | | | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | | 4.3 | 4.3 | | | 4.0 | 4.0 | 6.4 | | 4.0 | 6.4 | |
| Lead/Lag | | | | | | Lead | Lead | Lag | | Lead | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | None | None | | None | None | C-Min | | None | C-Min | |
| Act Effct Green (s) | | 9.0 | 9.0 | | 15.3 | 28.3 | 58.7 | 51.3 | | 59.5 | 53.1 | |
| Actuated g/C Ratio | | 0.10 | 0.10 | | 0.17 | 0.31 | 0.65 | 0.57 | | 0.66 | 0.59 | |
| v/c Ratio | | 0.78 | 0.31 | | 0.83 | 0.31 | 0.21 | 0.85 | | 0.49 | 0.77 | |
| Control Delay | | 80.9 | 4.9 | | 61.9 | 8.0 | 4.6 | 17.5 | | 9.4 | 17.2 | |
| Queue Delay | | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 2.8 | | 0.0 | 3.0 | |
| Total Delay | | 80.9 | 4.9 | | 61.9 | 8.0 | 4.6 | 20.3 | | 9.4 | 20.2 | |
| LOS | | F | A | | E | A | A | C | | A | C | |
| Approach Delay | | 42.9 | | | 35.8 | | | 19.2 | | | 18.8 | |
| Approach LOS | | D | | | D | | | B | | | B | |
| Queue Length 50th (ft) | | 49 | 0 | | 98 | 15 | 8 | 269 | | 17 | 241 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | | #126 | 15 | | #209 | 62 | m11 | m#469 | | m25 | 469 | |
| Internal Link Dist (ft) | | 22 | | | 144 | | | 657 | | | 363 | |
| Turn Bay Length (ft) | | | | | | | 450 | | | 145 | | |
| Base Capacity (vph) | | 121 | 293 | | 244 | 581 | 294 | 1024 | | 235 | 1057 | |
| Starvation Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 152 | |
| Spillback Cap Reductn | | 0 | 0 | | 0 | 6 | 0 | 75 | | 0 | 0 | |
| Storage Cap Reductn | | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | | 0.72 | 0.30 | | 0.80 | 0.32 | 0.21 | 0.92 | | 0.49 | 0.90 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 86 (96%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.4 Intersection LOS: C
Intersection Capacity Utilization 78.4% ICU Level of Service D
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 208: Route 111 (Monroe Tpk) & Comaro Plaza Dr/Monroe Plaza Dr



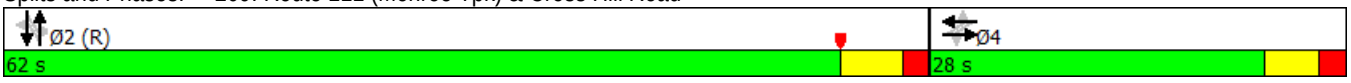
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Future Volume (vph) | 170 | 60 | 60 | 150 | 90 | 60 | 60 | 850 | 130 | 50 | 690 | 180 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 11 | 12 | 12 | 12 | 12 | 10 | 11 | 12 | 10 | 11 | 12 |
| Storage Length (ft) | 90 | | 90 | 0 | | 95 | 90 | | 90 | 45 | | 0 |
| Storage Lanes | 1 | | 0 | 1 | | 1 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 55 | | | 25 | | | 105 | | | 60 | | |
| 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 | | 0.925 | | | 0.940 | | | 0.980 | | | 0.969 | |
| Flt Protected | 0.950 | | | 0.950 | | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1652 | 1666 | 0 | 1770 | 1751 | 0 | 1652 | 1765 | 0 | 1652 | 1745 | 0 |
| Flt Permitted | 0.567 | | | 0.642 | | | 0.182 | | | 0.097 | | |
| Satd. Flow (perm) | 986 | 1666 | 0 | 1196 | 1751 | 0 | 316 | 1765 | 0 | 169 | 1745 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 53 | | | 35 | | | 16 | | | 28 | |
| Link Speed (mph) | | 25 | | | 30 | | | 35 | | | 40 | |
| Link Distance (ft) | | 354 | | | 360 | | | 443 | | | 949 | |
| Travel Time (s) | | 9.7 | | | 8.2 | | | 8.6 | | | 16.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 213 | 75 | 75 | 188 | 113 | 75 | 63 | 895 | 137 | 51 | 704 | 184 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 213 | 150 | 0 | 188 | 188 | 0 | 63 | 1032 | 0 | 51 | 888 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | Perm | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 4 | | | 2 | | | 2 | |
| Permitted Phases | 4 | | | 4 | | | 2 | | | 2 | | |
| Detector Phase | 4 | 4 | | 4 | 4 | | 2 | 2 | | 2 | 2 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 7.0 | 7.0 | | 7.0 | 7.0 | | 20.0 | 20.0 | | 20.0 | 20.0 | |
| Minimum Split (s) | 12.6 | 12.6 | | 12.6 | 12.6 | | 26.0 | 26.0 | | 26.0 | 26.0 | |
| Total Split (s) | 28.0 | 28.0 | | 28.0 | 28.0 | | 62.0 | 62.0 | | 62.0 | 62.0 | |
| Total Split (%) | 31.1% | 31.1% | | 31.1% | 31.1% | | 68.9% | 68.9% | | 68.9% | 68.9% | |
| Yellow Time (s) | 3.7 | 3.7 | | 3.7 | 3.7 | | 4.2 | 4.2 | | 4.2 | 4.2 | |
| All-Red Time (s) | 1.9 | 1.9 | | 1.9 | 1.9 | | 1.8 | 1.8 | | 1.8 | 1.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 5.6 | 5.6 | | 5.6 | 5.6 | | 6.0 | 6.0 | | 6.0 | 6.0 | |
| Lead/Lag | | | | | | | | | | | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | C-Min | C-Min | | C-Min | C-Min | |
| Act Effct Green (s) | 21.3 | 21.3 | | 21.3 | 21.3 | | 57.1 | 57.1 | | 57.1 | 57.1 | |
| Actuated g/C Ratio | 0.24 | 0.24 | | 0.24 | 0.24 | | 0.63 | 0.63 | | 0.63 | 0.63 | |
| v/c Ratio | 0.91 | 0.35 | | 0.67 | 0.43 | | 0.32 | 0.92 | | 0.48 | 0.79 | |
| Control Delay | 75.9 | 20.3 | | 43.4 | 26.5 | | 7.0 | 17.3 | | 11.4 | 6.0 | |
| Queue Delay | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 1.0 | | 0.0 | 1.2 | |
| Total Delay | 75.9 | 20.3 | | 43.4 | 26.5 | | 7.0 | 18.3 | | 11.4 | 7.2 | |
| LOS | E | C | | D | C | | A | B | | B | A | |
| Approach Delay | | 52.9 | | | 35.0 | | | 17.7 | | | 7.5 | |
| Approach LOS | | D | | | C | | | B | | | A | |
| Queue Length 50th (ft) | 116 | 44 | | 96 | 72 | | 6 | 106 | | 2 | 34 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #202 | 81 | | 146 | 114 | | m13 | m#775 | | m5 | m71 | |
| Internal Link Dist (ft) | | 274 | | | 280 | | | 363 | | | 869 | |
| Turn Bay Length (ft) | 90 | | | | | | 90 | | | 45 | | |
| Base Capacity (vph) | 245 | 454 | | 297 | 462 | | 200 | 1126 | | 107 | 1117 | |
| Starvation Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 20 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 2 | | 0 | 0 | | 0 | 0 | | 0 | 83 | |
| Storage Cap Reductn | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.87 | 0.33 | | 0.63 | 0.41 | | 0.32 | 0.93 | | 0.48 | 0.86 | |

**Intersection Summary**

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBSB, Start of Yellow, Master Intersection
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.92
Intersection Signal Delay: 21.2 Intersection LOS: C
Intersection Capacity Utilization 84.8% ICU Level of Service E
Analysis Period (min) 15
# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 209: Route 111 (Monroe Tpk) & Cross Hill Road



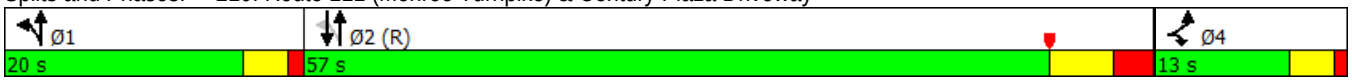
| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Future Volume (vph) | 90 | 180 | 170 | 840 | 740 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 12 | 11 | 11 | 11 | 12 |
| Storage Length (ft) | 0 | 0 | 280 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 175 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | 0.850 | | | 0.985 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1711 | 1583 | 1711 | 1801 | 1774 | 0 |
| Flt Permitted | 0.950 | | 0.119 | | | |
| Satd. Flow (perm) | 1711 | 1583 | 214 | 1801 | 1774 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 200 | | | 11 | |
| Link Speed (mph) | 25 | | | 40 | 40 | |
| Link Distance (ft) | 142 | | | 949 | 728 | |
| Travel Time (s) | 3.9 | | | 16.2 | 12.4 | |
| Peak Hour Factor | 0.90 | 0.90 | 0.97 | 0.97 | 0.92 | 0.92 |
| Adj. Flow (vph) | 100 | 200 | 175 | 866 | 804 | 98 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 100 | 200 | 175 | 866 | 902 | 0 |
| Turn Type | Prot | Prot | D.P+P | NA | NA | |
| Protected Phases | 4 | 4 | 1 | 1 2 | 2 | |
| Permitted Phases | | | 2 | | | |
| Detector Phase | 4 | 4 | 1 | 1 2 | 2 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 3.0 | | 15.0 | |
| Minimum Split (s) | 13.0 | 13.0 | 7.0 | | 22.0 | |
| Total Split (s) | 13.0 | 13.0 | 20.0 | | 57.0 | |
| Total Split (%) | 14.4% | 14.4% | 22.2% | | 63.3% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | | 4.2 | |
| All-Red Time (s) | 1.0 | 1.0 | 1.0 | | 2.8 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | | 0.0 | |
| Total Lost Time (s) | 4.0 | 4.0 | 4.0 | | 7.0 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | Min | | C-Max | |
| Act Effct Green (s) | 9.0 | 9.0 | 69.0 | 73.0 | 50.7 | |
| Actuated g/C Ratio | 0.10 | 0.10 | 0.77 | 0.81 | 0.56 | |
| v/c Ratio | 0.58 | 0.59 | 0.42 | 0.59 | 0.90 | |
| Control Delay | 53.6 | 13.8 | 6.7 | 5.2 | 31.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 53.6 | 13.8 | 6.7 | 5.2 | 31.4 | |
| LOS | D | B | A | A | C | |
| Approach Delay | 27.0 | | | 5.4 | 31.4 | |
| Approach LOS | C | | | A | C | |
| Queue Length 50th (ft) | 55 | 0 | 23 | 192 | 428 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | #118 | 63 | m28 | m246 | #714 | |
| Internal Link Dist (ft) | 62 | | | 869 | 648 | |
| Turn Bay Length (ft) | | | 280 | | | |
| Base Capacity (vph) | 171 | 338 | 432 | 1458 | 1004 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.58 | 0.59 | 0.41 | 0.59 | 0.90 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 73 (81%), Referenced to phase 2:NBSB, Start of Yellow | | | |
| Natural Cycle: 80 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.90 | | | |
| Intersection Signal Delay: 18.8 | | Intersection LOS: B | |
| Intersection Capacity Utilization 73.8% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 210: Route 111 (Monroe Turnpike) & Century Plaza Driveway



| Lane Group | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Volume (vph) | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 10 | 12 | 12 | 12 | 12 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | 0.997 | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1722 | 0 | 1839 | 0 | 0 | 1845 |
| Link Speed (mph) | 30 | | 40 | | | 40 |
| Link Distance (ft) | 316 | | 5365 | | | 661 |
| Travel Time (s) | 7.2 | | 91.4 | | | 11.3 |
| Peak Hour Factor | 0.80 | 0.80 | 0.94 | 0.94 | 0.95 | 0.95 |
| Heavy Vehicles (%) | 3% | 3% | 3% | 3% | 3% | 3% |
| Adj. Flow (vph) | 0 | 0 | 1617 | 32 | 11 | 1579 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 1649 | 0 | 0 | 1590 |
| Sign Control | Stop | | Free | | | Free |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization | 90.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| Future Vol, veh/h | 0 | 0 | 1520 | 30 | 10 | 1500 |
| 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 | 80 | 80 | 94 | 94 | 95 | 95 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 0 | 0 | 1617 | 32 | 11 | 1579 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 3233 | 1633 | 0 | 0 | 1649 | 0 |
| Stage 1 | 1633 | - | - | - | - | - |
| Stage 2 | 1600 | - | - | - | - | - |
| Critical Hdwy | 6.43 | 6.23 | - | - | 4.13 | - |
| Critical Hdwy Stg 1 | 5.43 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.43 | - | - | - | - | - |
| Follow-up Hdwy | 3.527 | 3.327 | - | - | 2.227 | - |
| Pot Cap-1 Maneuver | 10 | 124 | - | - | 389 | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 181 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 8 | 124 | - | - | 389 | - |
| Mov Cap-2 Maneuver | 8 | - | - | - | - | - |
| Stage 1 | 174 | - | - | - | - | - |
| Stage 2 | 139 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | 389 | - |
| HCM Lane V/C Ratio | - | - | - | 0.027 | - |
| HCM Control Delay (s) | - | - | 0 | 14.5 | 0 |
| HCM Lane LOS | - | - | A | B | A |
| HCM 95th %tile Q(veh) | - | - | - | 0.1 | - |

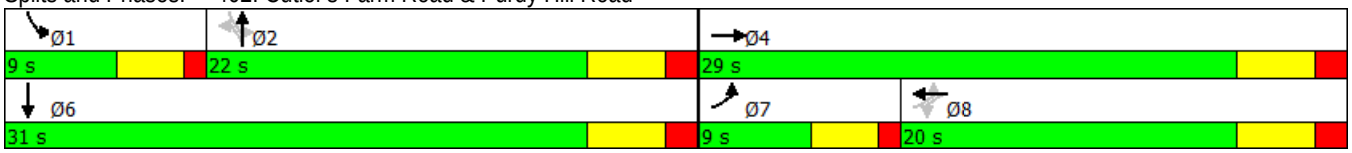
| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Future Volume (vph) | 140 | 180 | 20 | 20 | 180 | 80 | 20 | 120 | 20 | 110 | 150 | 160 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 11 | 12 | 12 | 12 | 12 | 12 | 10 | 12 | 12 | 12 | 12 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 0 | | 0 | 0 | | 0 |
| Taper Length (ft) | 50 | | | 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 | | 0.985 | | | 0.961 | | | 0.983 | | | 0.949 | |
| Flt Protected | 0.950 | | | | 0.996 | | | 0.994 | | | 0.987 | |
| Satd. Flow (prot) | 1770 | 1774 | 0 | 0 | 1783 | 0 | 0 | 1699 | 0 | 0 | 1745 | 0 |
| Flt Permitted | 0.410 | | | | 0.961 | | | 0.913 | | | 0.862 | |
| Satd. Flow (perm) | 764 | 1774 | 0 | 0 | 1720 | 0 | 0 | 1560 | 0 | 0 | 1524 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 11 | | | 32 | | | 12 | | | 65 | |
| Link Speed (mph) | | 30 | | | 30 | | | 25 | | | 25 | |
| Link Distance (ft) | | 988 | | | 775 | | | 934 | | | 884 | |
| Travel Time (s) | | 22.5 | | | 17.6 | | | 25.5 | | | 24.1 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 |
| Adj. Flow (vph) | 175 | 225 | 25 | 25 | 225 | 100 | 25 | 150 | 25 | 138 | 188 | 200 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 175 | 250 | 0 | 0 | 350 | 0 | 0 | 200 | 0 | 0 | 526 | 0 |
| Turn Type | D.P+P | NA | | Perm | NA | | Perm | NA | | D.P+P | NA | |
| Protected Phases | 7 | 4 | | | 8 | | | 2 | | 1 | 6 | |
| Permitted Phases | 8 | | | 8 | | | 2 | | | 2 | | |
| Detector Phase | 7 | 4 | | 8 | 8 | | 2 | 2 | | 1 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 5.0 | 5.0 | | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 5.0 | |
| Minimum Split (s) | 9.0 | 10.0 | | 14.0 | 14.0 | | 14.0 | 14.0 | | 9.0 | 10.0 | |
| Total Split (s) | 9.0 | 29.0 | | 20.0 | 20.0 | | 22.0 | 22.0 | | 9.0 | 31.0 | |
| Total Split (%) | 15.0% | 48.3% | | 33.3% | 33.3% | | 36.7% | 36.7% | | 15.0% | 51.7% | |
| Yellow Time (s) | 3.0 | 3.5 | | 3.5 | 3.5 | | 3.5 | 3.5 | | 3.0 | 3.5 | |
| All-Red Time (s) | 1.0 | 1.5 | | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Lost Time (s) | 4.0 | 5.0 | | | 5.0 | | | 5.0 | | | 5.0 | |
| Lead/Lag | Lead | | | Lag | Lag | | Lag | Lag | | Lead | | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | Min | | Min | Min | | None | None | | None | None | |
| Act Effct Green (s) | 18.4 | 20.2 | | | 13.7 | | | 21.6 | | | 21.6 | |
| Actuated g/C Ratio | 0.35 | 0.38 | | | 0.26 | | | 0.41 | | | 0.41 | |
| v/c Ratio | 0.47 | 0.36 | | | 0.74 | | | 0.31 | | | 0.79 | |
| Control Delay | 16.5 | 13.4 | | | 30.4 | | | 12.0 | | | 23.0 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | | 0.0 | | | 0.0 | |
| Total Delay | 16.5 | 13.4 | | | 30.4 | | | 12.0 | | | 23.0 | |
| LOS | B | B | | | C | | | B | | | C | |
| Approach Delay | | 14.7 | | | 30.4 | | | 12.0 | | | 23.0 | |
| Approach LOS | | B | | | C | | | B | | | C | |
| Queue Length 50th (ft) | 39 | 58 | | | 107 | | | 42 | | | 133 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 66 | 91 | | | #171 | | | 70 | | | 196 | |
| Internal Link Dist (ft) | | 908 | | | 695 | | | 854 | | | 804 | |
| Turn Bay Length (ft) | 100 | | | | | | | | | | | |
| Base Capacity (vph) | 369 | 874 | | | 549 | | | 707 | | | 839 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | | 0 | | | 0 | |
| Reduced v/c Ratio | 0.47 | 0.29 | | | 0.64 | | | 0.28 | | | 0.63 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 60 | | | |
| Actuated Cycle Length: 52.6 | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Uncoordinated | | | |
| Maximum v/c Ratio: 0.79 | | | |
| Intersection Signal Delay: 20.9 | | Intersection LOS: C | |
| Intersection Capacity Utilization 75.2% | | ICU Level of Service D | |
| Analysis Period (min) 15 | | | |

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

Splits and Phases: 402: Cutler's Farm Road & Purdy Hill Road

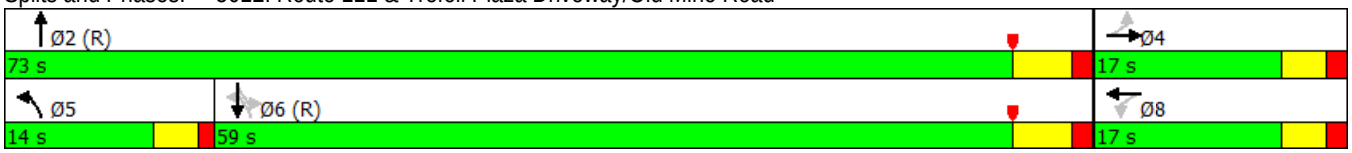


| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 60 | 0 | 140 | 10 | 0 | 10 | 130 | 1290 | 10 | 10 | 1240 | 90 |
| Future Volume (vph) | 60 | 0 | 140 | 10 | 0 | 10 | 130 | 1290 | 10 | 10 | 1240 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| Storage Length (ft) | 100 | | 0 | 0 | | 0 | 150 | | 0 | 100 | | 0 |
| Storage Lanes | 1 | | 0 | 0 | | 0 | 1 | | 0 | 1 | | 0 |
| Taper Length (ft) | 100 | | | 25 | | | 100 | | | 100 | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.932 | | | 0.999 | | | 0.990 | |
| Flt Protected | 0.950 | | | | 0.976 | | 0.950 | | | 0.950 | | |
| Satd. Flow (prot) | 1711 | 1531 | 0 | 0 | 1638 | 0 | 1711 | 3418 | 0 | 1711 | 3387 | 0 |
| Flt Permitted | 0.740 | | | | 0.703 | | 0.118 | | | 0.192 | | |
| Satd. Flow (perm) | 1332 | 1531 | 0 | 0 | 1180 | 0 | 212 | 3418 | 0 | 346 | 3387 | 0 |
| Right Turn on Red | | | Yes | | | Yes | | | Yes | | | Yes |
| Satd. Flow (RTOR) | | 213 | | | 79 | | | 2 | | | 15 | |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 275 | | | 277 | | | 321 | | | 269 | |
| Travel Time (s) | | 7.5 | | | 7.6 | | | 6.3 | | | 5.2 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.80 | 0.93 | 0.93 | 0.93 | 0.90 | 0.90 | 0.90 |
| Adj. Flow (vph) | 75 | 0 | 175 | 13 | 0 | 13 | 140 | 1387 | 11 | 11 | 1378 | 100 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 75 | 175 | 0 | 0 | 26 | 0 | 140 | 1398 | 0 | 11 | 1478 | 0 |
| Turn Type | Perm | NA | | Perm | NA | | D.P+P | NA | | Perm | NA | |
| Protected Phases | | 4 | | | 8 | | 5 | 2 | | | 6 | |
| Permitted Phases | 4 | | | 8 | | | 6 | | | 6 | | |
| Detector Phase | 4 | 4 | | 8 | 8 | | 5 | 2 | | 6 | 6 | |
| Switch Phase | | | | | | | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | | 9.0 | 9.0 | | 5.0 | 15.0 | | 9.0 | 9.0 | |
| Minimum Split (s) | 13.5 | 13.5 | | 13.5 | 13.5 | | 9.0 | 20.5 | | 20.5 | 20.5 | |
| Total Split (s) | 17.0 | 17.0 | | 17.0 | 17.0 | | 14.0 | 73.0 | | 59.0 | 59.0 | |
| Total Split (%) | 18.9% | 18.9% | | 18.9% | 18.9% | | 15.6% | 81.1% | | 65.6% | 65.6% | |
| Yellow Time (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 4.0 | | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | | 1.5 | 1.5 | | 1.0 | 1.5 | | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | | | 4.5 | | 4.0 | 5.5 | | 5.5 | 5.5 | |
| Lead/Lag | | | | | | | Lead | | | Lag | Lag | |
| Lead-Lag Optimize? | | | | | | | | | | | | |
| Recall Mode | None | None | | None | None | | None | C-Max | | C-Max | C-Max | |
| Act Effct Green (s) | 10.7 | 10.7 | | | 10.7 | | 66.8 | 69.3 | | 57.6 | 57.6 | |
| Actuated g/C Ratio | 0.12 | 0.12 | | | 0.12 | | 0.74 | 0.77 | | 0.64 | 0.64 | |
| v/c Ratio | 0.47 | 0.47 | | | 0.12 | | 0.49 | 0.53 | | 0.05 | 0.68 | |
| Control Delay | 47.0 | 7.3 | | | 1.2 | | 10.9 | 5.0 | | 8.0 | 12.8 | |
| Queue Delay | 0.0 | 0.0 | | | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | |
| Total Delay | 47.0 | 7.3 | | | 1.2 | | 10.9 | 5.0 | | 8.0 | 12.8 | |
| LOS | D | A | | | A | | B | A | | A | B | |
| Approach Delay | | 19.3 | | | 1.2 | | | 5.6 | | | 12.7 | |
| Approach LOS | | B | | | A | | | A | | | B | |
| Queue Length 50th (ft) | 41 | 0 | | | 0 | | 14 | 125 | | 2 | 243 | |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 73 | 19 | | | 0 | | 48 | 183 | | 10 | 372 | |
| Internal Link Dist (ft) | | 195 | | | 197 | | | 241 | | | 189 | |
| Turn Bay Length (ft) | 100 | | | | | | 150 | | | 100 | | |
| Base Capacity (vph) | 185 | 396 | | | 231 | | 329 | 2633 | | 221 | 2174 | |
| Starvation Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | | | 0 | | 0 | 0 | | 0 | 0 | |
| Reduced v/c Ratio | 0.41 | 0.44 | | | 0.11 | | 0.43 | 0.53 | | 0.05 | 0.68 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 0 (0%), Referenced to phase 2:NBT and 6:NBSB, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.68 | | | |
| Intersection Signal Delay: 9.8 | | Intersection LOS: A | |
| Intersection Capacity Utilization 66.6% | | ICU Level of Service C | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 5012: Route 111 & Trefoil Plaza Driveway/Old Mine Road

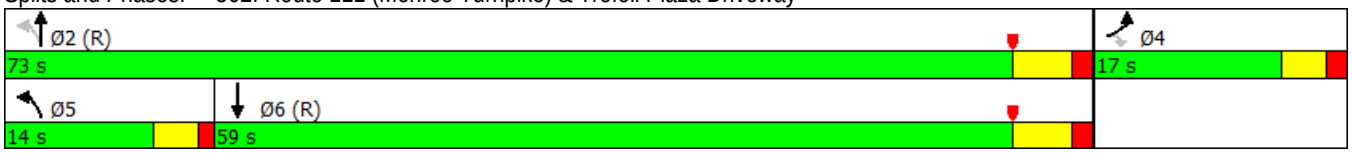


| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Future Volume (vph) | 60 | 140 | 130 | 1300 | 1250 | 90 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 16 | 10 | 11 | 10 | 12 |
| Storage Length (ft) | 0 | 25 | 95 | | | 0 |
| Storage Lanes | 1 | 1 | 1 | | | 0 |
| Taper Length (ft) | 25 | | 105 | | | |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.850 | | | 0.990 | |
| Flt Protected | 0.950 | | 0.950 | | | |
| Satd. Flow (prot) | 1770 | 1794 | 1652 | 3421 | 3270 | 0 |
| Flt Permitted | 0.950 | | 0.124 | | | |
| Satd. Flow (perm) | 1770 | 1794 | 216 | 3421 | 3270 | 0 |
| Right Turn on Red | | Yes | | | | Yes |
| Satd. Flow (RTOR) | | 175 | | | 14 | |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 387 | | | 285 | 334 | |
| Travel Time (s) | 10.6 | | | 5.6 | 6.5 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.92 | 0.92 | 0.94 | 0.94 |
| Adj. Flow (vph) | 75 | 175 | 141 | 1413 | 1330 | 96 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 75 | 175 | 141 | 1413 | 1426 | 0 |
| Turn Type | Prot | Perm | pm+pt | NA | NA | |
| Protected Phases | 4 | | 5 | 2 | 6 | |
| Permitted Phases | | 4 | 2 | | | |
| Detector Phase | 4 | 4 | 5 | 2 | 6 | |
| Switch Phase | | | | | | |
| Minimum Initial (s) | 9.0 | 9.0 | 5.0 | 15.0 | 15.0 | |
| Minimum Split (s) | 13.5 | 13.5 | 9.0 | 20.5 | 20.5 | |
| Total Split (s) | 17.0 | 17.0 | 14.0 | 73.0 | 59.0 | |
| Total Split (%) | 18.9% | 18.9% | 15.6% | 81.1% | 65.6% | |
| Yellow Time (s) | 3.0 | 3.0 | 3.0 | 4.0 | 4.0 | |
| All-Red Time (s) | 1.5 | 1.5 | 1.0 | 1.5 | 1.5 | |
| Lost Time Adjust (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Lost Time (s) | 4.5 | 4.5 | 4.0 | 5.5 | 5.5 | |
| Lead/Lag | | | Lead | | Lag | |
| Lead-Lag Optimize? | | | | | | |
| Recall Mode | None | None | None | C-Max | C-Max | |
| Act Effct Green (s) | 10.0 | 10.0 | 71.5 | 70.0 | 58.5 | |
| Actuated g/C Ratio | 0.11 | 0.11 | 0.79 | 0.78 | 0.65 | |
| v/c Ratio | 0.38 | 0.49 | 0.48 | 0.53 | 0.67 | |
| Control Delay | 42.5 | 11.0 | 9.0 | 4.8 | 6.4 | |
| Queue Delay | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | |
| Total Delay | 42.5 | 11.0 | 9.0 | 4.8 | 6.4 | |
| LOS | D | B | A | A | A | |
| Approach Delay | 20.5 | | | 5.2 | 6.4 | |
| Approach LOS | C | | | A | A | |
| Queue Length 50th (ft) | 41 | 0 | 13 | 115 | 112 | |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Queue Length 95th (ft) | 71 | 39 | 40 | 186 | 148 | |
| Internal Link Dist (ft) | 307 | | | 205 | 254 | |
| Turn Bay Length (ft) | | 25 | 95 | | | |
| Base Capacity (vph) | 245 | 399 | 331 | 2658 | 2129 | |
| Starvation Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Spillback Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Storage Cap Reductn | 0 | 0 | 0 | 0 | 0 | |
| Reduced v/c Ratio | 0.31 | 0.44 | 0.43 | 0.53 | 0.67 | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Cycle Length: 90 | | | |
| Actuated Cycle Length: 90 | | | |
| Offset: 52 (58%), Referenced to phase 2:NBTL and 6:SBT, Start of Yellow | | | |
| Natural Cycle: 60 | | | |
| Control Type: Actuated-Coordinated | | | |
| Maximum v/c Ratio: 0.67 | | | |
| Intersection Signal Delay: 6.9 | | Intersection LOS: A | |
| Intersection Capacity Utilization 63.8% | | ICU Level of Service B | |
| Analysis Period (min) 15 | | | |

Splits and Phases: 502: Route 111 (Monroe Turnpike) & Trefoil Plaza Driveway



| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 15 | 12 | 11 | 10 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 |
| Frt | | 0.865 | | | 0.999 | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 0 | 1772 | 0 | 3421 | 3300 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 348 | | | 334 | 300 | |
| Travel Time (s) | 9.5 | | | 6.5 | 5.8 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 25 | 0 | 1432 | 1389 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 25 | 0 | 1432 | 1400 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 46.8% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 0 | 20 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 25 | 0 | 1432 | 1389 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | - | 700 | - | 0 | - | 0 |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Critical Hdwy | - | 6.94 | - | - | - | - |
| Critical Hdwy Stg 1 | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | - | - | - | - | - | - |
| Follow-up Hdwy | - | 3.32 | - | - | - | - |
| Pot Cap-1 Maneuver | 0 | 382 | 0 | - | - | - |
| Stage 1 | 0 | - | 0 | - | - | - |
| Stage 2 | 0 | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | - | 382 | - | - | - | - |
| Mov Cap-2 Maneuver | - | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 15.1 | 0 | 0 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|
| Capacity (veh/h) | - | 382 | - | - |
| HCM Lane V/C Ratio | - | 0.065 | - | - |
| HCM Control Delay (s) | - | 15.1 | - | - |
| HCM Lane LOS | - | C | - | - |
| HCM 95th %tile Q(veh) | - | 0.2 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Volume (vph) | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 13 | 12 | 12 | 12 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 0.95 | 0.95 | 0.95 | 0.95 |
| Frt | 0.932 | | | | 0.999 | |
| Flt Protected | 0.976 | | | | | |
| Satd. Flow (prot) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Flt Permitted | 0.976 | | | | | |
| Satd. Flow (perm) | 1751 | 0 | 0 | 3539 | 3418 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 167 | | | 300 | 188 | |
| Travel Time (s) | 4.6 | | | 5.8 | 3.7 | |
| Peak Hour Factor | 0.80 | 0.80 | 0.88 | 0.88 | 0.92 | 0.92 |
| Adj. Flow (vph) | 13 | 13 | 0 | 1545 | 1435 | 11 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 26 | 0 | 0 | 1545 | 1446 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 47.6% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| Future Vol, veh/h | 10 | 10 | 0 | 1360 | 1320 | 10 |
| 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 | 80 | 80 | 88 | 88 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 0 | 1545 | 1435 | 11 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 2213 | 723 | 1446 | 0 | - | 0 |
| Stage 1 | 1440 | - | - | - | - | - |
| Stage 2 | 773 | - | - | - | - | - |
| Critical Hdwy | 6.84 | 6.94 | 4.14 | - | - | - |
| Critical Hdwy Stg 1 | 5.84 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.84 | - | - | - | - | - |
| Follow-up Hdwy | 3.52 | 3.32 | 2.22 | - | - | - |
| Pot Cap-1 Maneuver | 37 | 369 | 465 | - | - | - |
| Stage 1 | 184 | - | - | - | - | - |
| Stage 2 | 416 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 37 | 369 | 465 | - | - | - |
| Mov Cap-2 Maneuver | 37 | - | - | - | - | - |
| Stage 1 | 184 | - | - | - | - | - |
| Stage 2 | 416 | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 87.7 | 0 | 0 |
| HCM LOS | F | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 465 | - | 67 | - | - |
| HCM Lane V/C Ratio | - | - | 0.373 | - | - |
| HCM Control Delay (s) | 0 | - | 87.7 | - | - |
| HCM Lane LOS | A | - | F | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 1.4 | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 1863 | 0 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 268 | | | 1631 | 381 | |
| Travel Time (s) | 7.3 | | | 31.8 | 7.4 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 0.0% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 1 | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| 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 | 1022 | 1084 | 1622 | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | 1622 | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | 0 | - | - |
| HCM Lane LOS | A | - | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - |

| Lane Group | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 16 | 16 | 12 | 11 | 11 | 12 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | | | | | | |
| Flt Protected | | | | | | |
| Satd. Flow (prot) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Flt Permitted | | | | | | |
| Satd. Flow (perm) | 2111 | 2111 | 0 | 1801 | 1801 | 0 |
| Link Speed (mph) | 25 | | | 35 | 35 | |
| Link Distance (ft) | 126 | | | 381 | 323 | |
| Travel Time (s) | 3.4 | | | 7.4 | 6.3 | |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | | | Free | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 0 | - | - | - | - |
| 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 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor2 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | - | 0 | - | 0 |
| Stage 1 | 1 | - | - | - | - | - |
| Stage 2 | 0 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 1022 | 1084 | 0 | - | - | - |
| Stage 1 | 1022 | - | 0 | - | - | - |
| Stage 2 | - | - | 0 | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 1022 | 1084 | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | - | - | - | - | - |
| Stage 1 | 1022 | - | - | - | - | - |
| Stage 2 | - | - | - | - | - | - |

| Approach | EB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT | SBR |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | 0 | 0 | - | - |
| HCM Lane LOS | - | A | A | - | - |
| HCM 95th %tile Q(veh) | - | - | - | - | - |

| Lane Group | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Volume (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Lane Width (ft) | 12 | 12 | 12 | 12 | 15 | 14 | 12 | 11 | 12 | 12 | 11 | 12 |
| 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 | | | | | | | | | | | | |
| Flt Protected | | | | | | | | | | | | |
| Satd. Flow (prot) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Flt Permitted | | | | | | | | | | | | |
| Satd. Flow (perm) | 0 | 0 | 0 | 0 | 2049 | 1987 | 0 | 1801 | 0 | 0 | 1801 | 0 |
| Link Speed (mph) | | 25 | | | 25 | | | 35 | | | 35 | |
| Link Distance (ft) | | 181 | | | 109 | | | 323 | | | 441 | |
| Travel Time (s) | | 4.9 | | | 3.0 | | | 6.3 | | | 8.6 | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shared Lane Traffic (%) | | | | | | | | | | | | |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |

| Intersection Summary | | | |
|---|---|---|---|
| Area Type: | Other | | |
| Control Type: Unsignalized | | | |
| Intersection Capacity Utilization 13.3% | | ICU Level of Service A | |
| Analysis Period (min) 15 | | | |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | 0 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | - | - | - | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Major/Minor | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 1 | 0 | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1 | 1 | - | - | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 1022 | 895 | - | 1622 | - | - | - | - | - |
| Stage 1 | - | - | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 895 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 1022 | 0 | - | 1622 | - | - | - | - | - |
| Mov Cap-2 Maneuver | 1022 | 0 | - | - | - | - | - | - | - |
| Stage 1 | - | 0 | - | - | - | - | - | - | - |
| Stage 2 | 1022 | 0 | - | - | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1622 | - | - | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | - |