Independence at Dixon
Dixon, CA
Traffic Impact Analysis

Draft Report

Prepared For:

Lewis Management Corp.

July 2023

Prepared By:

WOOD RODGERS

BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

Independence at Dixon
Dixon, CA

TRAFFIC IMPACT ANALYSIS

DRAFT REPORT

Prepared For:

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Prepared By

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July 2023

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EXECUTIVE SUMMARY

PROJECT DESCRIPTION

The proposed Project site is located on one (1) vacant parcel totaling 10.98 acres within the southwest corner of the intersection of State Route (SR) 113 and North Lincoln Street/Vaughn Road. The Project would gain access to the existing roadway network via one new residential driveway connection on North Lincoln Street and one new residential driveway connection on SR 113. The Project would develop 186 duplex/duet-style residential dwelling units.

INTERSECTION ADVERSE EFFECTS AND IMPROVEMENTS

The intersection of SR 113 & I-80 Ramps/Auction Lane is projected to operate at unacceptable LOS E under Existing PM peak hour conditions and Near-Term Plus Project AM peak hour conditions, and LOS F under Near-Term and Near-Term Plus Project PM peak hour conditions. However, this intersection is not projected to meet peak hour signal warrants under any study scenarios. Therefore, there would not be a significant adverse effect at the SR 113 & I-80 Ramps/Auction Lane intersection.

The remaining study intersections are projected to operate at acceptable LOS (LOS "D" or better) under all scenarios analyzed.

QUEUING ANALYSIS AND IMPROVEMENTS

The following queues are projected to exceed storage length:

SR 113 & North Lincoln Street/Vaughn Road:

- SBT – Near-Term Plus Project PM peak hour
- EBL – Near-Term PM peak hour, Near-Term Plus Project AM and PM peak hour

SR 113 & Regency Parkway/Industrial Way:

- NBT – Existing, Near-Term, and Near-Term Plus Project AM and PM peak hour
- SBT – Near-Term Plus Project PM peak hour

It is recommended to adjust the signal timings to provide additional green time at SR 113 & North Lincoln Street/Vaughn Road intersection for the eastbound left-turn and southbound-through movements, and at the SR 113 & Regency Parkway/Industrial Way intersection for the southbound through movement.

The northbound through 95th percentile queue at the SR 113 & Regency Parkway/Industrial Way intersection blocks the adjacent left-turn pocket under all study conditions, and the Project adds up to five (5) feet of queueing over Near-Term conditions. Signal timing adjustments are not projected to significantly shorten this queue. There is no room to extend the existing northbound left-turn pocket at SR 113 & Regency Parkway/Industrial Way because it is currently back-to-back with another left-turn pocket directly to the south. There is no feasible improvement that can be recommended at this location. Therefore, there would be a significant adverse effect on the northbound queueing of SR 113 & Regency Parkway/Industrial Way that cannot be addressed.

PROJECT ACCESS AND CIRCULATION

Based upon a review of the Project site, the sight distance at the Project Driveways, emergency access, and site internal circulation are considered adequate.

There are no proposed pedestrian path connections between the Project and directly adjacent parcels. Bicycles would access the surrounding Class II Bicycle Lane network on SR 113 and North Lincoln Street directly from the Project site. The Project would construct pedestrian sidewalks along

Project frontage on SR 113 and North Lincoln Street. Pedestrians could access the Gretchen Higgins Elementary School from the Project site via multiple paths that contain sidewalks, curb ramps, and bicycle lanes along the entire route.

SAFETY EVALUATION

Collision data indicated that a total 28 collisions occurred at the study facilities over the last five years. The severity of most collisions involved property damage only, followed by complaint of pain. The most common collision types were rear-end collisions, followed by sideswipe type collisions.

The most common primary collision factors were unsafe speed, followed by automobile right-of-way and improper turning. It is unlikely that the addition of Project traffic would contribute to an increased collision rate at the study facilities.

ADVERSE EFFECTS ON PEDESTRIAN AND BICYCLE FACILITIES

The Project would not eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use. The Project would not interfere with the implementation of a planned bikeway as shown in the General Plan. Furthermore, the Project would not provide inadequate access for bicyclists and pedestrians, that would result in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts. The Project would provide adequate access for bicyclists and pedestrians. Therefore, the project is not anticipated to have any significant adverse effects on bicycle or pedestrian facilities.

VEHICLE MILES TRAVELED ANALYSIS

VMT analysis was performed for the Project site by DKS Associates utilizing the City's TDM. Project home-based VMT per capita was found to be 16, which falls below the City threshold of significance of 18.5 VMT per capita, as reported to City staff by DKS via email on May 30, 2023. Therefore, the Project can be assumed to have less than significant VMT impacts.

1. INTRODUCTION

This report has been prepared to present the results of the Traffic Impact Analysis (TIA) performed by Wood Rodgers, Inc. (Wood Rodgers) for the proposed Independence at Dixon development (Project) located in the city of Dixon, California (City). The Project location is shown in **Figure 1**. This analysis has been performed to determine any significant adverse effects the proposed Project may cause on surrounding transportation facilities and identify potential improvement measures.

1.1 PROJECT DESCRIPTION

The proposed Independence at Dixon Project site is located on one (1) vacant parcel totaling 10.98 acres within the southwest corner of the intersection of State Route (SR) 113 and North Lincoln Street/Vaughn Road. The Project would gain access to the existing roadway network via one new driveway connection on North Lincoln Street and one new driveway connection on SR 113. The Project would develop 186 duplex/duet-style residential dwelling units. **Figure 2** shows the Project site plan.

The Lincoln Square Project was previously proposed at this location and included a residential component of 102 detached single-family lots and a gas station with convenience store located on an adjacent parcel. The gas station would consist of a 4,500 square foot convenience store, a 5,789 square foot fueling canopy with 16 fueling positions, and a 2,613 square foot car wash. However, the newly proposed Independence at Dixon Project no longer includes the gas station or adjacent parcel, which is moving forward as a separate project. The Independence at Dixon Project consists of 186 residential dwelling units compared to the 102 residential dwelling units proposed under the Lincoln Square Project, and so it is projected that the new Project will generate more residential trips than Lincoln Square.

1.2 STUDY AREA

Study facilities include the intersections described below.

1.2.1 Intersections

Study intersections were selected based on where 50 or more peak hour Project trips were projected to be added, consistent with direction provided in the *Lincoln Square Project Design Review – 3rd Submittal Memorandum* (City of Dixon, January 27, 2022). The following six (6) existing and proposed study intersections were analyzed in this TIA:

1. SR 113 & I-80 Ramps/Auction Lane
2. SR 113 & Dorset Drive
3. SR 113 & North Lincoln Street/Vaughn Road
4. SR 113 & Regency Parkway/Industrial Way
5. Project Driveway 1 & North Lincoln Street (proposed)
6. SR 113 & Project Driveway 2 (proposed)

The locations of the above study intersections are shown in **Figure 1**.

Project Location and Study Facilities

Independence at Dixon TIA

Dixon, CA

July 2023

Figure 1

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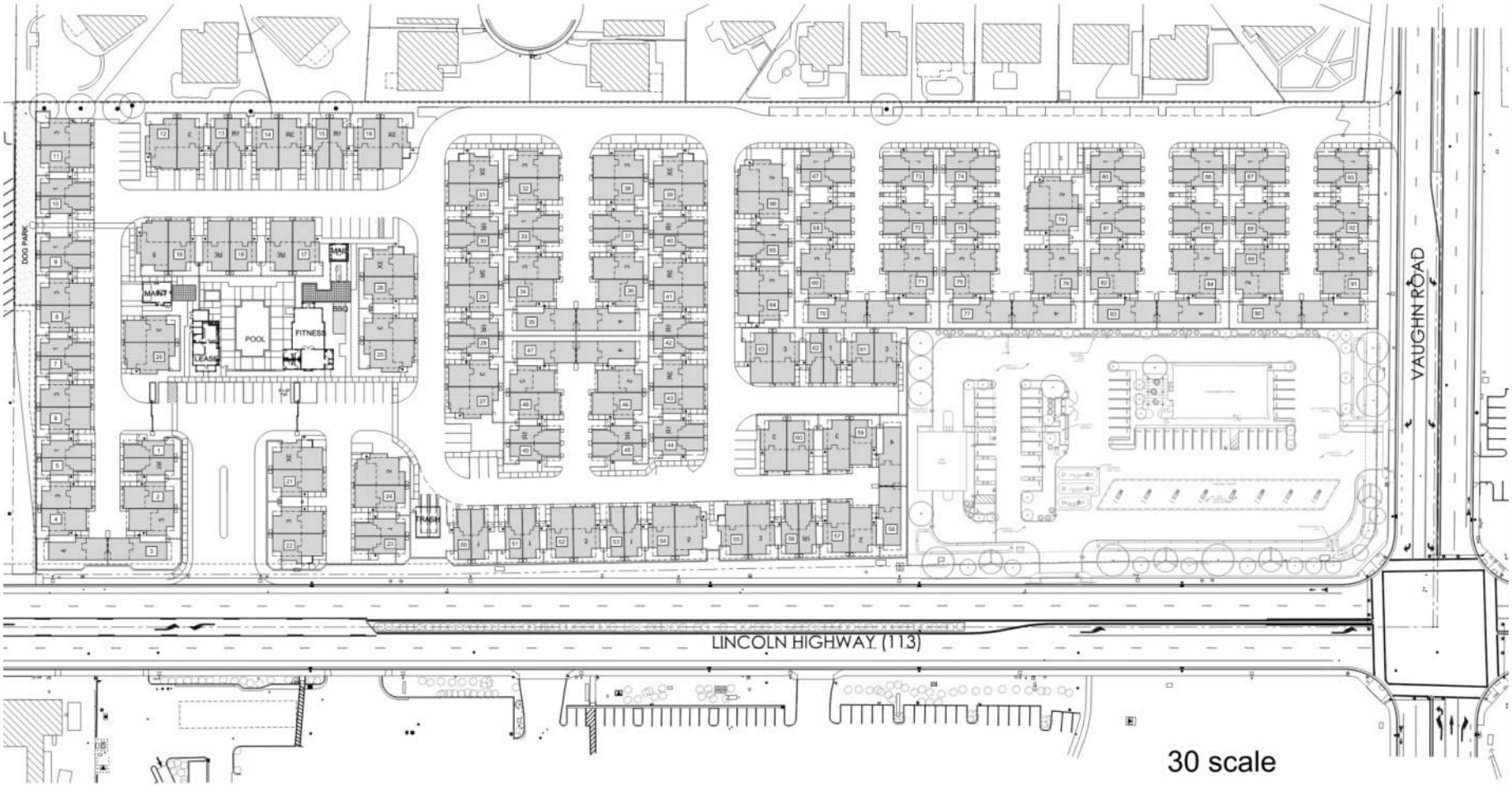
Figure 2. Project Site Plan



1.3 Analysis Scenarios

The six study intersections were evaluated under weekday AM and PM peak hour conditions for the following scenarios:

- **Existing Conditions:** Existing traffic volumes from collected traffic counts.
- **Near-Term Conditions:** Traffic from existing traffic volumes plus volumes from approved and anticipated development at the time of completion of the project.
- **Near-Term plus Project Conditions:** Near-Term traffic volumes plus traffic projected to be generated by the proposed Project.

Cumulative year conditions were not evaluated because the Project is consistent with the General Plan zoning and density, and based on the recommendation from City Staff contained in comments dated February 28, 2022.

1.4 Analysis Methods

Traffic operations in this TIA have been quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an intersection or roadway segment, representing progressively worsening traffic operations. LOS "A" represents free-flow conditions with little to no delays, while LOS "F" represents jammed or grid-lock conditions.

1.4.1 Intersections

Intersection LOS has been calculated for all intersection control types using methods documented in the Transportation Research Board Publication *Highway Capacity Manual, 6th Edition* (*HCM 6*) (Transportation Research Board, 2016). The calculated intersection delays correspond to the LOS designations shown in **Table 1**, which were derived from Exhibits 19-8 and 20-2 of *Highway Capacity Manual, 6th Edition* (HCM 6th Edition).

Table 1. HCM 6th Edition Based Intersection LOS Thresholds

Level of Service	Description	Intersection Control Delay (seconds/vehicle)	
		Unsignalized	Signalized
A	Free-flow conditions with negligible to minimal delays.	delay ≤ 10.0	delay ≤ 10.0
B	Good progression with slight delays.	10.0 < delay ≤ 15.0	10.0 < delay ≤ 20.0
C	Relatively higher delays.	15.0 < delay ≤ 25.0	20.0 < delay ≤ 35.0
D	Somewhat congested conditions with longer but tolerable delays.	25.0 < delay ≤ 35.0	35.0 < delay ≤ 55.0
E	Congested conditions with significant delays.	35.0 < delay ≤ 50.0	55.0 < delay ≤ 80.0
F	Jammed or grid-lock type operating conditions.	delay > 50.0	delay > 80.0
Source: HCM 6th Edition Exhibit 19-8 and 20-2.			

HCM 6th Edition reports were generated to determine the delay and LOS at the unsignalized intersections in Synchro software. Synchro Intersection reports were generated to determine the delay and LOS at the signalized intersections, since the HCM 6th Edition does not support U-turns for signalized intersections. U-turn volumes at the signalized study intersections were non-negligible, so it was necessary to account for the U-turns using the Synchro Intersection reports.

1.5 Level of Service Standards and Significant Adverse Effect Criteria

1.5.1 Intersection Level of Service Significant Adverse Effect Criteria

The *City of Dixon General Plan 2040 (adopted May 2021)* states that Dixon aims to have all intersections achieve at least LOS "D".

Per the *2022 Final Dixon TIA Guidelines*, the following thresholds were used to determine if the proposed Project would create significant adverse effects related to intersections:

- Signalized Intersections: A project is considered to have a significant effect if it would:
  - Result in a signalized intersection operating at an acceptable LOS (LOS "D" or better) to deteriorate to an unacceptable LOS; or
  - Increase the average delay by more than two (2) seconds at a signalized intersection that is operating at an unacceptable LOS without the project.
- Unsignalized Intersections: A project is considered to have a significant effect if it would:
  - Result in an unsignalized intersection movement/approach operating at an acceptable LOS to deteriorate to an unacceptable LOS, and also cause the intersection to meet a traffic signal warrant; or
  - For an unsignalized intersection that meets a signal warrant under existing or background conditions, increase the delay by more than two (2) seconds at a movement/approach that is operating at an unacceptable LOS without the project.

SR 113 (North First Street) is a Caltrans facility. Caltrans published the *Guide for the Preparation of Traffic Impact Studies* (December 2002) which states the following:

> "Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities, however, Caltrans acknowledges that this may not be always feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS"

Based on the above, the minimum LOS standard for all Caltrans facilities was assumed to be LOS "D".

1.5.2 Pedestrian and Bicycle Significant Adverse Effect Criteria

Per the *2022 Final Dixon TIA Guidelines*, the following thresholds were used to determine if the proposed Project would create significant adverse effects related to bicycle and pedestrian facilities:

- Pedestrian and bicycle facilities: A project is considered to have a significant effect if it would:
  - Eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use;
  - Interfere with the implementation of a planned bikeway as shown in the General Plan; or
  - Fail to provide adequate access for bicyclists and pedestrians, resulting in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts.

1.6 Report Organization

The remainder of this report is divided into the following chapters:

- **Chapter 2: Existing Conditions** – Describes existing conditions and operations of the study area intersections, transit system, pedestrian facilities, and bicycle facilities.
- **Chapter 3: Near-Term Conditions** – Describes projected conditions and operations of study area facilities under Near-Term future (year 2024) conditions.

- **Chapter 4: Near-Term Plus Project Conditions** – Describes the methods used to estimate and distribute Project generated traffic and the resulting study area operations under Near-Term Plus Project conditions.
- **Chapter 5: Project Adverse Effects and Improvements** – Describes the projected significant adverse effects at study area facilities and presents potential improvements.
- **Chapter 6: Queueing Analysis and Improvements** – Describes the projected queues at the study area facilities for all analysis scenarios.
- **Chapter 7: Site Access and Circulation** – Describes site access and on-site circulation for the Project site.
- **Chapter 8: Safety Evaluation** – Describes the collision history and potential safety issues within the study area.
- **Chapter 9: Adverse Effects on Bicycle and Pedestrian Facilities** – Describes potential effects the proposed Project will have on pedestrian and bicycle facilities and summarizes planned improvements in the study area.
- **Chapter 10: Vehicle Miles Traveled Analysis** – Describes Project impact on Vehicle Miles Traveled (VMT).

2. EXISTING CONDITIONS

This chapter describes the Existing roadway network, transit services, pedestrian facilities, and bicycle facilities within the study area. It also presents Existing traffic volumes at study facilities and traffic operations under Existing weekday AM and PM peak hour conditions.

2.1 EXISTING ROADWAY NETWORK

This section provides descriptions of the study area roadways.

SR 113 is a four-lane north-south arterial, also called North First Street, within the study area. This portion of SR 113 provides connectivity between residential areas, commercial areas, and industrial areas in Dixon. The posted speed limit for SR 113 is 35-45 miles per hour (mph).

Interstate 80 (I-80) is an east-west freeway that runs along the western edge of Dixon and connects Dixon with the city of Vacaville to the southwest and the city of Davis to the northeast. In the vicinity of the project area, I-80 has six lanes. I-80 forms an interchange with SR 113 in the northern region of Dixon. The posted speed limit on I-80 is 65 mph.

Auction Lane is a north-south unpaved road adjacent to the interchange of I-80 with SR 113. Auction Lane connects to SR 113 at the southern terminus of Auction Lane. The roadway provides access from SR 113 to undeveloped land in the northeast region of Dixon. Auction Lane does not have a posted speed limit.

Dorset Drive is a four-lane local roadway west of SR 113 and a four-lane arterial east of SR 113. Dorset Drive provides a connection from SR 113 to the Walmart Supercenter and other commercial uses. The roadway generally runs east-west, but curves north approximately 400-feet east of SR 113. Dorset Drive has a posted speed limit of 35 mph east of SR 113. The speed limit is not posted west of SR 113.

North Lincoln Street is a minor arterial/major collector that runs east-west in the vicinity of Project area and transitions to north-south west of the Project area. The roadway has four lanes in the area adjacent to the Project. North Lincoln Street connects residential areas with commercial land uses along the western edge of Dixon. North Lincoln Street transitions to Vaughn Road east of SR 113. The posted speed limit on North Lincoln Street is 35 mph.

Vaughn Road is a two-lane east-west arterial that runs between SR 113 in the City of Dixon to Runge Road in Solano County. Vaughn Road transitions to North Lincoln Street west of SR 113. Vaughn Road provides access for commercial and industrial areas. Vaughn Road extends past the Dixon city limits to the undeveloped land to the east. The posted speed limit on Vaughn Road is 45 mph.

Regency Parkway is a two-lane, north-south minor arterial/major collector that runs between Industrial Way and Martin Court in the City of Dixon. Regency Parkway transitions to Industrial Way east of SR 113. Regency Parkway connects residential areas with SR 113 and North Lincoln Street. Regency Parkway has a posted speed limit of 30 mph.

Industrial Way is a two-lane, east-west collector. Industrial Way transitions to Regency Parkway west of SR 113. The roadway provides access to industrial and commercial uses in the northeast region of Dixon. Industrial Way has a posted speed limit of 30 mph.

2.2 PEDESTRIAN FACILITIES

Sidewalks are generally provided along all roadways in the study area including SR 113, Dorset Drive, North Lincoln Street, Vaughn Road, Regency Parkway, and Industrial Way, with the exception of Auction Lane which is unpaved. There is no sidewalk provided along the northern edge of Vaughn Road east of SR 113. The sidewalk along both sides of SR 113 terminates just north of Dorset Drive. Four striped crosswalks with corresponding pedestrian push buttons are provided at the

intersections of SR 113 with Dorset Drive, North Lincoln Street/Vaughn Road, and Regency Parkway/Industrial Way. The interchange intersection of the I-80 Ramps and SR 113 does not provide pedestrian facilities such as sidewalks or crosswalks.

2.3 BICYCLE FACILITIES

Within the study area, Class II bicycle lanes are provided on both sides of SR 113. Class II bicycle lanes are provided on both sides of Regency Parkway, North Lincoln Street, Vaughn Road, and Dorset Drive. No bicycle facilities are provided for Industrial Way, Auction Lane, or the I-80 Ramps.

2.4 EXISTING TRANSIT SERVICE

Within Dixon city limits, the City operates a dial-a-ride transit system called Readi-Ride which provides curb-to-curb transit service. The Readi-Ride service operates Monday through Friday, from approximately 7:00 AM to 4:00 PM. For transit service to and from regional destinations outside of Dixon, Fairfield and Suisun Transit (FAST) runs an express bus service called the Blue Line. Currently, the Blue Line has limited hours that only cater to traditional commuting times and does not run on Sundays. The Blue Line picks up at the Dixon Park & Ride Station, and connects Dixon with Sacramento's Capitol Mall, UC Davis, Solano Town Center in Fairfield, transportation centers in Fairfield and Vacaville, and the Pleasant Hill BART station. The Dixon Park & Ride Station is located on Market Lane, just west of Pitt School Road which is roughly 1.5 miles from the proposed Project site.

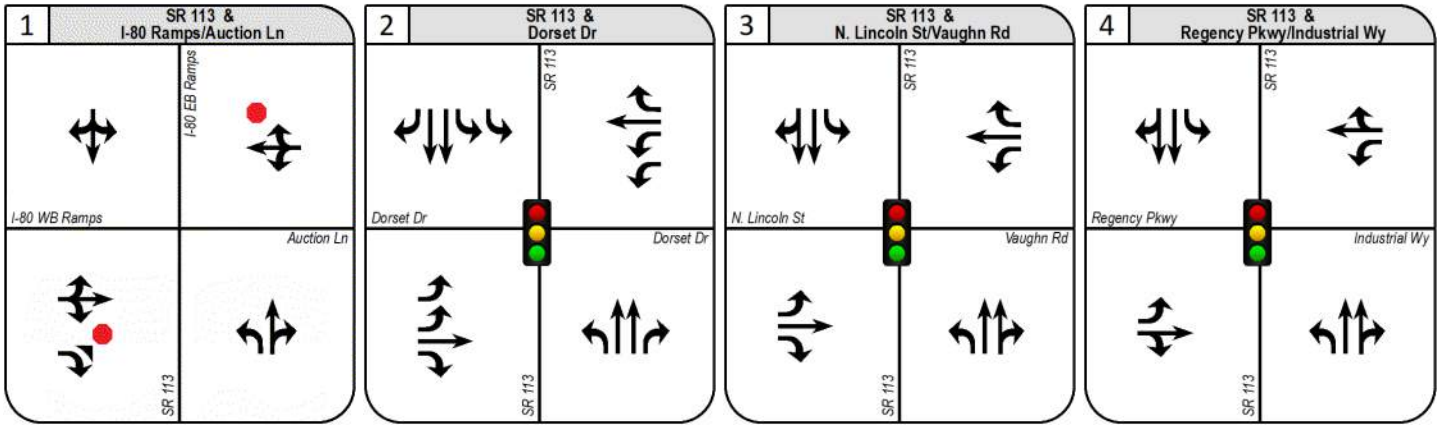
2.5 EXISTING INTERSECTION TRAFFIC VOLUMES AND LANE GEOMETRICS

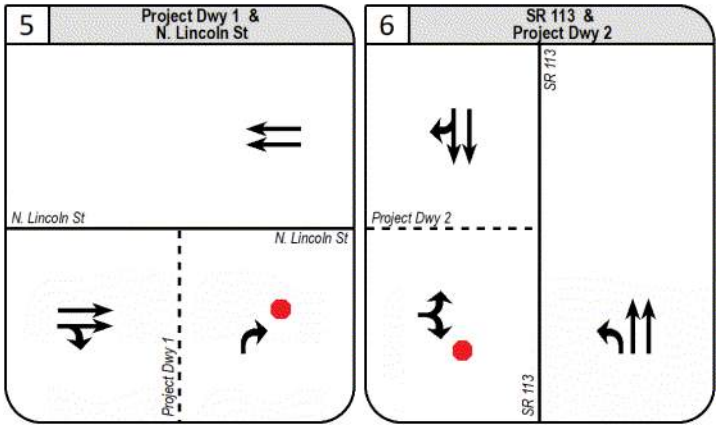
Intersection traffic operations were evaluated for the weekday AM and PM peak hours. The AM peak hour is defined as the highest one hour of traffic flow counted between 7:00 AM and 9:00 AM on a typical weekday. The PM peak hour is defined as the highest one hour of traffic flow counted between 4:00 PM and 6:00 PM on a typical weekday. AM and PM peak hour traffic counts for the four (4) existing study intersections were collected on Wednesday, January 12, 2022. To account for possible growth that has occurred since January 2022, new peak hour traffic counts were collected at the SR 113 & North Lincoln Street/Vaughn Road intersection on Tuesday April 11, 2023. The new 2023 counts were found to be higher than the 2022 counts by 0.83% during the AM peak hour and by 7.12% during the PM peak hour. 2022 Traffic counts at other study intersections were increased accordingly to obtain Existing (2023) conditions traffic volumes. Traffic count data is provided in **Appendix A**.

Figure 3 illustrates Existing intersection lane geometrics and control for the study area intersections #1 through #4. **Figure 3** also shows "Plus Project" intersection lane geometrics and control for the Project Driveway intersections (#5 and #6). **Figure 4** depicts Existing conditions turning movements volumes for AM and PM weekday peak hours.

Legend

- (#) Study Intersections
- Project Driveways
- Project Location
- Turning Movement
- Stop Controlled Movement
- Signalized Intersection





Intersection Lane Geometrics and Control
Independence at Dixon TIA
Dixon, CA
July 2023

Figure 3

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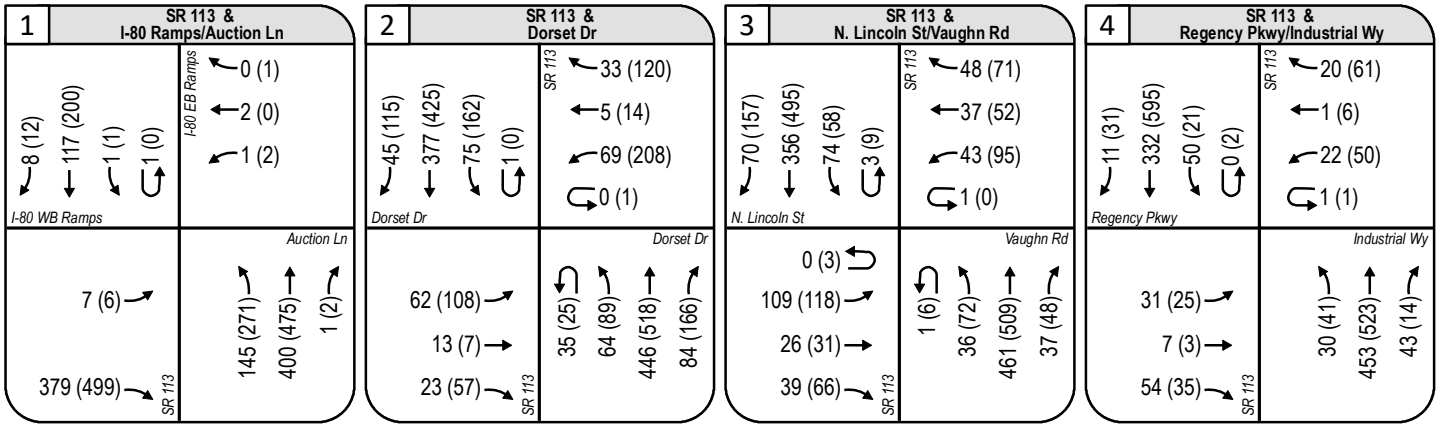

Existing Intersection Turning Movement Volumes

Independence at Dixon TIA
Dixon, CA
July 2023

Figure 4

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2.6 EXISTING INTERSECTION OPERATIONS

Table 2 presents Existing study intersection traffic operations under Existing intersection lane geometrics and control (illustrated in **Figure 3**) and Existing traffic volumes (illustrated in **Figure 4**). All study intersection traffic operations were calculated using Synchro 11 software.

Table 2. Existing Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Delay (sec)[2]	LOS[2]	Peak Hour Signal Warrant Met?
1	SR 113 & I-80 Ramps/Auction Lane	TWSC[1]	D	AM	28.9 (Mvt: WBL/T/R, Vol: 3)	D	No
				PM	**45.2 (Mvt: EBL/T, Vol: 6)**	**E**	No
2	SR 113 & Dorset Drive	Signal	D	AM	23.7	C	N/A
				PM	27.6	C	
3	SR 113 & North Lincoln Street/Vaughn Road	Signal	D	AM	24.1	C	
				PM	25.2	C	
4	SR 113 & Regency Parkway/Industrial Way	Signal	D	AM	15.6	B	
				PM	19.4	B	

Notes:
[1] TWSC = Two-Way Stop-Controlled
[2] For TWSC, the worst approach/movement delay and LOS is reported: Mvt = Worst-Case Movement, Vol = Worst-Case Movement Volume. Average intersections delay is reported for Signalized intersections. HCM 6th Edition reports were generated to determine the delay and LOS at the TWSC intersections. Synchro Intersection reports were generated to determine the delay and LOS at the signalized intersections, as HCM 6th Edition does not support U-turns.
***BOLD** = Unacceptable LOS*

As shown in **Table 2**, the intersection of SR 113 & I-80 Ramps/Auction Lane is currently operating at unacceptable LOS E during the PM peak hour. All other study intersections are currently operating at acceptable LOS conditions (LOS "D" or better) during the weekday AM and PM peak hours. Synchro software intersection LOS output reports are included in **Appendix B**. The SR 113 & I-80 Ramps/Auction Lane intersection does not meet peak hour signal warrants for the AM and PM peak hours. The signal warrant worksheets are provided in **Appendix C**.

3. NEAR-TERM CONDITIONS

This chapter describes the Near-Term conditions roadway network, traffic volumes, and traffic operations at study facilities.

3.1 NEAR-TERM ROADWAY NETWORK

The City of Dixon Five Year Capital Improvement Program (adopted June 13, 2017) does not identify any capital improvement projects at or around the study area facilities. Therefore, the following analysis assumes that the Existing intersection lane geometry and control type is the same for Near-Term conditions (see **Figure 3**).

3.2 NEAR-TERM VOLUMES

Near-Term conditions were developed by adding volumes from approved and anticipated development (background projects) to the existing traffic counts. Near-Term conditions represent the traffic conditions in the year 2024, which is the estimated "opening day" year for the Project. The list of background projects was provided by City staff and are listed below:

- Southwest Specific Plan Area (Phases 1 – 3)
    - 817 additional single-family dwelling units
    - 131 multifamily dwelling units
    - 23 acres community commercial plus 21,000 square-foot commercial (357 retail jobs).
- Valley Glen Development
    - 316-single-family dwelling units
- Heritage Commons Development
    - 44 multifamily dwelling units
- Park Lane Development
    - 121 single-family dwelling units
- 500,000 square-foot warehouse (217 industrial jobs) in northern Dixon area
- 2,100 square-foot drive-thru pad (2 retail jobs) in northern Dixon area
- 3,000 square-foot dispensary (3 retail jobs) in northern Dixon area
- 4,200 square-foot restaurant (3 retail jobs) in northern Dixon area

The City's on-call traffic modeling consultant, DKS Associates (DKS), prepared a Near-Term conditions scenario in the City's travel demand model (TDM) that contained all the background projects listed above. DKS provided TDM turning movement volumes at all study intersections from both Existing and Near-Term TDM scenarios. Volumes from approved and anticipated projects were obtained by taking the difference of the Existing and Near-Term TDM scenario turning movement volumes.

In addition to the projects above, traffic from the proposed gas station and convenience store adjacent to the Project site (previously studied in the *Lincoln Square Traffic Impact Report* (Wood Rodgers, March 2022)) was included under Near-Term conditions. The background projects are illustrated in **Appendix D**. **Figure 5** provides the weekday AM and PM peak hour Near-Term traffic volumes at the study intersections.

3.3 NEAR-TERM INTERSECTION OPERATIONS

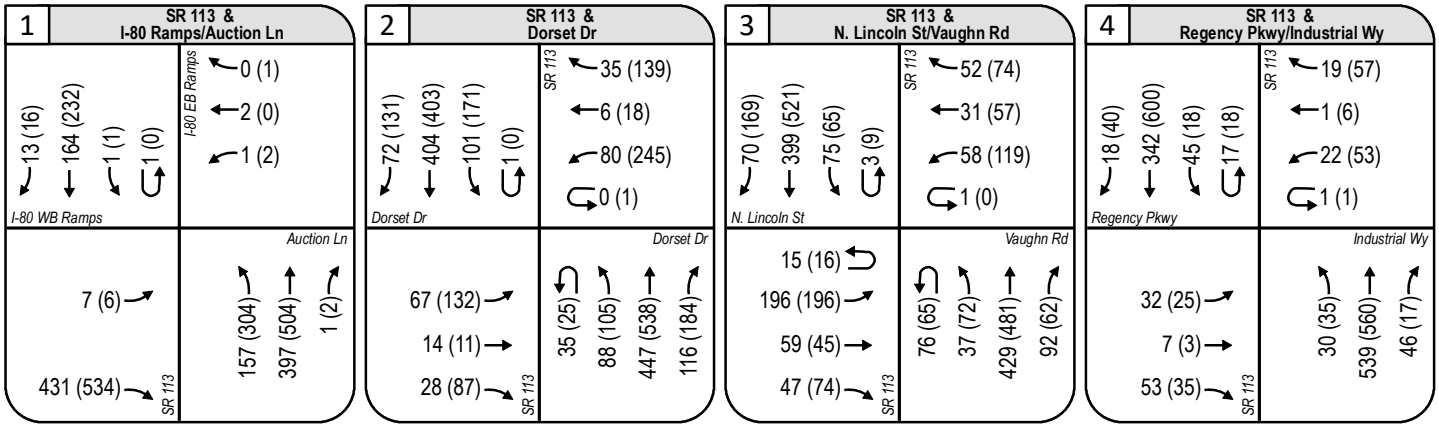
Near-Term intersection operations were quantified under Near-Term traffic volumes (shown in **Figure 5**) and Existing intersection lane geometrics and control (shown in **Figure 3**). **Table 3** illustrates the resulting Near-Term intersection LOS operations. All study intersection traffic operations were calculated using Synchro 11 software.

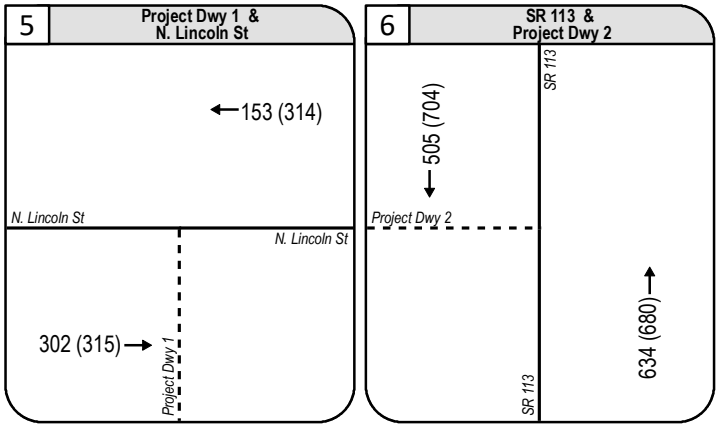
Table 3. Near-Term Intersection Operations

#	Intersection	Control Type	LOS Criteria	Peak Hour	Delay (sec)[2]	LOS[2]	Peak Hour Signal Warrant Met?
1	SR 113 & I-80 Ramps/Auction Lane	TWSC[1]	D	AM	33.0 (Mvt: WBL/T/R, Vol: 3)	D	No
				PM	**59.0 (Mvt: EBL/T, Vol: 6)**	**F**	No
2	SR 113 & Dorset Drive	Signal	D	AM	24.5	C	N/A
				PM	28.8	C	N/A
3	SR 113 & North Lincoln Street/Vaughn Road	Signal	D	AM	30.9	C	N/A
				PM	33.0	C	N/A
4	SR 113 & Regency Parkway	Signal	D	AM	18.4	B	N/A
				PM	18.9	B	N/A

Notes:
[1] TWSC = Two-Way Stop-Controlled
[2] For TWSC, the worst approach/movement delay and LOS is reported: Mvt = Worst-Case Movement, Vol = Worst-Case Movement Volume. Average intersections delay is reported for Signalized intersections. HCM 6th Edition reports were generated to determine the delay and LOS at the TWSC intersections. Synchro Intersection reports were generated to determine the delay and LOS at the signalized intersections, as HCM 6th Edition does not support U-turns.
***BOLD** = Unacceptable LOS*

As shown in **Table 3**, the intersection of SR 113 & I-80 Ramps/Auction Lane is anticipated to operate at unacceptable LOS F under Near-Term PM peak hour conditions. The remaining study intersections are projected to operate at acceptable LOS (LOS "D" or better). Synchro intersection LOS output reports are included in **Appendix B**. The SR 113 & I-80 Ramps/Auction Lane intersection is not projected meet peak hour signal warrants for the AM and PM peak hours. The signal warrant worksheets are provided in **Appendix C**.





Near-Term Intersection Turning Movement Volumes

Independence at Dixon TIA

Dixon, CA

July 2023

Figure 5

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4. NEAR-TERM PLUS PROJECT CONDITIONS

This chapter provides a description of the proposed Project, a discussion of the trip generation and distribution/assignment methods used to come up with Project trips at study intersections, and an analysis of projected traffic operations and significant adverse effects under Near-Term Plus Project conditions.

4.1 PROJECT SITE

4.1.1 Project Site Description

The proposed Independence at Dixon development site is located on one (1) vacant parcel totaling 10.98 acres within the southwest corner of the intersection of SR 113 & North Lincoln Street/Vaughn Road. There are residential land uses to the west of the Project site, industrial/storage land uses to the south, and commercial/office/mixed-use land uses to the north and east of the Project site. The Project site parcel is zoned as Light Industrial, Professional and Administrative Office, and Planned Development (ML-PAO-PD). The Project would gain access to the existing roadway network via one new right-in/right-out residential driveway connection on North Lincoln Street (Project Driveway 1) and one new full access residential driveway connection on SR 113 (Project Driveway 2). The Project would develop 186 duplex/duet-style residential dwelling units.

4.2 PROJECT GENERATED TRIPS

4.2.1 Trip Generation

The trip generation data contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition* was used to approximate the number of trips generated by the Project. The ITE land use category of Single-Family Attached Housing (ITE Code 215) was used to represent the Project.

Table 4. Project Trip Generation

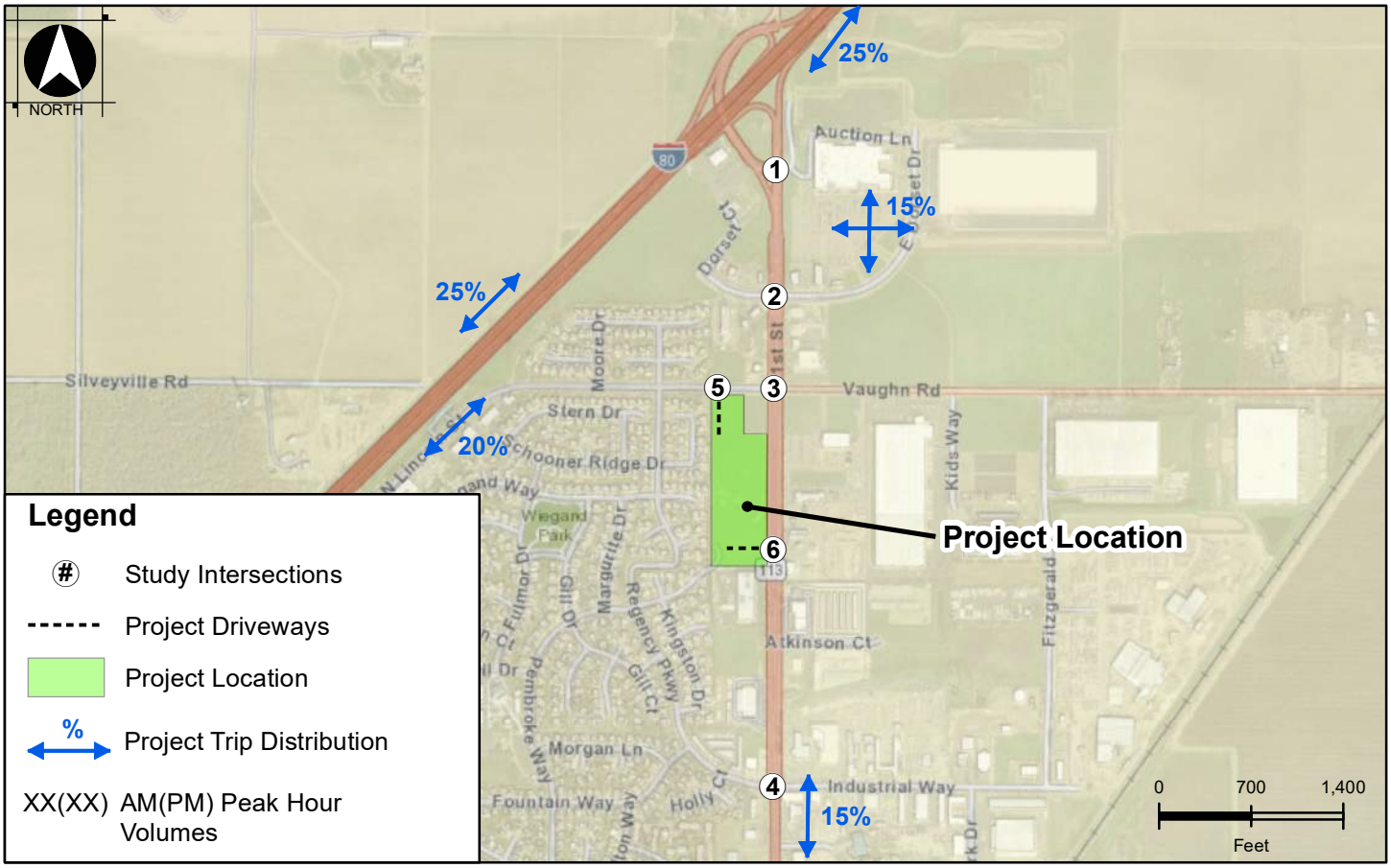
ITE Code	Land Use Category	Quantity	Units	Daily[1]	AM Peak Hour[1]			PM Peak Hour[1]		
					In	Out	Total	In	Out	Total
215	Single-Family Attached Housing	186	DU[2]	1,367	23	68	91	64	44	108

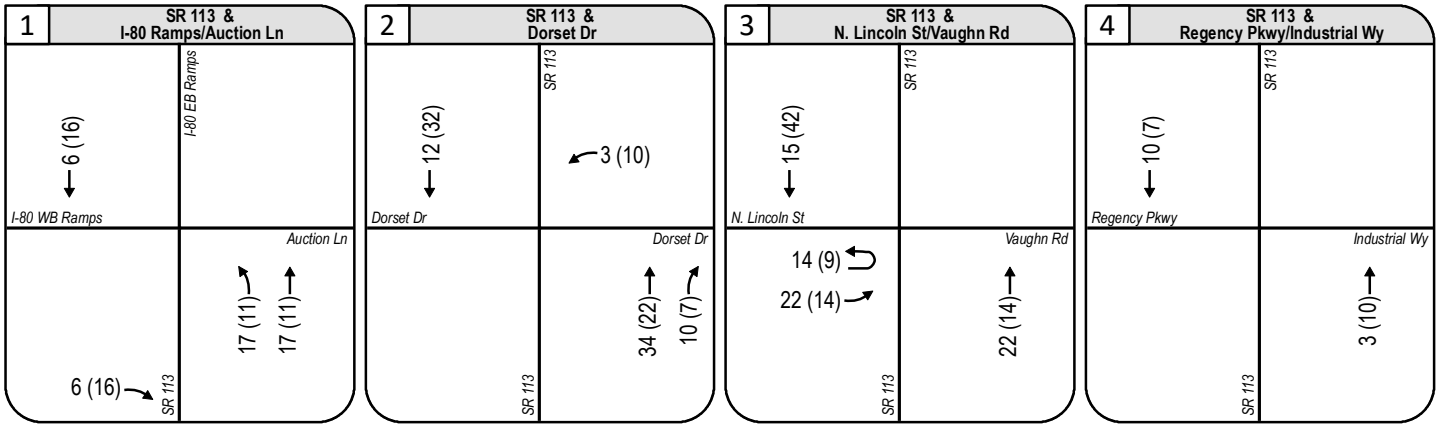
Notes:
[1] Trip rates are calculated based on ITE Trip Generation (11th Edition) fitted curve equations.
[2] DU = Dwelling Unit

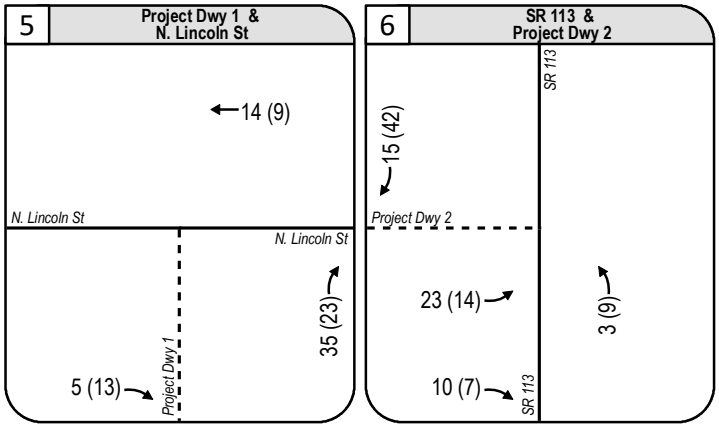
As shown in **Table 4**, the proposed Project is estimated to generate a total of 1,367 daily trips with 91 AM peak-hour weekday trips and 108 PM peak-hour weekday trips.

4.2.2 Trip Distribution and Assignment

The Project trip distribution was determined based on existing traffic counts and travel patterns, knowledge of the area, Near-Term Plus Project scenario forecasts from the City's TDM (provided by DKS), and engineering judgement. Trip distribution was prepared for the Project trips. Project trip distribution and assignment is shown in **Figure 6**.







Project Trips and Distribution

Independence at Dixon TIA
Dixon, CA
July 2023

Figure 6

WOOD RODGERS

4.3 NEAR-TERM PLUS PROJECT INTERSECTION OPERATIONS

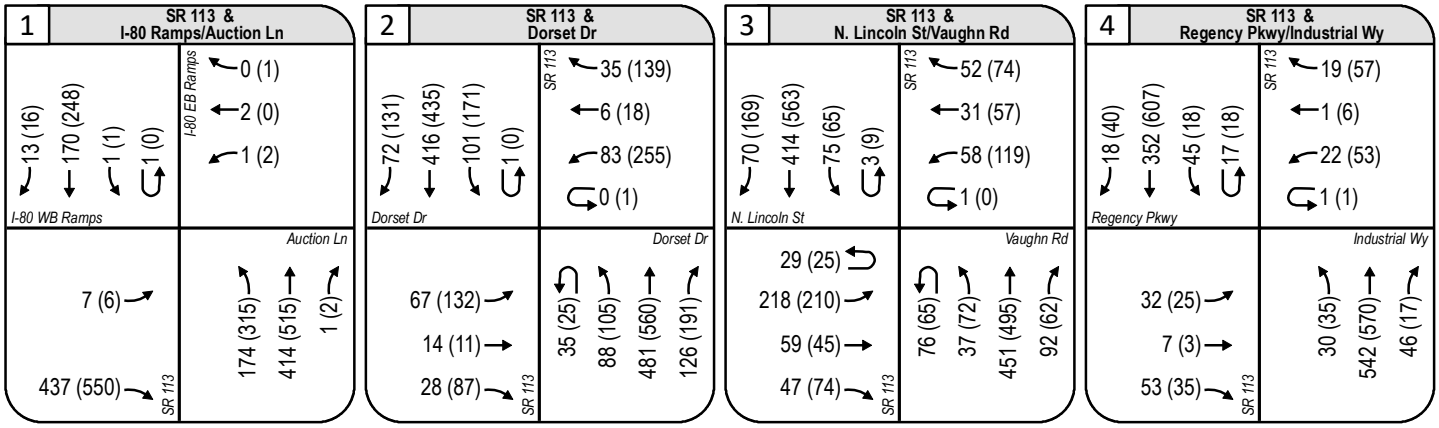
The Project Trips were added to Near-Term turning movement volumes at the study intersections to develop Near-Term Plus Project turning movement volumes. **Figure 7** shows the Near-Term Plus Project traffic volumes. Near-Term Plus Project intersection operations were evaluated under Near-Term Plus Project traffic volumes and Near-Term Plus Project intersection lane geometrics and traffic control (illustrated in **Figure 3**). **Table 5** indicates the Near-Term Plus Project intersection LOS operations. **Table 5** also contains Near-Term conditions intersection delays and LOS for comparison purposes. All study intersection traffic operations were calculated using Synchro 11 software.

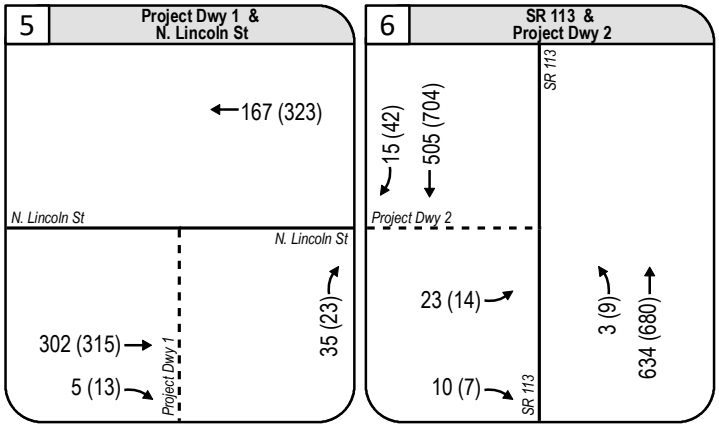
Table 5. Near-Term Plus Project Intersection Operations

#	Intersection	Control Type[1]	LOS Criteria	Peak Hour	Near-Term		Near-Term Plus Project		
					Delay (sec)[2]	LOS	Delay (sec)[2]	LOS	Pk Hr Signal Warrant Met?
1	SR 113 & I-80 Ramps/Auction Lane	TWSC[1]	D	AM	33.0 (Mvt: WBL/T/R, Vol: 3)	D	**36.7 (Mvt: WBL/T/R, Vol: 3)**	**E**	No
				PM	**59.0 (Mvt: EBL/T, Vol: 6)**	**F**	**65.4 (Mvt: EBL/T, Vol: 6)**	**F**	No
2	SR 113 & Dorset Drive	Signal	D	AM	24.5	C	25.5	C	N/A
				PM	28.8	C	33.6	C	N/A
3	SR 113 & North Lincoln Street/Vaughn Road	Signal	D	AM	30.9	C	31.9	C	N/A
				PM	33.0	C	33.6	C	N/A
4	SR 113 & Regency Parkway/Industrial Way	Signal	D	AM	18.4	B	18.3	B	N/A
				PM	18.9	B	19.0	B	N/A
5	Project Driveway 1 & North Lincoln Street	OWSC[1]	D	AM	-	-	9.4 (Mvt: NB, Vol: 35)	A	No
				PM	-	-	9.5 (Mvt: NB, Vol: 23)	A	No
6	SR 113 & Project Driveway 2	OWSC[1]	D	AM	-	-	17.0 (Mvt: EB, Vol: 23)	C	No
				PM	-	-	21.8 (Mvt: EB, Vol: 14)	C	No

Notes:
[1] TWSC = Two-Way Stop-Controlled, OWSC = One-Way Stop-Controlled
[2] For TWSC and OWSC, the worst approach/movement delay and LOS is reported: Mvt = Worst-Case Movement, Vol = Worst-Case Movement Volume. Average intersections delay is reported for Signalized intersections. HCM 6th Edition reports were generated to determine the delay and LOS at the TWSC intersections. Synchro Intersection reports were generated to determine the delay and LOS at the signalized intersections, as HCM 6th Edition does not support U-turns.
***BOLD** = Unacceptable LOS*

As shown in **Table 5**, all intersections are projected to operate at acceptable LOS (LOS "D" or better) under Near-Term Plus Project conditions, with the exception of the intersection of SR 113 & I-80 Ramps/Auction Lane, which is projected to operate at LOS E during the AM peak hour and LOS F during the PM peak hour. Synchro output reports are included in **Appendix B**. The SR 113 & I-80 Ramps/Auction Lane intersection is not projected to meet peak hour signal warrants for the AM and PM peak hours. The signal warrant worksheets are provided in **Appendix C**.





Near-Term Plus Project Intersection Turning Movement Volumes

Independence at Dixon TIA

Dixon, CA

July 2023

Figure 7

WOOD RODGERS

5. PROJECT ADVERSE EFFECTS AND IMPROVEMENTS

This chapter summarizes adverse effects caused by the Project at study intersections and identifies potential intersection improvements.

5.1 INTERSECTIONS

The intersection of SR 113 & I-80 Ramps/Auction Lane is projected to operate at unacceptable LOS E or F under Existing PM peak hour conditions, Near-Term PM peak hour conditions, and Near-Term Plus Project AM and PM peak hour conditions. However, this intersection is not projected to meet peak hour signal warrants under any study scenarios (see **Appendix C**). Therefore, there would not be a significant adverse effect at the SR 113 & I-80 Ramps/Auction Lane intersection.

The remaining study intersections are projected to operate at acceptable LOS (LOS "D" or better) under all scenarios analyzed.

6. QUEUING ANALYSIS AND IMPROVEMENTS

Vehicle queuing was analyzed for the study intersections. **Table 6** shows the available storage lengths and 95th percentile queues under all analysis scenarios. As shown in **Table 6**, the following queues are projected to exceed storage length:

SR 113 & North Lincoln Street/Vaughn Road:

- SBT – Near-Term Plus Project PM peak hour
- EBL – Near-Term PM peak hour, Near-Term Plus Project AM and PM peak hour

SR 113 & Regency Parkway/Industrial Way:

- NBT – Existing, Near-Term, and Near-Term Plus Project AM and PM peak hour
- SBT – Near-Term Plus Project PM peak hour

It is recommended to adjust the signal timings to provide additional green time at SR 113 & North Lincoln Street/Vaughn Road intersection for the eastbound left-turn and southbound-through movements, and at the SR 113 & Regency Parkway/Industrial Way intersection for the southbound through movement. Synchro output sheets with adjusted signal timings and the resulting improved operations are included in **Appendix B**.

The northbound through 95th percentile queue at the SR 113 & Regency Parkway/Industrial Way intersection blocks the adjacent left-turn pocket under all study conditions, and the Project adds up to five (5) feet of queueing over Near-Term conditions. Signal timing adjustments are not projected to significantly shorten this queue. There is no room to extend the existing northbound left-turn pocket at SR 113 & Regency Parkway/Industrial Way because it is currently back-to-back with another left-turn pocket directly to the south. There is no feasible improvement that can be recommended at this location. Therefore, there would be a significant adverse effect on the northbound queueing of SR 113 & Regency Parkway/Industrial Way that cannot be addressed.

The outbound queues for the proposed Project driveways were analyzed to determine if right turn only lanes should be considered. The queues shown in **Table 6** indicate the outbound queues at the Project driveways are anticipated to be one (1) vehicle or less. Therefore, additional right turn only lanes at the Project driveways are not recommended.

Table 6. Queuing Analysis Results

Intersection	Movement	Storage (ft)[1]	Control Type	Peak Hour	95th Percentile Queue (ft)		
					Existing Conditions	Near-Term Conditions	Near-Term Plus Project Conditions
#1, SR 113 & I-80 Ramps/Auction Lane	NBL	425	TWSC[2]	AM	8	10	12
				PM	18	22	24
	NBT	495		AM	0	0	0
				PM	0	0	0
	EBTL	130		AM	2	4	4
				PM	4	6	6
#2, SR 113 & Dorset Drive	NBL	200	Signal	AM	126	150	153
				PM	141	161	161
	NBT	270		AM	217	218	235
				PM	237	252	264
	NBR	320		AM	38	43	44
				PM	51	54	56
	SBL	235		AM	50	63	64
				PM	94	100	100
	SBT	305		AM	184	201	206
				PM	197	191	207
	SBR	135		AM	16	36	36
				PM	45	49	49
	EBL	150		AM	43	45	46
				PM	67	80	81
	EBT	220		AM	20	21	22
				PM	14	19	19
	EBR	160		AM	0	0	0
				PM	15	36	36
	WBL	275		AM	46	52	54
				PM	117	135	140
	WBT	265		AM	11	13	13
				PM	23	26	26
	WBR	195		AM	0	0	0
				PM	41	44	43
#3, SR 113 & North Lincoln Street/Vaughn Road	NBL	290	Signal	AM	58	134	134
				PM	101	164	164
	NBT	360		AM	217	24	235
				PM	243	243	251
	SBL	285		AM	101	101	101
				PM	91	101	101
	SBT	355		AM	173	205	213
				PM	283	345	**384**
	EBL	275		AM	130	287	**350**
				PM	141	**305**	**347**
	EBT	345		AM	33	62	62
				PM	38	53	53
	EBR	770		AM	0	0	0
				PM	16	22	22

Intersection	Movement	Storage (ft)[1]	Control Type	Peak Hour	95th Percentile Queue (ft)		
					Existing Conditions	Near-Term Conditions	Near-Term Plus Project Conditions
#3, SR 113 & North Lincoln Street/Vaughn Road (cont.)	WBL	180	Signal	AM	85	131	133
				PM	117	145	145
	WBT	250		AM	43	38	38
				PM	57	63	63
	WBR	230		AM	2	4	4
				PM	20	23	23
#4, SR 113 & Regency Parkway/Industrial Way	NBL	115	Signal	AM	46	47	47
				PM	57	50	50
	NBT	185		AM	**203**	**245**	**246**
				PM	**212**	**228**	**233**
	SBL	190		AM	67	81	81
				PM	38	53	53
	SBT	260		AM	141	146	150
				PM	252	258	**262**
	EBL	150		AM	47	49	49
				PM	39	39	39
	EBTR	315		AM	31	32	32
				PM	23	23	23
	WBL	250		AM	38	39	39
				PM	66	70	70
	WBTR	390		AM	17	18	18
				PM	32	31	31
#5, Project Driveway 1 & North Lincoln Street	NBR	75	OWSC[3]	AM	-	-	2
				PM	-	-	2
#6, SR 113 & Project Driveway 2	EBLR	145	OWSC[3]	AM	-	-	8
				PM	-	-	6

Notes:
[1] Storage length for through movements is noted as distance that the queue may extend before blocking the left-turn pocket. This distance is defined as corresponding left-turn pocket length plus approximate taper length (70-feet).
[2] TWSC = Two-Way Stop-Controlled
[3] OWSC = One-Way Stop-Controlled
***Bold** represent queues that exceed existing storage or that may block adjacent turn pockets.*

7. PROJECT ON-SITE OPERATIONS AND ACCESS EVALUATION

This chapter reviews the proposed Project site plan, including discussion of access driveways and internal circulation.

7.1 PROJECT ACCESS

The Project would gain primary access to the nearby roadway network via one (1) proposed Project driveway on North Lincoln Street and via one (1) proposed Project driveway on SR 113. The two (2) proposed Project driveways are described in detail below:

- Project Driveway 1 on North Lincoln Street: This driveway is proposed to be along North Lincoln Street and would provide access to the residential homes within the Project. The driveway would only allow right-in/right-out movements.
- Project Driveway 2 on SR 113: This driveway is proposed to be along SR 113 and would provide access to the residential homes within the Project. The driveway would allow all movements.

The following discussion on driveway spacing includes measurements taken from the centerlines of the Project Driveways and the proposed gas station driveways (proposed under a separate project) on North Lincoln Street and SR 113. The Project Driveway and the gas station driveway along North Lincoln Street (designated as a minor arterial/major collector) are approximately 220-feet apart. The Project Driveway and gas station driveway along SR 113 (designated as an arterial) are approximately 860-feet apart. All of the driveways except for the Project Driveway on SR 113 would only allow right-in/right-out movements which would limit conflicting movements between the driveways. The proposed driveway spacing is considered adequate.

Based on the site plan shown in **Figure 2**, it appears that emergency vehicles would have sufficient access throughout the Project site. Thus, emergency access to the project is considered adequate.

7.1.1 Project Driveway Sight Distance

Sight distance for egress vehicles at Project Driveway 1 at North Lincoln Street was evaluated based on Figure 3-3A of the City of Dixon 2022 Engineering Design Standards, which indicates a required sight distance of 250 feet for 35 mph roadways.

Corner sight distance for egress vehicles at Project Driveway 2 at SR 113 was evaluated based on Chapter 400 of the Caltrans Highway Design Manual (HDM), which indicates a required corner sight distance of 478 feet for roadways with 50 mph design speeds. Sight distances for the Project Driveways are illustrated in **Appendix E** and are summarized in **Table 7**. Note that only corner sight distance to the left for Project Driveway 2 was checked, as vehicles making a left-turn egress movement would be able to utilize the two-way left-turn lane on SR 113 to make a two-stage left turn out of the driveway.

As shown in **Table 7**, sight distance at both Project Driveways is projected to meet or exceed City and Caltrans requirements.

Table 7. Project Driveways Sight Distance

Driveway	Speed of Major Road	Required Sight Distance[1]	Available Sight Distance[2]	Sight Distance Met?[2]
Project Driveway 1 at North Lincoln Street	35 mph	250'	250'+	Yes
Project Driveway 2 at SR 113	50 mph	478'	478'+	Yes

Notes:
*[1] Required sight distance for Driveway 1 based on Figure 3-3A of the City of Dixon 2022 Engineering Design Standards for a 35 mph posted speed. Required corner sight distance for Driveway 2 based on Chapter 400 of the Caltrans HDM for a design speed of 50 mph ($1.47V_mT_g$ = 1.47*50*6.5 = 478').*
[2] For Driveway 1, sight distance is measured 15 feet from edge of traveled way and 3 feet to the right of Driveway centerline, per City of Dixon 2022 Engineering Design Standards. For Driveway 2, sight distance is measured 10 feet from edge of traveled way per HDM.

7.2 INTERNAL CIRCULATION

Internal circulation within the Project site would occur on bi-directional internal drive aisles, as depicted in **Figure 2**. Pedestrians could use the proposed sidewalks/walkways to be located throughout the Project site to access on-site amenities like the pool, fitness center, dog park, and mail box. Where no direct walkways are proposed, pedestrians could share the low-speed drive aisles with vehicles. Project internal circulation is adequate, and no improvements are recommended.

7.3 EXTERNAL CIRCULATION

There are no proposed pedestrian path connections between the Project and directly adjacent parcels. Bicycles would access the surrounding Class II Bicycle Lane network on SR 113 and North Lincoln Street directly from the Project site. The Project would construct pedestrian sidewalks along Project frontage on SR 113 and North Lincoln Street.

Pedestrians could access Gretchen Higgins Elementary School from the Project site via two main paths:

- Via Project Driveway 1 (approximately 0.76 miles long): turn left on North Lincoln Street, left on Regency Parkway, and right on Pembroke Way. This connection includes sidewalks, curb ramps, and bicycle lanes along the entire route.
- Via Project Driveway 2 (approximately 0.63 miles): turn right on SR 113, right on the pedestrian path (located 350 feet north of Regency Parkway). This connection includes sidewalks, curb ramps, and bicycle lanes/paths along the entire route.

8. SAFETY EVALUATION

The Interim Local Development Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance (Caltrans, December 18, 2020) establishes the safety review expectations for proposed land use projects that would affect Caltrans facilities in the context of the California Environmental Quality Act (CEQA) review process. LDIGR guidelines consist of a traffic safety review, including collision analysis. This section provides an evaluation of LDIGR components at the study intersections with Caltrans facilities (SR 113 & I-80 Ramps/Auction Lane intersection but also SR 113 with Dorset Drive, North Lincoln Street/Vaughn Road, and Regency Parkway/Industrial Way).

Five years of crash data (January 1, 2018 – December 31, 2022) were obtained from the Statewide Integrated Traffic Records System (SWITRS) to identify high collision locations and common collision characteristics. SWITRS collision data is included in **Appendix F**.

Table 8 summarizes the collisions in the study area and describes the collision severity (fatal, serious injury, other visible injury, complaint of pain, and property damage (PDO)) and the collision type (broadside, sideswipe, rear-end, head-on, hit object, and other/not stated). The SWITRS data indicated that a total 28 collisions occurred at the study facilities over the last five years. The severity of most collisions involved PDO, followed by complaint of pain. The most common collision types were rear-end collisions, followed by sideswipe type collisions.

Table 8. Summary of Collision Severity and Type in Study Area (SWITRS, 2018 – 2022)

Intersection	Total Collisions	Severity					Type					
		Fatal	Serious Injury	Other Visible Injury	Complaint of Pain	PDO	Head-On	Sideswipe	Rear-End	Broadside	Hit Object	Other/Not Stated
SR 113 & I-80 Ramps/Auction Lane	5	0	0	0	2	3	2	0	1	1	0	1
SR 113 & Dorset Drive	12	0	0	0	3	9	1	3	4	3	1	0
SR 113 & North Lincoln Street/Vaughn Road	10	0	0	0	1	9	1	3	5	0	0	1
SR 113 & Regency Parkway/Industrial Way	1	0	0	0	0	1	0	0	1	0	0	0
Totals	**28**	**0**	**0**	**0**	**6**	**22**	**4**	**6**	**11**	**4**	**1**	**2**

Table 9 shows the primary collision factors (PCFs) at each study intersection. The most common PCFs were unsafe speed, followed by automobile right-of-way and improper turning. It is unlikely that the addition of Project traffic would contribute to an increased collision rate at the study facilities.

Table 9. Summary of Primary Collision Factors in Study Area (SWITRS, 2018 – 2022)

Intersection	Total Collisions	PCF								
		Unsafe Speed	Following Too Closely	Improper Passing	Improper Turning	Automobile Right of Way	Traffic Signals and Signs	Unsafe Starting or Backing	Other Improper Driving	Unknown
SR 113 & I-80 Ramps/Auction Lane	5	1	0	0	1	3	0	0	0	0
SR 113 & Dorset Drive	12	3	0	1	2	3	2	0	1	0
SR 113 & North Lincoln Street/Vaughn Road	10	3	1	0	2	1	1	1	0	1
SR 113 & Regency Parkway/Industrial Way	1	1	0	0	0	0	0	0	0	0
Totals	**28**	**8**	**1**	**1**	**5**	**7**	**3**	**1**	**1**	**1**

9. ADVERSE EFFECTS ON BICYCLE AND PEDESTRIAN FACILITIES

This section discusses projected Project effects on study area bicycle and pedestrian facilities. This section also identifies planned bicycle and pedestrian facility improvements in the study area.

9.1 PROJECT EFFECTS ON PEDESTRIAN AND BICYCLE FACILITIES

9.1.1 Effects on Existing Facilities

The Project is not anticipated to cause a significant increase in pedestrian or bicycle demand in the study area that would put existing facilities over capacity. The Project would not adversely affect existing or proposed pedestrian and bicycle facilities in a way that would discourage their use.

9.1.2 Effects on Planned Improvements

The *2020 Solano County Active Transportation Plan (ATP)* and *City of Dixon Streets Master Plan* (2021) identifies proposed improvements to the bicycle network and pedestrian network in the study area. The ATP proposes a project to upgrade the bicycle facilities along SR 113. Specifically, along SR 113, between East C Street and Dorset Drive, the ATP recommends upgrading the existing Class II bicycle lanes to Class IV separated bikeways and constructing Class IV separated bikeways between Dorset Drive and the I-80 Ramps. The ATP also proposes a project to upgrade the existing Class II bicycle lanes to Class II buffered bicycle lanes along North Lincoln Street/Vaughn Drive, between Moore Drive and Pedrick Road. Furthermore, the ATP proposes a project to construct a Class IV separated bikeway between North Lincoln Street and Pedrick Road. The Class IV separated bikeway would run adjacent and parallel to I-80, on the southern side of the freeway. In terms of pedestrian projects, the *Plan* identifies a sidewalk gap closure project on Vaughn Road, just east of SR 113. The Project would not interfere with the implementation any of the proposed bikeway or pedestrian projects outlined in the *Solano County Active Transportation Plan* or *Dixon General Plan*. Note that if a raised cycle track Class IV Bikeway is implemented by the City along SR 113, future modification to the Project Driveways may be required.

9.1.3 Project Access

As discussed in Sections 7.2 and 7.3, there would be adequate pedestrian and bicycle access to and

from the Project along North Lincoln Road and SR 113. At the proposed Project driveways, Project would provide direct connections to existing sidewalks and Class II bicycle lanes.

9.1.4 Project Pedestrian and Bicycle Adverse Effects

The Project would not eliminate or adversely affect an existing bikeway or pedestrian facility in a way that would discourage its use. The Project would not interfere with the implementation of a planned bikeway as shown in the General Plan. Furthermore, the Project would not provide inadequate access for bicyclists and pedestrians, that would result in unsafe conditions, including unsafe bicycle/pedestrian, bicycle/motor vehicle, or pedestrian/motor vehicle conflicts. The Project would provide adequate access for bicyclists and pedestrians, as described above. Therefore, the project is not anticipated to have any significant adverse effects on bicycle or pedestrian facilities.

10. VMT ANALYSIS

VMT analysis was performed for the Project site by DKS Associates utilizing the City's TDM. Project home-based VMT per capita was found to be 16, which falls below the City threshold of significance of 18.5 VMT per capita, as reported to City staff by DKS via email on May 30, 2023. Therefore, the Project can be assumed to have less than significant VMT impacts.

Appendix A

Traffic Count Data

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: #1 N 1st St/SR 113 -- I-80 Ramps/Auction Ln

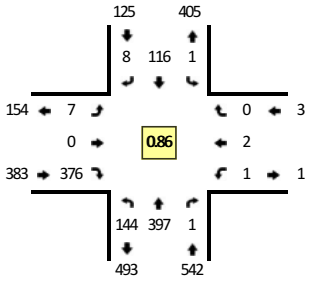
QC JOB #: 15676001

CITY/STATE: Dixon, CA

DATE: Wed, Jan 12 2022

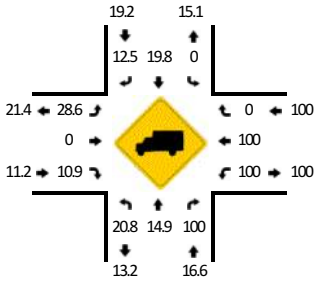
Peak-Hour: 7:45 AM -- 8:45 AM

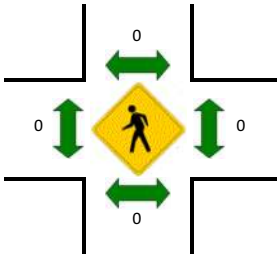
Peak 15-Min: 7:45 AM -- 8:00 AM

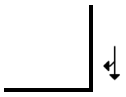


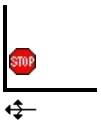
Quality Counts

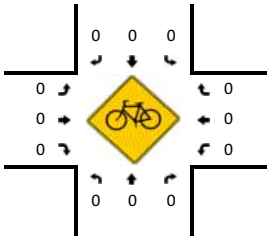
DATA THAT DRIVES COMMUNITIES

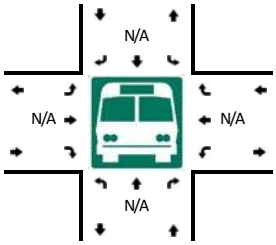


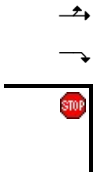


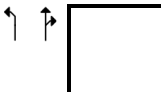


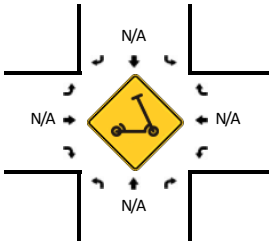












5-Min Count Period Beginning At	#1 N 1st St/SR 113 (Northbound)				#1 N 1st St/SR 113 (Southbound)				I-80 Ramps/Auction Ln (Eastbound)				I-80 Ramps/Auction Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	8	24	0	0	0	16	0	0	0	0	37	0	0	0	0	0	85	
7:05 AM	14	27	0	0	0	10	0	0	0	0	25	0	0	0	0	0	76	
7:10 AM	13	23	0	0	0	9	0	0	0	0	31	0	0	0	0	0	76	
7:15 AM	9	34	0	0	0	11	0	0	0	0	33	0	0	0	0	0	87	
7:20 AM	5	26	0	0	0	5	2	0	1	0	32	0	0	0	0	0	71	
7:25 AM	10	21	0	0	0	12	0	0	1	0	33	0	0	0	0	0	77	
7:30 AM	5	26	0	0	0	18	0	0	2	0	26	0	0	0	0	0	77	
7:35 AM	12	28	0	0	0	6	0	0	0	0	28	0	0	0	0	0	74	
7:40 AM	14	33	0	0	0	14	2	0	0	0	38	0	0	0	0	0	101	
7:45 AM	13	44	0	0	0	11	1	1	1	0	41	0	0	0	0	0	112	
7:50 AM	15	29	0	0	0	8	0	0	1	0	37	0	0	0	0	0	90	
7:55 AM	14	36	0	0	0	11	0	0	2	0	39	0	1	0	0	0	103	1029
8:00 AM	7	33	0	0	0	12	0	0	0	0	30	0	0	1	0	0	83	1027
8:05 AM	8	32	1	0	0	9	0	0	0	0	27	0	0	0	0	0	77	1028
8:10 AM	8	33	0	0	0	13	1	0	1	0	20	0	0	1	0	0	77	1029
8:15 AM	12	31	0	0	0	7	2	0	0	0	20	0	0	0	0	0	72	1014
8:20 AM	14	28	0	0	0	11	0	0	0	0	27	0	0	0	0	0	80	1023
8:25 AM	10	39	0	0	0	7	2	0	0	0	32	0	0	0	0	0	90	1036
8:30 AM	10	22	0	0	0	9	0	0	1	0	36	0	0	0	0	0	78	1037
8:35 AM	15	29	0	0	0	10	1	0	1	0	32	0	0	0	0	0	88	1051
8:40 AM	18	41	0	0	0	8	1	0	0	0	35	0	0	0	0	0	103	1053
8:45 AM	7	27	0	0	0	14	0	0	1	0	34	0	0	0	0	0	83	1024
8:50 AM	19	18	0	0	0	6	0	0	0	0	24	0	0	0	0	0	67	1001
8:55 AM	8	19	0	0	0	10	0	0	2	0	33	0	0	0	0	0	72	970

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	168	436	0	0	0	120	4	4	16	0	468	0	4	0	0	0	1220
Heavy Trucks	52	48	0		0	16	0		8	0	36		4	0	0		164
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM

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

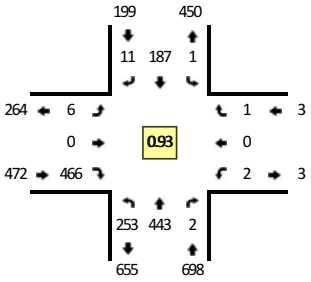
Type of peak hour being reported: Intersection Peak

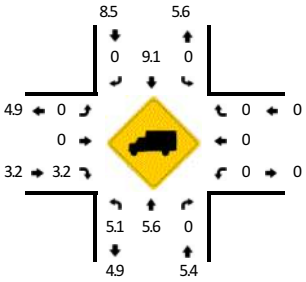
Method for determining peak hour: Total Entering Volume

LOCATION: #1 N 1st St/SR 113 -- I-80 Ramps/Auction Ln
CITY/STATE: Dixon, CA

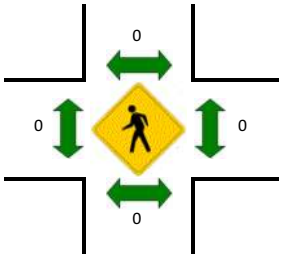
QC JOB #: 15676002
DATE: Wed, Jan 12 2022

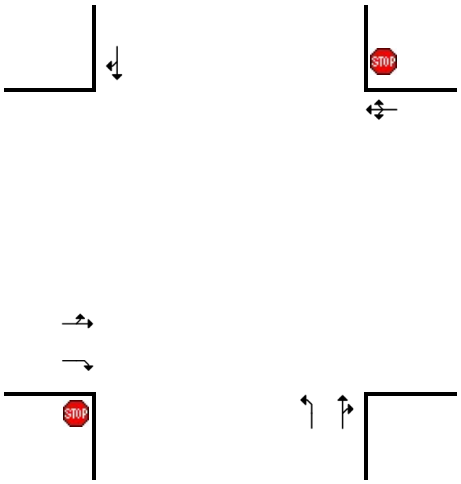
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:05 PM -- 4:20 PM

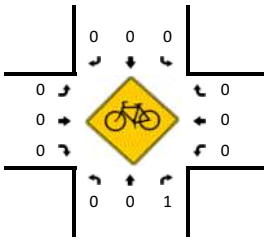


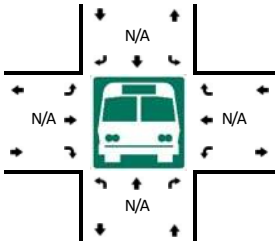


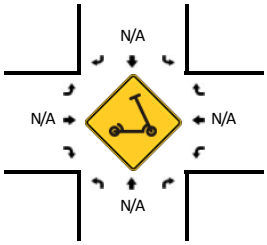
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	#1 N 1st St/SR 113 (Northbound)				#1 N 1st St/SR 113 (Southbound)				I-80 Ramps/Auction Ln (Eastbound)				I-80 Ramps/Auction Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	24	42	0	0	0	18	0	0	1	0	43	0	0	0	0	0	128	
4:05 PM	26	50	0	0	0	17	1	0	0	0	31	0	0	0	0	0	125	
4:10 PM	20	43	1	0	0	11	0	0	1	0	36	0	0	0	0	0	112	
4:15 PM	27	38	0	0	0	18	2	0	0	0	44	0	1	0	0	0	130	
4:20 PM	19	34	0	0	1	16	0	0	1	0	37	0	0	0	0	0	108	
4:25 PM	16	43	0	0	0	21	1	0	0	0	33	0	0	0	0	0	114	
4:30 PM	21	29	0	0	0	11	1	0	0	0	31	0	0	0	1	0	94	
4:35 PM	25	39	0	0	0	11	0	0	1	0	33	0	0	0	0	0	109	
4:40 PM	18	31	0	0	0	15	1	0	1	0	39	0	0	0	0	0	105	
4:45 PM	19	19	1	0	0	18	3	0	0	0	44	0	1	0	0	0	105	
4:50 PM	11	41	0	0	0	18	1	0	0	0	56	0	0	0	0	0	127	
4:55 PM	27	34	0	0	0	13	1	0	1	0	39	0	0	0	0	0	115	1372
5:00 PM	25	28	0	0	0	14	0	0	0	0	34	0	0	0	0	0	101	1345
5:05 PM	18	41	0	0	0	14	0	0	3	0	25	0	0	0	0	0	101	1321
5:10 PM	12	42	0	0	0	13	0	0	0	0	43	0	0	0	0	0	110	1319
5:15 PM	20	30	1	0	0	12	0	0	0	0	37	0	1	0	0	0	101	1290
5:20 PM	24	33	1	0	0	20	0	0	3	0	56	0	1	0	0	0	138	1320
5:25 PM	21	35	2	0	0	15	1	0	0	0	32	0	0	1	0	0	107	1313
5:30 PM	7	30	0	0	0	9	2	0	1	0	40	0	0	0	1	0	90	1309
5:35 PM	15	31	2	0	0	19	1	0	1	0	34	0	0	0	0	0	103	1303
5:40 PM	18	18	0	0	0	13	2	0	0	0	40	0	0	0	1	0	92	1290
5:45 PM	14	23	0	0	0	14	0	0	0	0	37	0	1	0	0	0	89	1274
5:50 PM	17	28	1	0	0	13	1	0	0	0	36	0	0	0	0	0	96	1243
5:55 PM	15	24	0	0	0	16	1	0	0	0	28	0	0	0	0	0	84	1212

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	292	524	4	0	0	184	12	0	4	0	444	0	4	0	0	0	1468
Heavy Trucks	16	20	0		0	20	0		0	0	16		0	0	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM

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

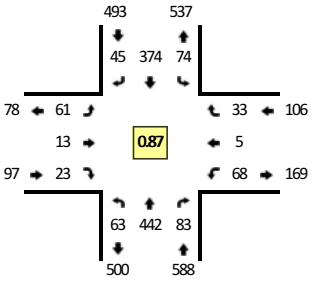
Type of peak hour being reported: Intersection Peak

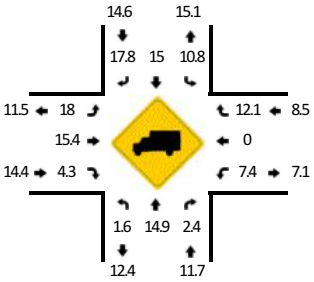
Method for determining peak hour: Total Entering Volume

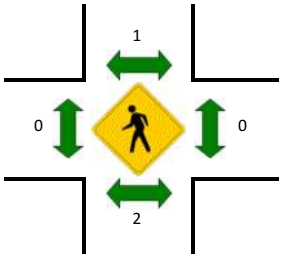
LOCATION: #2 N 1st St/SR 113 -- Dorset Drive
CITY/STATE: Dixon, CA

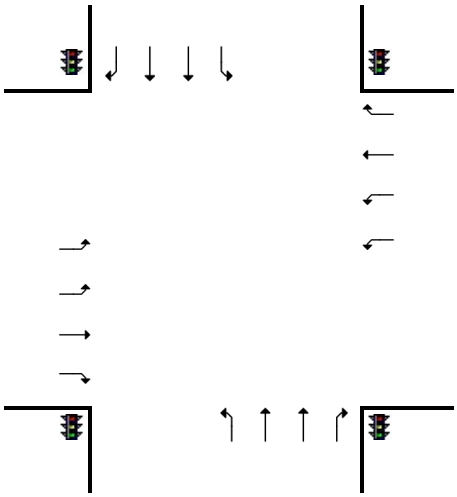
QC JOB #: 15676003
DATE: Wed, Jan 12 2022

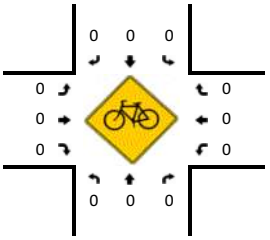
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

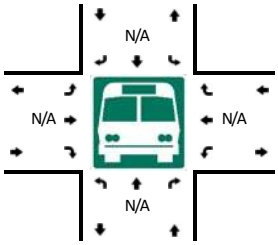


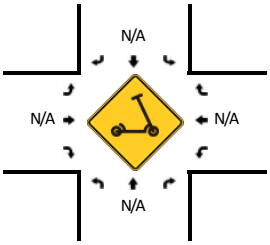












5-Min Count Period Beginning At	#2 N 1st St/SR 113 (Northbound)				#2 N 1st St/SR 113 (Southbound)				Dorset Drive (Eastbound)				Dorset Drive (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	32	4	2	12	35	3	0	1	0	5	0	0	0	3	0	101	
7:05 AM	1	27	1	0	6	27	5	0	8	0	1	0	5	0	1	0	82	
7:10 AM	0	34	1	4	4	32	3	0	6	3	1	0	2	0	3	0	93	
7:15 AM	5	34	2	2	7	36	2	0	1	2	1	0	4	0	2	0	98	
7:20 AM	1	28	5	2	5	28	2	0	2	0	1	0	1	0	1	0	76	
7:25 AM	2	25	0	4	7	28	7	0	5	1	1	0	3	0	0	0	83	
7:30 AM	4	31	1	8	4	35	5	0	0	3	2	0	3	0	3	0	99	
7:35 AM	4	30	3	4	4	31	2	0	11	0	4	0	3	0	3	0	99	
7:40 AM	3	33	2	4	8	29	5	0	6	0	3	0	3	0	2	0	98	
7:45 AM	3	54	4	2	6	40	6	0	5	1	4	0	8	2	2	0	137	
7:50 AM	3	33	3	3	8	41	5	0	7	3	2	0	7	0	3	0	118	
7:55 AM	2	37	8	5	4	44	3	0	2	0	2	0	3	1	5	0	116	1200
8:00 AM	1	36	0	1	4	32	1	0	4	0	0	0	4	0	0	0	83	1182
8:05 AM	3	36	9	2	5	26	5	1	6	0	2	0	4	1	2	0	102	1202
8:10 AM	4	33	10	4	2	25	4	0	3	0	0	0	4	0	1	0	90	1199
8:15 AM	3	33	11	5	3	22	3	0	3	3	0	0	5	0	4	0	95	1196
8:20 AM	0	34	7	4	1	30	3	0	4	1	6	0	9	0	4	0	103	1223
8:25 AM	1	40	9	2	5	28	5	0	8	0	0	0	5	0	2	0	105	1245
8:30 AM	1	28	6	5	13	30	2	0	4	3	3	0	3	1	3	0	102	1248
8:35 AM	4	33	4	0	12	31	4	0	6	2	3	0	7	0	3	0	109	1258
8:40 AM	3	45	12	2	10	25	4	0	9	0	1	0	9	0	4	0	124	1284
8:45 AM	2	26	11	7	12	30	5	0	5	0	0	0	5	2	2	0	107	1254
8:50 AM	2	27	5	0	3	28	1	0	8	0	0	0	5	3	2	0	84	1220
8:55 AM	4	22	6	4	5	29	4	0	0	2	2	0	9	0	3	0	90	1194

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	32	496	60	40	72	500	56	0	56	16	32	0	72	12	40	0	1484
Heavy Trucks	0	84	8		8	44	4		8	0	0		4	0	0		160
Buses																	
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM

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

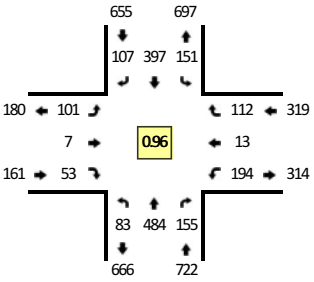
Type of peak hour being reported: Intersection Peak

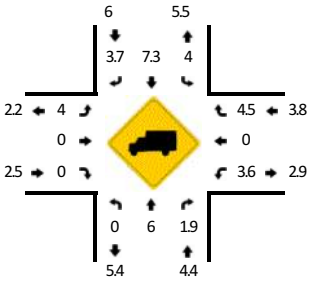
Method for determining peak hour: Total Entering Volume

LOCATION: #2 N 1st St/SR 113 -- Dorset Drive
CITY/STATE: Dixon, CA

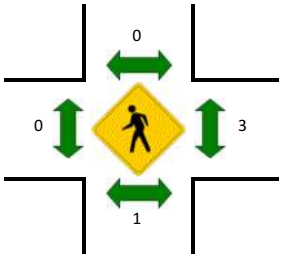
QC JOB #: 15676004
DATE: Wed, Jan 12 2022

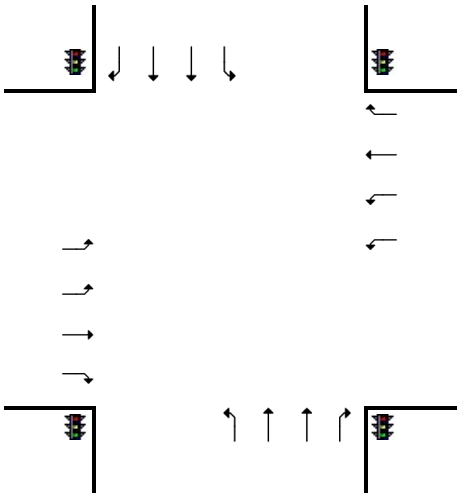
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

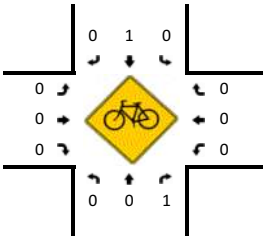


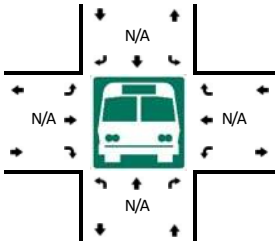


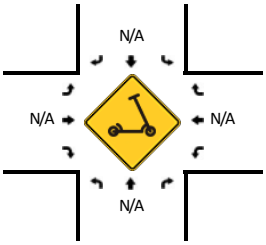
Quality Counts
DATA THAT DRIVES COMMUNITIES











5-Min Count Period Beginning At	#2 N 1st St/SR 113 (Northbound)				#2 N 1st St/SR 113 (Southbound)				Dorset Drive (Eastbound)				Dorset Drive (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	51	10	2	15	41	5	0	8	0	3	0	18	1	11	0	174	
4:05 PM	3	53	3	1	14	26	8	0	7	0	6	0	9	0	14	0	144	
4:10 PM	5	47	19	5	14	26	7	0	8	0	1	0	17	0	4	1	154	
4:15 PM	3	44	16	0	10	33	16	0	11	0	6	0	10	2	9	0	160	
4:20 PM	3	36	16	4	10	34	15	0	14	0	5	0	15	0	11	0	163	
4:25 PM	10	37	11	1	14	30	10	0	11	3	3	0	19	1	10	0	160	
4:30 PM	8	34	12	0	12	27	6	0	9	0	6	0	13	1	9	0	137	
4:35 PM	1	45	19	2	11	25	4	0	5	2	2	0	21	4	8	0	149	
4:40 PM	2	34	9	2	12	22	11	0	4	0	3	0	28	0	9	0	136	
4:45 PM	6	32	13	4	13	47	11	0	9	0	6	0	7	0	6	0	154	
4:50 PM	3	34	19	1	18	50	7	0	5	2	4	0	22	3	10	0	178	
4:55 PM	7	37	8	1	8	36	7	0	10	0	8	0	14	1	11	0	148	1857
5:00 PM	6	35	18	1	8	27	15	1	4	0	7	0	13	1	11	0	147	1830
5:05 PM	8	41	15	5	6	17	7	0	15	0	5	0	16	2	7	0	144	1830
5:10 PM	2	29	13	5	11	42	11	0	10	1	7	0	19	0	10	1	161	1837
5:15 PM	6	38	11	1	4	37	8	0	10	1	4	0	8	1	8	0	137	1814
5:20 PM	4	37	19	3	13	40	14	0	8	1	12	0	16	1	9	0	177	1828
5:25 PM	13	39	13	0	11	39	10	0	11	2	6	0	10	0	8	0	162	1830
5:30 PM	3	25	16	2	6	34	6	0	3	3	6	0	18	3	8	0	133	1826
5:35 PM	4	26	11	4	15	31	9	0	10	1	5	0	13	1	9	0	139	1816
5:40 PM	4	29	8	1	7	34	10	0	8	2	6	0	14	4	4	1	132	1812
5:45 PM	2	15	14	0	10	29	11	0	4	0	6	0	21	1	10	0	123	1781
5:50 PM	5	31	16	2	16	23	12	0	11	0	5	0	16	1	7	0	145	1748
5:55 PM	7	17	11	5	8	20	17	0	5	1	5	0	13	0	14	0	123	1723

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	64	468	172	20	136	388	164	0	144	12	56	0	176	12	120	0	1932
Heavy Trucks	0	28	4		4	32	4		8	0	0		24	0	8		112
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM

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

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: #3 N 1st St/SR 113 -- N Lincoln St/Vaughn Rd

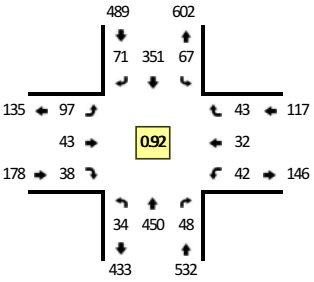
QC JOB #: 15676005

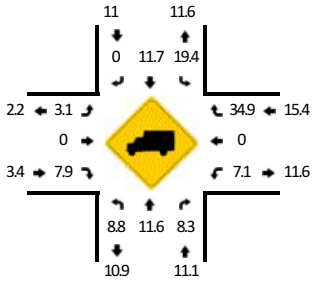
CITY/STATE: Dixon, CA

DATE: Wed, Jan 12 2022

Peak-Hour: 7:45 AM -- 8:45 AM

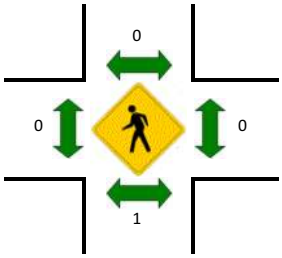
Peak 15-Min: 7:45 AM -- 8:00 AM

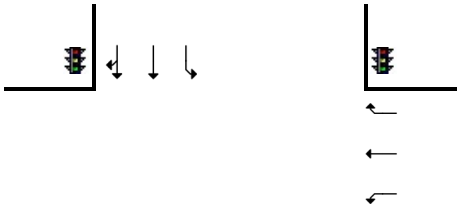


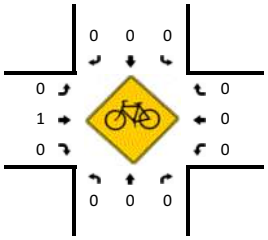


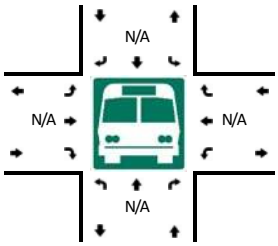
Quality Counts

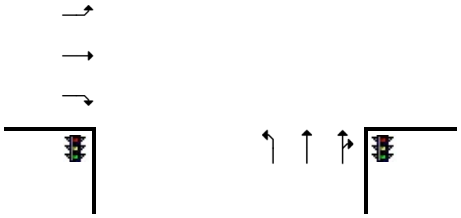
DATA THAT DRIVES COMMUNITIES

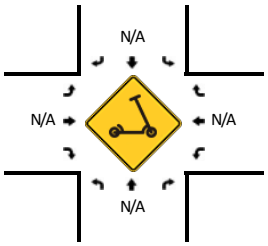












5-Min Count Period Beginning At	#3 N 1st St/SR 113 (Northbound)				#3 N 1st St/SR 113 (Southbound)				N Lincoln St/Vaughn Rd (Eastbound)				N Lincoln St/Vaughn Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	22	3	0	7	36	4	0	6	6	1	0	3	1	5	0	95	
7:05 AM	2	29	2	0	5	20	4	1	5	2	2	0	3	3	3	0	81	
7:10 AM	0	27	2	0	3	26	4	1	5	1	1	0	2	0	7	0	79	
7:15 AM	0	21	1	0	2	33	6	1	9	2	3	0	2	2	4	0	86	
7:20 AM	2	26	3	0	4	19	3	0	4	4	1	0	2	0	1	0	69	
7:25 AM	2	21	1	0	7	32	7	0	9	0	1	0	2	3	5	0	90	
7:30 AM	1	32	2	0	14	17	6	0	10	0	2	0	4	2	2	0	92	
7:35 AM	2	29	0	0	7	28	8	0	10	1	1	0	3	3	1	0	93	
7:40 AM	2	27	4	0	3	28	6	1	2	1	4	0	0	2	3	0	83	
7:45 AM	1	45	3	1	4	37	12	1	13	5	2	0	2	4	7	0	137	
7:50 AM	0	30	4	0	10	35	7	3	7	3	3	0	1	1	8	0	112	
7:55 AM	2	26	3	0	5	42	5	1	9	3	4	0	6	2	1	0	109	1126
8:00 AM	1	35	0	0	5	27	5	1	7	3	3	0	2	2	0	0	91	1122
8:05 AM	3	43	5	0	1	25	5	1	8	7	1	0	2	5	4	0	110	1151
8:10 AM	2	31	5	0	3	19	4	0	7	2	5	0	2	2	2	0	84	1156
8:15 AM	6	44	6	0	5	24	1	2	8	5	6	0	3	4	1	0	115	1185
8:20 AM	4	35	7	0	6	28	9	1	9	9	5	0	5	3	2	0	123	1239
8:25 AM	3	42	4	0	5	26	8	1	8	2	2	0	5	3	6	0	115	1264
8:30 AM	5	36	6	1	0	27	7	0	4	0	4	0	0	4	5	0	99	1271
8:35 AM	3	36	4	0	5	32	6	0	7	3	0	0	8	2	6	0	112	1290
8:40 AM	2	47	1	0	6	29	2	1	10	1	3	0	6	0	1	0	109	1316
8:45 AM	4	31	1	0	7	34	4	1	10	2	4	0	7	0	2	0	107	1286
8:50 AM	1	24	3	0	4	27	2	0	5	4	0	0	3	2	6	0	81	1255
8:55 AM	1	17	1	0	4	32	7	0	5	1	0	0	3	2	2	0	75	1221

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	404	40	4	76	456	96	20	116	44	36	0	36	28	64	0	1432
Heavy Trucks	0	64	12		8	40	0		4	0	4		4	0	32		168
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

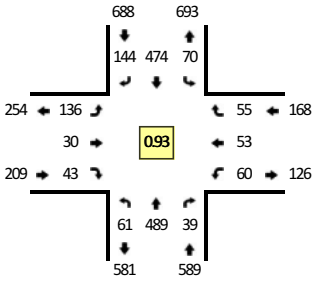
Report generated on 1/19/2022 2:18 PM

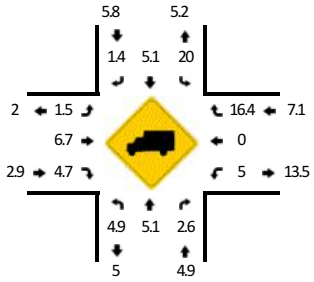
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

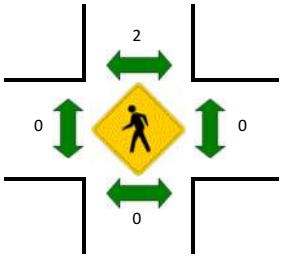
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

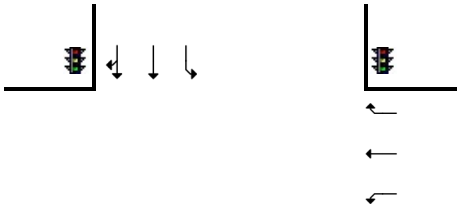
LOCATION: #3 N 1st St/SR 113 -- N Lincoln St/Vaughn Rd | **QC JOB #:** 15676006
CITY/STATE: Dixon, CA | **DATE:** Wed, Jan 12 2022

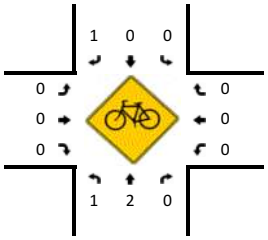
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

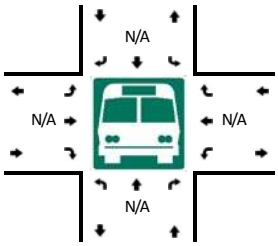


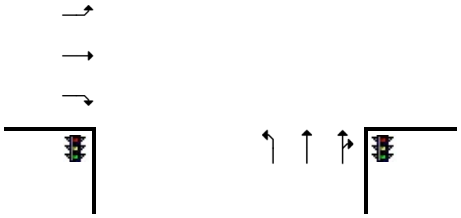


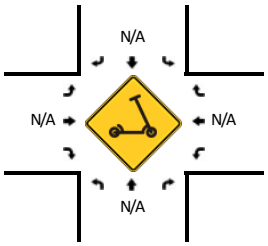












5-Min Count Period Beginning At	#3 N 1st St/SR 113 (Northbound)				#3 N 1st St/SR 113 (Southbound)				N Lincoln St/Vaughn Rd (Eastbound)				N Lincoln St/Vaughn Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	4	42	4	0	5	47	14	1	8	1	3	0	7	5	12	0	153	
4:05 PM	1	48	6	0	3	30	10	1	12	1	2	0	6	5	16	0	141	
4:10 PM	7	36	5	0	4	27	15	2	15	2	1	0	6	3	13	0	136	
4:15 PM	5	36	4	0	3	41	8	0	14	2	4	0	5	1	15	0	138	
4:20 PM	1	30	2	0	5	36	12	1	15	2	2	0	7	5	4	0	122	
4:25 PM	5	45	6	0	8	40	7	0	13	2	4	0	4	3	6	0	143	
4:30 PM	2	40	5	0	6	28	6	0	13	4	3	0	6	2	2	0	117	
4:35 PM	5	43	2	0	1	45	6	1	12	2	4	0	4	3	4	0	132	
4:40 PM	12	40	2	1	7	37	15	0	8	1	3	0	6	4	11	0	147	
4:45 PM	5	34	5	1	7	35	11	0	7	0	2	0	4	2	3	0	116	
4:50 PM	6	37	0	0	4	53	17	4	14	1	1	0	3	1	2	0	143	
4:55 PM	10	35	2	1	4	33	18	2	8	4	6	0	5	7	4	0	139	1627
5:00 PM	1	42	3	0	5	32	14	1	13	1	5	0	3	2	5	0	127	1601
5:05 PM	6	51	4	0	1	32	12	2	13	5	2	0	7	7	3	0	145	1605
5:10 PM	1	34	3	0	2	40	19	0	12	3	6	0	7	9	4	0	140	1609
5:15 PM	3	41	3	1	2	45	8	0	10	4	3	0	3	5	7	0	135	1606
5:20 PM	1	47	4	0	10	54	11	3	13	3	4	0	8	8	4	0	170	1654
5:25 PM	1	39	3	0	5	36	13	0	15	4	3	0	4	5	6	0	134	1645
5:30 PM	3	33	1	0	4	36	13	3	14	1	1	0	3	4	3	0	119	1647
5:35 PM	5	35	1	0	6	38	9	0	6	0	2	0	7	2	4	0	115	1630
5:40 PM	1	23	0	0	2	28	12	1	7	0	2	0	6	3	3	0	88	1571
5:45 PM	1	38	2	0	8	42	17	2	8	1	1	0	5	2	0	0	127	1582
5:50 PM	5	29	1	0	4	21	9	2	12	3	0	0	3	3	3	0	95	1534
5:55 PM	2	23	3	0	2	40	12	0	13	0	2	0	7	0	2	0	106	1501

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	488	40	4	56	556	152	12	140	40	52	0	72	88	60	0	1780
Heavy Trucks	0	36	0		12	28	4		4	4	0		0	0	12		100
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: #4 N 1st St/SR 113 -- Regency Pkwy/Industrial Wy

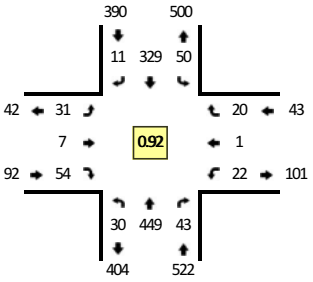
QC JOB #: 15676007

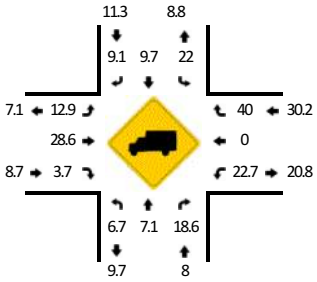
CITY/STATE: Dixon, CA

DATE: Wed, Jan 12 2022

Peak-Hour: 7:40 AM -- 8:40 AM

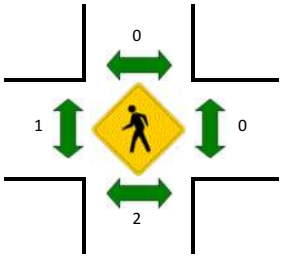
Peak 15-Min: 8:15 AM -- 8:30 AM

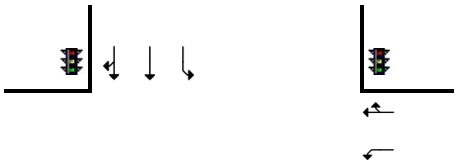


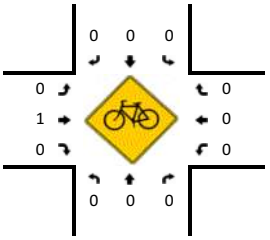


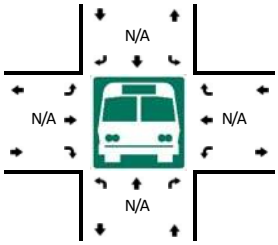
Quality Counts

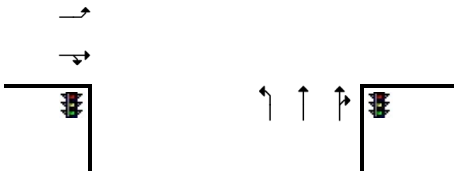
DATA THAT DRIVES COMMUNITIES

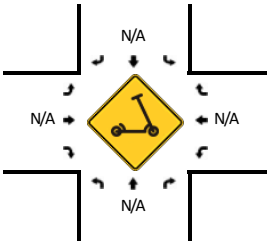












5-Min Count Period Beginning At	#4 N 1st St/SR 113 (Northbound)				#4 N 1st St/SR 113 (Southbound)				Regency Pkwy/Industrial Wy (Eastbound)				Regency Pkwy/Industrial Wy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	26	2	0	1	16	0	0	1	1	3	0	1	0	1	0	52	
7:05 AM	0	25	2	0	2	26	1	0	1	1	5	0	0	0	1	0	64	
7:10 AM	0	22	3	0	3	19	1	0	0	0	2	0	1	0	0	0	51	
7:15 AM	1	24	3	0	5	26	0	0	0	1	0	0	5	0	1	0	66	
7:20 AM	1	27	1	0	4	20	2	0	1	0	3	0	0	0	1	1	61	
7:25 AM	1	22	3	0	3	20	0	0	0	0	1	0	0	0	1	0	51	
7:30 AM	3	36	1	0	5	20	1	0	2	0	1	0	0	0	3	0	72	
7:35 AM	1	22	4	0	4	15	2	0	2	2	1	0	3	1	1	0	58	
7:40 AM	1	39	4	0	8	29	0	0	3	0	3	0	1	0	1	0	89	
7:45 AM	1	32	4	0	3	25	0	0	4	2	2	0	2	0	2	0	77	
7:50 AM	0	32	0	0	1	24	2	0	1	0	4	0	1	0	2	1	68	
7:55 AM	1	32	6	0	6	34	0	0	2	0	5	0	1	0	1	0	88	797
8:00 AM	5	28	7	0	5	35	0	0	1	1	8	0	3	1	2	0	96	841
8:05 AM	4	49	0	0	3	28	1	0	5	0	6	0	1	0	0	0	97	874
8:10 AM	3	29	2	0	3	14	0	0	4	2	12	0	1	0	0	0	70	893
8:15 AM	3	46	9	0	5	21	2	0	3	0	5	0	1	0	1	0	96	923
8:20 AM	5	49	3	0	2	32	0	0	0	1	1	0	4	0	2	0	99	961
8:25 AM	3	37	3	0	4	28	2	0	4	1	2	0	2	0	5	0	91	1001
8:30 AM	4	44	4	0	6	23	3	0	1	0	6	0	3	0	2	0	96	1025
8:35 AM	0	32	1	0	4	36	1	0	3	0	0	0	1	0	2	0	80	1047
8:40 AM	3	34	2	0	2	23	2	0	3	2	2	0	0	0	9	0	82	1040
8:45 AM	2	38	0	0	4	28	2	0	1	0	2	0	0	0	2	0	79	1042
8:50 AM	2	21	1	0	3	31	2	0	4	0	0	0	0	1	2	0	67	1041
8:55 AM	0	23	1	0	3	28	0	1	0	1	2	0	2	2	3	0	66	1019

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	44	528	60	0	44	324	16	0	28	8	32	0	28	0	32	0	1144
Heavy Trucks	8	24	20		12	44	4		4	4	0		8	0	12		140
Buses																	
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

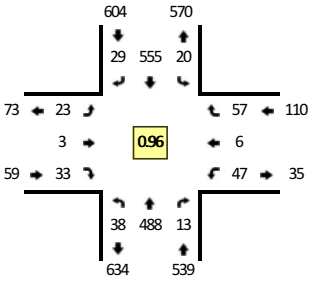
Report generated on 1/19/2022 2:18 PM

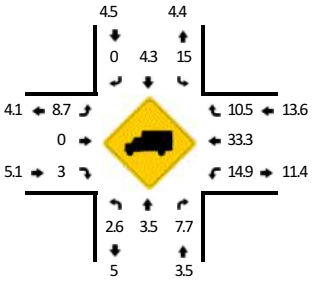
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

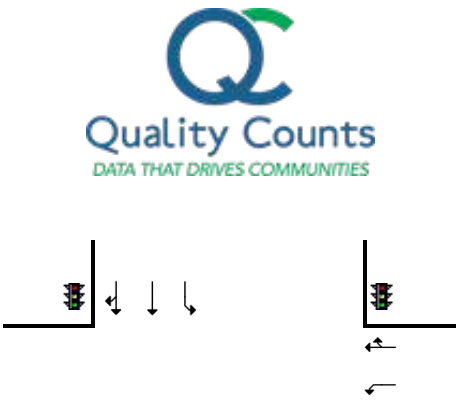
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

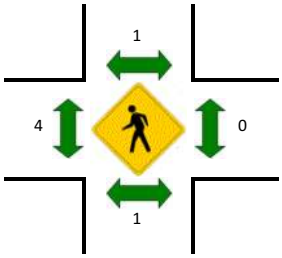
LOCATION: #4 N 1st St/SR 113 -- Regency Pkwy/Industrial Wy | **QC JOB #:** 15676008
CITY/STATE: Dixon, CA | **DATE:** Wed, Jan 12 2022

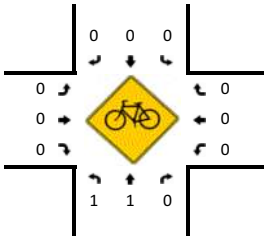
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

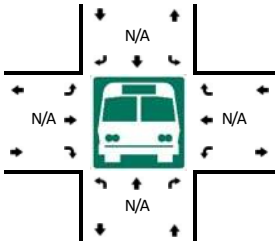


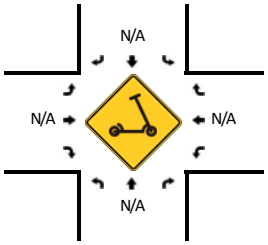












5-Min Count Period Beginning At	#4 N 1st St/SR 113 (Northbound)				#4 N 1st St/SR 113 (Southbound)				Regency Pkwy/Industrial Wy (Eastbound)				Regency Pkwy/Industrial Wy (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	39	2	0	1	43	3	0	2	0	3	0	5	0	6	0	106	
4:05 PM	4	40	1	1	1	43	1	0	1	0	0	0	3	0	6	1	102	
4:10 PM	5	51	1	0	3	34	0	0	0	0	1	0	6	0	4	0	105	
4:15 PM	1	29	0	0	2	50	1	0	2	0	1	0	2	0	4	0	92	
4:20 PM	1	38	1	0	0	49	1	0	2	0	2	0	4	0	0	0	98	
4:25 PM	3	33	1	0	2	36	3	0	2	0	4	0	4	0	4	0	92	
4:30 PM	5	38	0	0	5	45	4	0	3	0	3	0	2	1	7	0	113	
4:35 PM	2	44	1	0	0	37	4	0	1	0	3	0	10	0	9	0	111	
4:40 PM	2	43	1	0	0	46	5	0	2	0	3	0	5	0	4	1	112	
4:45 PM	5	36	1	0	2	44	2	0	0	1	3	0	5	0	6	0	105	
4:50 PM	6	38	3	0	1	47	3	1	3	0	2	0	3	1	3	0	111	
4:55 PM	4	34	0	0	0	51	2	0	2	0	2	0	5	1	4	0	105	1252
5:00 PM	2	47	3	0	2	54	0	1	1	1	1	0	1	1	4	0	118	1264
5:05 PM	3	47	0	0	1	27	1	0	1	0	3	0	7	0	5	0	95	1257
5:10 PM	3	34	2	0	1	49	1	0	1	0	2	0	1	1	4	0	99	1251
5:15 PM	0	38	1	0	2	56	3	0	6	1	3	0	3	0	7	0	120	1279
5:20 PM	2	50	0	0	1	56	2	0	1	0	5	0	2	1	3	0	123	1304
5:25 PM	4	39	1	0	3	43	2	0	2	0	3	0	2	0	1	0	100	1312
5:30 PM	2	37	3	0	3	46	5	0	1	0	2	0	1	0	0	0	100	1299
5:35 PM	3	29	2	0	1	45	3	0	1	0	2	0	0	0	5	0	91	1279
5:40 PM	0	23	4	0	2	38	2	0	2	0	4	0	0	0	3	0	78	1245
5:45 PM	0	39	0	0	0	28	1	0	0	0	4	0	3	0	3	0	78	1218
5:50 PM	4	27	2	0	1	38	2	0	3	0	4	0	0	1	4	0	86	1193
5:55 PM	0	28	0	0	1	35	3	0	1	0	0	0	0	1	4	0	73	1161

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	24	508	8	0	24	620	28	0	36	4	44	0	28	4	44	0	1372
Heavy Trucks	0	40	0		0	20	0		0	0	4		8	4	8		84
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	4	0	0		0	0	0		0	0	0		0	0	0		4
Scooters																	

Comments:

Report generated on 1/19/2022 2:18 PM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Prepared by National Data & Surveying Services

SR 113/N 1st St & Vaughn Rd/N Lincoln St

Peak Hour Turning Movement Count

ID: 23-070073-001
City: Dixon

Day: Tuesday
Date: 4/11/2023

	PEAK HOURS	COUNT PERIODS
AM	07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NOON	NONE	NONE
PM	04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND – SR 113/N 1st St

	Right	Through	Left	U-Turn	Departure (⇧)
Lanes	0	2	1	0	
AM	70	356	74	3	621
NOON	0	0	0	0	0
PM	157	495	58	9	707

WESTBOUND – Vaughn Rd/N Lincoln St

	Lanes	PM	NOON	AM
Right	1	71	0	48
Through	1	52	0	37
Left	1	95	0	43
U-Turn	0	0	0	1
Departure (⇨)		137	0	138

EASTBOUND – Vaughn Rd/N Lincoln St

	AM	NOON	PM	Lanes
Departure (⇦)	143	0	284	
U-Turn	0	0	3	0
Left	109	0	118	1
Through	26	0	31	1
Right	39	0	66	1

NORTHBOUND – SR 113/N 1st St

	Departure (⇩)	U-Turn	Left	Through	Right
Lanes		0	1	2	0
PM	662	6	72	509	48
NOON	0	0	0	0	0
AM	439	1	36	461	37

CONTROL

Signalized

	AM	NOON	PM
TEV	1341	0	1790
PHF	0.95		0.93

Totals

	Totals (AM)	Totals (NOON)	Totals (PM)
SB Right	70	0	157
SB Through	356	0	495
SB Left	74	0	58
WB Right	48	0	71
WB Through	37	0	52
WB Left	43	0	95
NB Left	36	0	72
NB Through	461	0	509
NB Right	37	0	48
EB Left	109	0	118
EB Through	26	0	31
EB Right	39	0	66

Total Bikes

	Total Bikes (AM)	Total Bikes (NOON)	Total Bikes (PM)
SB Right	0	0	0
SB Through	0	0	0
SB Left	0	0	0
WB Right	0	0	0
WB Through	0	0	0
WB Left	0	0	0
NB Left	0	0	0
NB Through	0	0	0
NB Right	0	0	0
EB Left	0	0	0
EB Through	0	0	0
EB Right	0	0	0

Pedestrians (Crosswalks)

Crosswalk	Direction	AM	NOON	PM
North	Eastbound (→)	0	0	0
North	Westbound (←)	0	0	0
South	Eastbound (→)	1	0	1
South	Westbound (←)	0	0	0
West	Southbound (↓)	0	0	0
West	Northbound (↑)	0	0	0
East	Southbound (↓)	0	0	0
East	Northbound (↑)	3	0	3
NW corner (diagonal)		0	0	0
NE corner (diagonal)		0	0	0
SW corner (diagonal)		0	0	0
SE corner (diagonal)		0	0	0

Appendix B

Synchro Output Reports

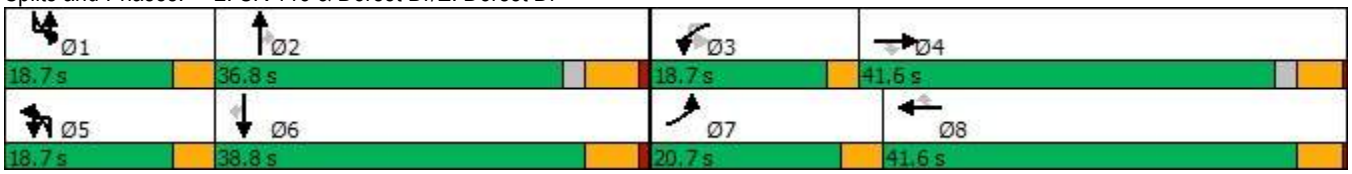
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	13	23	69	5	33	35	64	446	84	1	75
Future Volume (vph)	62	13	23	69	5	33	35	64	446	84	1	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160	195		195		200		320		235
Storage Lanes	2		1	2		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor			0.99			0.99						
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	2968	1652	1553	3273	1900	1442	0	1782	3139	1583	0	3158
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	2968	1652	1531	3273	1900	1423	0	1782	3139	1583	0	3158
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			87			87				97		
Link Speed (mph)		35			35				45			
Link Distance (ft)		600			696				687			
Travel Time (s)		11.7			13.6				10.4			
Confl. Peds. (#/hr)			2			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	18%	15%	4%	7%	0%	12%	0%	2%	15%	2%	0%	11%
Adj. Flow (vph)	71	15	26	79	6	38	40	74	513	97	1	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	15	26	79	6	38	0	114	513	97	0	87
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7	16.7
Total Split (s)	20.7	41.6	41.6	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	3.7	4.6	4.6	3.0	4.6	4.6		3.7	5.8	5.8		3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	377	45
Future Volume (vph)	377	45
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		76
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	433	52
Shared Lane Traffic (%)		
Lane Group Flow (vph)	433	52
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	Min	Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		30.0	30.0		30.0	30.0			24.0	24.0		
Pedestrian Calls (#/hr)		2	2		1	1			0	0		
Act Effct Green (s)	16.3	18.3	18.3	16.3	18.0	18.0		15.3	24.5	24.5		16.3
Actuated g/C Ratio	0.26	0.29	0.29	0.26	0.29	0.29		0.25	0.39	0.39		0.26
v/c Ratio	0.09	0.03	0.05	0.09	0.01	0.08		0.26	0.42	0.14		0.11
Control Delay	30.3	23.5	0.2	30.0	23.8	0.3		32.4	25.7	7.6		30.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	30.3	23.5	0.2	30.0	23.8	0.3		32.4	25.7	7.6		30.0
LOS	C	C	A	C	C	A		C	C	A		C
Approach Delay		22.4			20.5				24.4			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.8			
Actuated Cycle Length: 62.2			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	25.1	25.1
Actuated g/C Ratio	0.40	0.40
v/c Ratio	0.34	0.09
Control Delay	24.7	4.4
Queue Delay	0.0	0.0
Total Delay	24.7	4.4
LOS	C	A
Approach Delay	23.7	
Approach LOS	C	

Intersection Summary

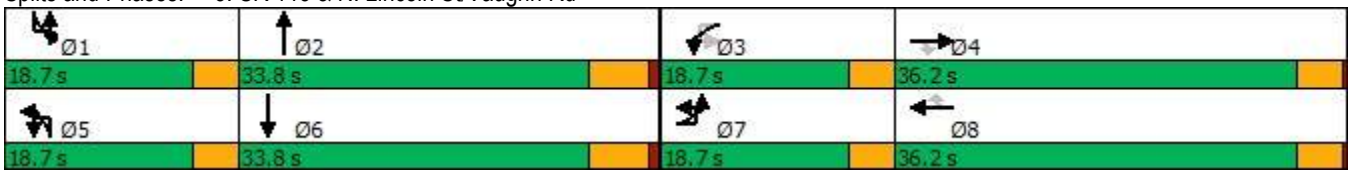
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	109	26	39	1	43	37	48	1	36	461	37	3
Future Volume (vph)	109	26	39	1	43	37	48	1	36	461	37	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	275		0		180		230		290		0	
Storage Lanes	1		1		1		1		1		0	
Taper Length (ft)	25				25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor			0.99							1.00		
Frt			0.850				0.850			0.989		
Flt Protected	0.950				0.950				0.950			
Satd. Flow (prot)	1752	1900	1495	0	1689	1900	1196	0	1659	3193	0	0
Flt Permitted	0.950				0.312				0.950			
Satd. Flow (perm)	1752	1900	1476	0	555	1900	1196	0	1659	3193	0	0
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			104				104			7		
Link Speed (mph)		35				45				45		
Link Distance (ft)		437				359				1163		
Travel Time (s)		8.5				5.4				17.6		
Confl. Peds. (#/hr)			1								3	
Confl. Bikes (#/hr)		1										
Peak Hour Factor	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	3%	0%	8%	0%	7%	0%	35%	0%	9%	12%	8%	0%
Adj. Flow (vph)	115	27	41	1	45	39	51	1	38	485	39	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	27	41	0	46	39	51	0	39	524	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)		12				12				12		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	9
Turn Type	Prot	NA	Perm	custom	Prot	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	4			3	8		5	5	2		1
Permitted Phases			4	3			8					
Detector Phase	7	4	4	3	3	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0		11.0
Minimum Split (s)	14.7	36.2	36.2	14.7	14.7	36.2	36.2	13.7	13.7	33.8		14.7
Total Split (s)	18.7	36.2	36.2	18.7	18.7	36.2	36.2	18.7	18.7	33.8		18.7
Total Split (%)	17.4%	33.7%	33.7%	17.4%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%		17.4%
Maximum Green (s)	15.0	32.0	32.0	15.0	15.0	32.0	32.0	15.0	15.0	28.0		15.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8		3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0		0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)	3.7	4.2	4.2		3.7	4.2	4.2		3.7	5.8		
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag		Lead

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	74	356	70
Future Volume (vph)	74	356	70
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	285		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor			
Frt		0.975	
Flt Protected	0.950		
Satd. Flow (prot)	1526	3199	0
Flt Permitted	0.950		
Satd. Flow (perm)	1526	3199	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		21	
Link Speed (mph)		45	
Link Distance (ft)		687	
Travel Time (s)		10.4	
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.95	0.95	0.95
Heavy Vehicles (%)	19%	12%	0%
Adj. Flow (vph)	78	375	74
Shared Lane Traffic (%)			
Lane Group Flow (vph)	81	449	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Turn Type	Prot	NA	
Protected Phases	1	6	
Permitted Phases			
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	11.0	10.0	
Minimum Split (s)	14.7	33.8	
Total Split (s)	18.7	33.8	
Total Split (%)	17.4%	31.5%	
Maximum Green (s)	15.0	28.0	
Yellow Time (s)	3.7	4.8	
All-Red Time (s)	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.7	5.8	
Lead/Lag	Lead	Lag	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.2
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0		1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)		7.0	7.0			7.0	7.0			7.0		
Flash Dont Walk (s)		25.0	25.0			25.0	25.0			21.0		
Pedestrian Calls (#/hr)		1	1			0	0			3		
Act Effct Green (s)	13.3	15.5	15.5		17.5	16.5	16.5		11.7	25.0		
Actuated g/C Ratio	0.20	0.23	0.23		0.26	0.25	0.25		0.18	0.38		
v/c Ratio	0.33	0.06	0.10		0.32	0.08	0.14		0.13	0.43		
Control Delay	34.4	25.4	0.5		38.5	24.2	0.9		34.7	26.3		
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		
Total Delay	34.4	25.4	0.5		38.5	24.2	0.9		34.7	26.3		
LOS	C	C	A		D	C	A		C	C		
Approach Delay		25.5				20.3				26.9		
Approach LOS		C				C				C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 66.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Minimum Gap (s)	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	
Time To Reduce (s)	0.1	0.1	
Recall Mode	None	Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		21.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	13.1	31.8	
Actuated g/C Ratio	0.20	0.48	
v/c Ratio	0.27	0.29	
Control Delay	34.6	19.3	
Queue Delay	0.0	0.0	
Total Delay	34.6	19.3	
LOS	C	B	
Approach Delay		21.6	
Approach LOS		C	

Intersection Summary

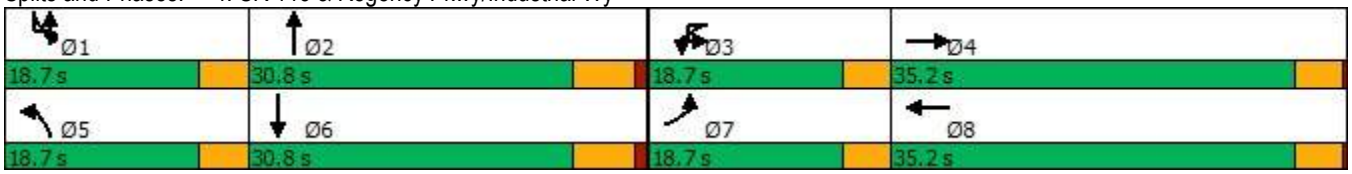
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	31	7	54	1	22	1	20	30	453	43	50	332
Future Volume (vph)	31	7	54	1	22	1	20	30	453	43	50	332
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0	190	
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor		0.99										1.00
Frt		0.868				0.857			0.987			0.995
Flt Protected	0.950				0.950			0.950			0.950	
Satd. Flow (prot)	1597	1523	0	0	1479	1178	0	1687	3298	0	1480	3264
Flt Permitted	0.950				0.950			0.950			0.950	
Satd. Flow (perm)	1597	1523	0	0	1479	1178	0	1687	3298	0	1480	3264
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		59				22			9			3
Link Speed (mph)		30				30			30			45
Link Distance (ft)		736				904			473			1866
Travel Time (s)		16.7				20.5			10.8			28.3
Confl. Bikes (#/hr)		1	2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	22%	10%
Adj. Flow (vph)	34	8	59	1	24	1	22	33	492	47	54	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	67	0	0	25	23	0	33	539	0	54	373
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)		12				12			12			12
Link Offset(ft)		0				0			0			0
Crosswalk Width(ft)		16				16			16			16
Two way Left Turn Lane												Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	15	
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	NA
Protected Phases	7	4		3	3	8		5	2		1	6
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	6
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	27.8
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	30.8
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	29.8%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	25.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	4.8
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8		3.7	5.8
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	11
Future Volume (vph)	11
Ideal Flow (vphpl)	1900
Storage Length (ft)	0
Storage Lanes	0
Taper Length (ft)	
Lane Util. Factor	0.95
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	0
Flt Permitted	
Satd. Flow (perm)	0
Right Turn on Red	Yes
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Bikes (#/hr)	1
Peak Hour Factor	0.92
Heavy Vehicles (%)	9%
Adj. Flow (vph)	12
Shared Lane Traffic (%)	
Lane Group Flow (vph)	0
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	
Protected Phases	
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	
Minimum Split (s)	
Total Split (s)	
Total Split (%)	
Maximum Green (s)	
Yellow Time (s)	
All-Red Time (s)	
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	Min
Walk Time (s)		7.0				7.0			7.0			7.0
Flash Dont Walk (s)		24.0				24.0			15.0			15.0
Pedestrian Calls (#/hr)		2				0			0			1
Act Effct Green (s)	13.7	15.6			13.6	15.6		12.4	26.0		12.4	26.0
Actuated g/C Ratio	0.30	0.34			0.30	0.34		0.27	0.57		0.27	0.57
v/c Ratio	0.07	0.12			0.06	0.06		0.07	0.29		0.13	0.20
Control Delay	23.4	7.4			24.3	9.3		24.4	15.1		24.1	14.8
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	23.4	7.4			24.3	9.3		24.4	15.1		24.1	14.8
LOS	C	A			C	A		C	B		C	B
Approach Delay		12.8				17.1			15.7			16.0
Approach LOS		B				B			B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 45.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.29			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBR
Vehicle Extension (s)	
Minimum Gap (s)	
Time Before Reduce (s)	
Time To Reduce (s)	
Recall Mode	
Walk Time (s)	
Flash Dont Walk (s)	
Pedestrian Calls (#/hr)	
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	2.1

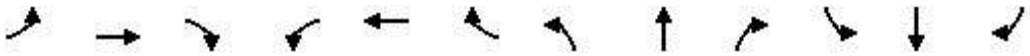
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	0	379	1	2	0	145	400	1	1	1	117	8
Future Vol, veh/h	7	0	379	1	2	0	145	400	1	1	1	117	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	0	20	13
Mvmt Flow	8	0	441	1	2	0	169	465	1	1	1	136	9

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	948	949	-	947	953	466	145	0	0	-	466	0	0
Stage 1	143	145	-	804	804	-	-	-	-	-	-	-	-
Stage 2	805	804	-	143	149	-	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	215	262	0	164	180	601	1329	-	-	-	1106	-	-
Stage 1	799	781	0	263	283	-	-	-	-	-	-	-	-
Stage 2	339	398	0	673	620	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	192	229	-	148	157	601	1329	-	-	~	~	-	-
Mov Cap-2 Maneuver	192	229	-	148	157	-	-	-	-	-	-	-	-
Stage 1	698	781	-	230	247	-	-	-	-	-	-	-	-
Stage 2	293	347	-	673	620	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.6	28.9	2.2	
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1329	-	-	192	-	154	~	-	-
HCM Lane V/C Ratio	0.127	-	-	0.042	-	0.023	~	-	-
HCM Control Delay (s)	8.1	-	-	24.6	0	28.9	-	-	-
HCM Lane LOS	A	-	-	C	A	D	-	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-	0.1	~	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	71	15	26	79	6	38	114	513	97	87	433	52
v/c Ratio	0.09	0.03	0.05	0.09	0.01	0.08	0.26	0.42	0.14	0.11	0.34	0.09
Control Delay	30.3	23.5	0.2	30.0	23.8	0.3	32.4	25.7	7.6	30.0	24.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	23.5	0.2	30.0	23.8	0.3	32.4	25.7	7.6	30.0	24.7	4.4
Queue Length 50th (ft)	13	5	0	14	2	0	44	111	0	16	89	0
Queue Length 95th (ft)	43	20	0	46	11	0	126	217	38	50	184	16
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	1018	1147	1089	1037	1290	994	539	2037	1061	956	2037	915
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	0.07	0.01	0.02	0.08	0.00	0.04	0.21	0.25	0.09	0.09	0.21	0.06

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	115	27	41	46	39	51	39	524	81	449
v/c Ratio	0.33	0.06	0.10	0.32	0.08	0.14	0.13	0.43	0.27	0.29
Control Delay	34.4	25.4	0.5	38.5	24.2	0.9	34.7	26.3	34.6	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	25.4	0.5	38.5	24.2	0.9	34.7	26.3	34.6	19.3
Queue Length 50th (ft)	41	9	0	16	13	0	14	101	28	55
Queue Length 95th (ft)	130	33	0	#85	43	2	58	217	101	173
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	461	1054	865	166	1056	711	437	1575	402	1606
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	0.25	0.03	0.05	0.28	0.04	0.07	0.09	0.33	0.20	0.28

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	67	25	23	33	539	54	373
v/c Ratio	0.07	0.12	0.06	0.06	0.07	0.29	0.13	0.20
Control Delay	23.4	7.4	24.3	9.3	24.4	15.1	24.1	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	7.4	24.3	9.3	24.4	15.1	24.1	14.8
Queue Length 50th (ft)	3	1	2	0	4	34	6	23
Queue Length 95th (ft)	47	31	38	17	46	203	67	141
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	652	1221	604	940	689	2370	604	2344
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	0.05	0.04	0.02	0.05	0.23	0.09	0.16

Intersection Summary

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	108	7	57	1	208	14	120	25	89	518	166	162
Future Volume (vph)	108	7	57	1	208	14	120	25	89	518	166	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160		195		195		200		320	235
Storage Lanes	2		1		2		1		1		1	2
Taper Length (ft)	25				25				25			25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.97
Ped Bike Factor			0.99								0.98	
Frt			0.850				0.850				0.850	
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	2968	1652	1553	0	3274	1900	1442	0	1777	3139	1583	3155
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	2968	1652	1532	0	3274	1900	1442	0	1777	3139	1558	3155
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			87				125				173	
Link Speed (mph)		35				35				45		
Link Distance (ft)		600				696				687		
Travel Time (s)		11.7				13.6				10.4		
Confl. Peds. (#/hr)			1								3	
Confl. Bikes (#/hr)			1								1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	18%	15%	4%	0%	7%	0%	12%	0%	2%	15%	2%	11%
Adj. Flow (vph)	113	7	59	1	217	15	125	26	93	540	173	169
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	7	59	0	218	15	125	0	119	540	173	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)		24				24				24		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	15
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Detector Phase	7	4	4	3	3	8	8	5	5	2	2	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7
Total Split (s)	20.7	41.6	41.6	18.7	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	3.7	4.6	4.6		3.0	4.6	4.6		3.7	5.8	5.8	3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead

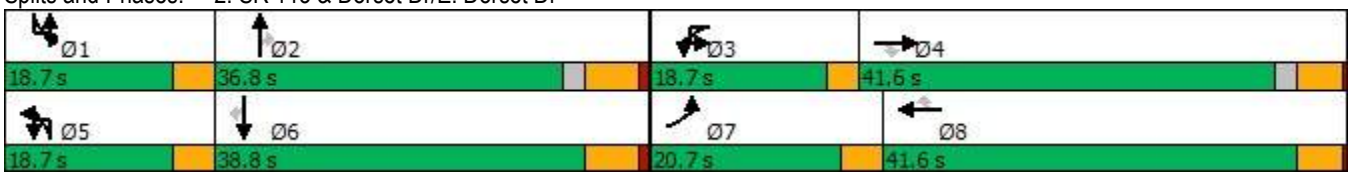
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	425	115
Future Volume (vph)	425	115
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		120
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	443	120
Shared Lane Traffic (%)		
Lane Group Flow (vph)	443	120
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min	Min	None
Walk Time (s)		7.0	7.0			7.0	7.0			7.0	7.0	
Flash Dont Walk (s)		30.0	30.0			30.0	30.0			24.0	24.0	
Pedestrian Calls (#/hr)		1	1			0	0			3	3	
Act Effct Green (s)	13.9	16.4	16.4		17.9	16.1	16.1		13.2	16.7	16.7	13.9
Actuated g/C Ratio	0.19	0.22	0.22		0.24	0.22	0.22		0.18	0.22	0.22	0.19
v/c Ratio	0.20	0.02	0.15		0.28	0.04	0.31		0.38	0.77	0.36	0.29
Control Delay	33.4	25.1	3.2		30.7	25.6	7.5		37.3	36.5	7.1	33.4
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	33.4	25.1	3.2		30.7	25.6	7.5		37.3	36.5	7.1	33.4
LOS	C	C	A		C	C	A		D	D	A	C
Approach Delay		23.1				22.4				30.5		
Approach LOS		C				C				C		

Intersection Summary

Area Type: Other
Cycle Length: 119.8
Actuated Cycle Length: 74.6
Natural Cycle: 115
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 27.6 Intersection LOS: C
Intersection Capacity Utilization 62.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	17.4	17.4
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.61	0.29
Control Delay	31.2	8.1
Queue Delay	0.0	0.0
Total Delay	31.2	8.1
LOS	C	A
Approach Delay	27.9	
Approach LOS	C	

Intersection Summary

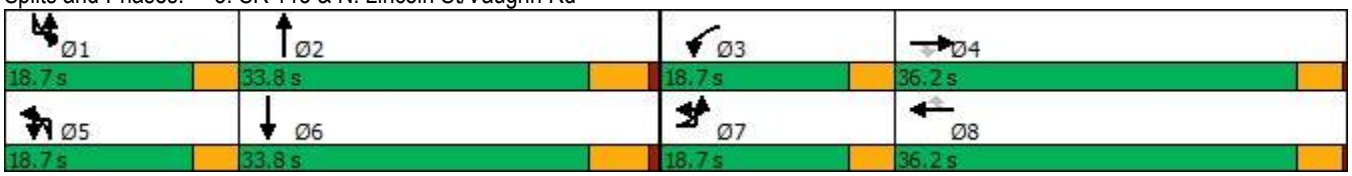
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	3	118	31	66	95	52	71	6	72	509	48	9
Future Volume (vph)	3	118	31	66	95	52	71	6	72	509	48	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		0	180		230		290		0	
Storage Lanes		1		1	1		1		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				0.99						1.00		
Frt				0.850			0.850			0.987		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1754	1900	1495	1687	1900	1196	0	1666	3187	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1754	1900	1476	1687	1900	1196	0	1666	3187	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				104			104			9		
Link Speed (mph)			35			45				45		
Link Distance (ft)			437			359				1163		
Travel Time (s)			8.5			5.4				17.6		
Confl. Peds. (#/hr)				1							3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	8%	7%	0%	35%	0%	9%	12%	8%	0%
Adj. Flow (vph)	3	127	33	71	102	56	76	6	77	547	52	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	130	33	71	102	56	76	0	83	599	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			12				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4			8					
Detector Phase	7	7	4	4	3	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0		11.0
Minimum Split (s)	14.7	14.7	36.2	36.2	14.7	36.2	36.2	13.7	13.7	33.8		14.7
Total Split (s)	18.7	18.7	36.2	36.2	18.7	36.2	36.2	18.7	18.7	33.8		18.7
Total Split (%)	17.4%	17.4%	33.7%	33.7%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%		17.4%
Maximum Green (s)	15.0	15.0	32.0	32.0	15.0	32.0	32.0	15.0	15.0	28.0		15.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8		3.7
All-Red Time (s)	0.0	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0		0.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		3.7	4.2	4.2	3.7	4.2	4.2		3.7	5.8		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	58	495	157
Future Volume (vph)	58	495	157
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	285		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor			
Frt		0.964	
Flt Protected	0.950		
Satd. Flow (prot)	1551	3190	0
Flt Permitted	0.950		
Satd. Flow (perm)	1551	3190	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		38	
Link Speed (mph)		45	
Link Distance (ft)		687	
Travel Time (s)		10.4	
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	19%	12%	0%
Adj. Flow (vph)	62	532	169
Shared Lane Traffic (%)			
Lane Group Flow (vph)	72	701	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Turn Type	Prot	NA	
Protected Phases	1	6	
Permitted Phases			
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	11.0	10.0	
Minimum Split (s)	14.7	33.8	
Total Split (s)	18.7	33.8	
Total Split (%)	17.4%	31.5%	
Maximum Green (s)	15.0	28.0	
Yellow Time (s)	3.7	4.8	
All-Red Time (s)	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.7	5.8	
Lead/Lag	Lead	Lag	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.2
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0		1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			7.0	7.0		7.0	7.0			7.0		
Flash Dont Walk (s)			25.0	25.0		25.0	25.0			21.0		
Pedestrian Calls (#/hr)			1	1		0	0			3		
Act Effct Green (s)		13.8	16.0	16.0	13.6	15.8	15.8		12.4	26.4		
Actuated g/C Ratio		0.21	0.24	0.24	0.21	0.24	0.24		0.19	0.40		
v/c Ratio		0.35	0.07	0.16	0.29	0.12	0.21		0.27	0.47		
Control Delay		34.3	25.0	3.0	34.1	26.0	4.3		34.8	25.2		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay		34.3	25.0	3.0	34.1	26.0	4.3		34.8	25.2		
LOS		C	C	A	C	C	A		C	C		
Approach Delay			23.5			22.5				26.4		
Approach LOS			C			C				C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 65.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Minimum Gap (s)	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	
Time To Reduce (s)	0.1	0.1	
Recall Mode	None	Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		21.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	13.4	26.9	
Actuated g/C Ratio	0.20	0.41	
v/c Ratio	0.23	0.53	
Control Delay	34.1	24.8	
Queue Delay	0.0	0.0	
Total Delay	34.1	24.8	
LOS	C	C	
Approach Delay		25.6	
Approach LOS		C	

Intersection Summary

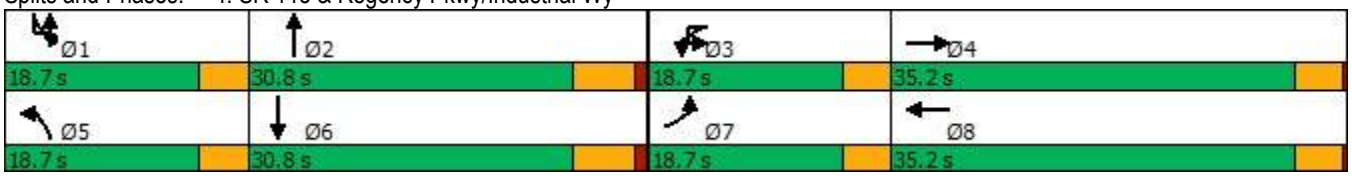
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	25	3	35	1	50	6	61	41	523	14	2	21
Future Volume (vph)	25	3	35	1	50	6	61	41	523	14	2	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0		190
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99				0.99						
Frt		0.862				0.863			0.996			
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1597	1528	0	0	1473	1186	0	1687	3350	0	0	1502
Flt Permitted	0.950				0.950			0.950				0.950
Satd. Flow (perm)	1597	1528	0	0	1473	1186	0	1687	3350	0	0	1502
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		36				64			2			
Link Speed (mph)		30				30			30			
Link Distance (ft)		736				904			473			
Travel Time (s)		16.7				20.5			10.8			
Confl. Peds. (#/hr)			1				1					
Confl. Bikes (#/hr)		1										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	0%	22%
Adj. Flow (vph)	26	3	36	1	52	6	64	43	545	15	2	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	39	0	0	53	70	0	43	560	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		12				12			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	Prot
Protected Phases	7	4		3	3	8		5	2		1	1
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	1
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	13.7
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	18.7
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	18.1%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	15.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	3.7
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	0.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8			3.7
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lead

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	595	31
Future Volume (vph)	595	31
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.993	
Flt Protected		
Satd. Flow (prot)	3256	0
Flt Permitted		
Satd. Flow (perm)	3256	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	45	
Link Distance (ft)	1866	
Travel Time (s)	28.3	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	10%	9%
Adj. Flow (vph)	620	32
Shared Lane Traffic (%)		
Lane Group Flow (vph)	652	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	27.8	
Total Split (s)	30.8	
Total Split (%)	29.8%	
Maximum Green (s)	25.0	
Yellow Time (s)	4.8	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	None
Walk Time (s)		7.0				7.0			7.0			
Flash Dont Walk (s)		24.0				24.0			15.0			
Pedestrian Calls (#/hr)		1				1			0			
Act Effct Green (s)	14.5	16.9			14.5	19.4		13.2	33.6			13.2
Actuated g/C Ratio	0.26	0.30			0.26	0.35		0.23	0.60			0.23
v/c Ratio	0.06	0.08			0.14	0.16		0.11	0.28			0.07
Control Delay	30.9	9.7			30.3	8.6		31.1	17.4			32.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	30.9	9.7			30.3	8.6		31.1	17.4			32.2
LOS	C	A			C	A		C	B			C
Approach Delay		18.2				17.9			18.3			
Approach LOS		B				B			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 56.2			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 19.4		Intersection LOS: B	
Intersection Capacity Utilization 47.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Minimum Gap (s)	1.0	
Time Before Reduce (s)	1.0	
Time To Reduce (s)	0.1	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	4	
Act Effct Green (s)	31.2	
Actuated g/C Ratio	0.56	
v/c Ratio	0.36	
Control Delay	20.3	
Queue Delay	0.0	
Total Delay	20.3	
LOS	C	
Approach Delay	20.8	
Approach LOS	C	

Intersection Summary

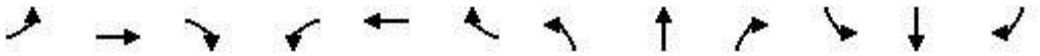
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	499	2	0	1	271	475	2	1	200	12
Future Vol, veh/h	6	0	499	2	0	1	271	475	2	1	200	12
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	20	13
Mvmt Flow	6	0	537	2	0	1	291	511	2	1	215	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1319	1319	-	1318	1324	512	228	0	0	513	0	0
Stage 1	224	224	-	1094	1094	-	-	-	-	-	-	-
Stage 2	1095	1095	-	224	230	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	118	158	0	85	101	566	1236	-	-	1063	-	-
Stage 1	721	722	0	172	196	-	-	-	-	-	-	-
Stage 2	230	292	0	601	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	121	-	70	77	566	1236	-	-	1063	-	-
Mov Cap-2 Maneuver	96	121	-	70	77	-	-	-	-	-	-	-
Stage 1	552	721	-	132	150	-	-	-	-	-	-	-
Stage 2	176	223	-	600	564	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	45.2	42.6	3.2	0
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1236	-	-	96	-	99	1063	-	-
HCM Lane V/C Ratio	0.236	-	-	0.067	-	0.033	0.001	-	-
HCM Control Delay (s)	8.8	-	-	45.2	0	42.6	8.4	0	-
HCM Lane LOS	A	-	-	E	A	E	A	A	-
HCM 95th %tile Q(veh)	0.9	-	-	0.2	-	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	113	7	59	218	15	125	119	540	173	169	443	120
v/c Ratio	0.20	0.02	0.15	0.28	0.04	0.31	0.38	0.77	0.36	0.29	0.61	0.29
Control Delay	33.4	25.1	3.2	30.7	25.6	7.5	37.3	36.5	7.1	33.4	31.2	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.4	25.1	3.2	30.7	25.6	7.5	37.3	36.5	7.1	33.4	31.2	8.1
Queue Length 50th (ft)	21	3	0	43	6	0	47	118	0	32	92	0
Queue Length 95th (ft)	67	14	15	117	23	41	141	237	51	94	197	45
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	722	922	893	874	1006	822	381	1483	827	677	1483	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.01	0.07	0.25	0.01	0.15	0.31	0.36	0.21	0.25	0.30	0.17

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	130	33	71	102	56	76	83	599	72	701
v/c Ratio	0.35	0.07	0.16	0.29	0.12	0.21	0.27	0.47	0.23	0.53
Control Delay	34.3	25.0	3.0	34.1	26.0	4.3	34.8	25.2	34.1	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.3	25.0	3.0	34.1	26.0	4.3	34.8	25.2	34.1	24.8
Queue Length 50th (ft)	48	12	0	37	20	0	31	117	26	133
Queue Length 95th (ft)	141	38	16	117	57	20	101	243	91	283
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	483	1047	860	465	1047	706	459	1623	427	1637
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	0.27	0.03	0.08	0.22	0.05	0.11	0.18	0.37	0.17	0.43

Intersection Summary

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	39	53	70	43	560	24	652
v/c Ratio	0.06	0.08	0.14	0.16	0.11	0.28	0.07	0.36
Control Delay	30.9	9.7	30.3	8.6	31.1	17.4	32.2	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.9	9.7	30.3	8.6	31.1	17.4	32.2	20.3
Queue Length 50th (ft)	9	1	19	1	15	72	8	128
Queue Length 95th (ft)	39	23	66	32	57	212	38	252
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	561	1009	518	796	593	2071	527	1966
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	0.04	0.10	0.09	0.07	0.27	0.05	0.33

Intersection Summary

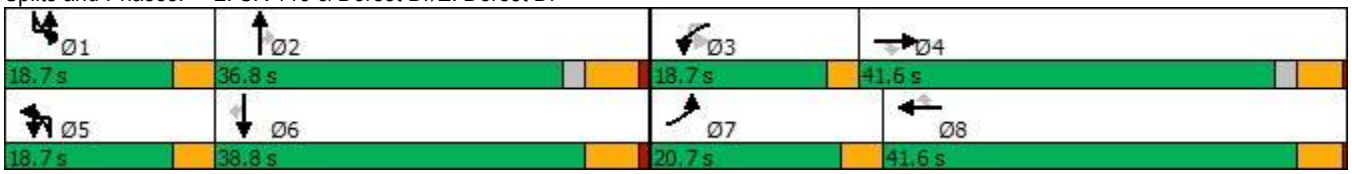
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	67	14	28	80	6	35	35	88	447	116	1	101
Future Volume (vph)	67	14	28	80	6	35	35	88	447	116	1	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160	195		195		200		320		235
Storage Lanes	2		1	2		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor			0.99			0.99						
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	2968	1652	1553	3273	1900	1442	0	1780	3139	1583	0	3157
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	2968	1652	1531	3273	1900	1423	0	1780	3139	1583	0	3157
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			87			87				133		
Link Speed (mph)		35			35				45			
Link Distance (ft)		600			696				687			
Travel Time (s)		11.7			13.6				10.4			
Confl. Peds. (#/hr)			2			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	18%	15%	4%	7%	0%	12%	0%	2%	15%	2%	0%	11%
Adj. Flow (vph)	77	16	32	92	7	40	40	101	514	133	1	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	16	32	92	7	40	0	141	514	133	0	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7	16.7
Total Split (s)	20.7	41.6	41.6	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	3.7	4.6	4.6	3.0	4.6	4.6		3.7	5.8	5.8		3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	404	72
Future Volume (vph)	404	72
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		83
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	464	83
Shared Lane Traffic (%)		
Lane Group Flow (vph)	464	83
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	Min	Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		30.0	30.0		30.0	30.0			24.0	24.0		
Pedestrian Calls (#/hr)		2	2		1	1			0	0		
Act Effct Green (s)	16.8	18.9	18.9	17.0	18.5	18.5		15.9	23.9	23.9		16.8
Actuated g/C Ratio	0.26	0.30	0.30	0.27	0.29	0.29		0.25	0.37	0.37		0.26
v/c Ratio	0.10	0.03	0.06	0.11	0.01	0.08		0.32	0.44	0.20		0.14
Control Delay	30.7	23.6	0.2	30.4	23.8	0.3		33.6	27.3	6.8		30.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	30.7	23.6	0.2	30.4	23.8	0.3		33.6	27.3	6.8		30.6
LOS	C	C	A	C	C	A		C	C	A		C
Approach Delay		22.0			21.5				25.0			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.8			
Actuated Cycle Length: 64			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 24.5		Intersection LOS: C	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	24.3	24.3
Actuated g/C Ratio	0.38	0.38
v/c Ratio	0.39	0.15
Control Delay	26.8	8.3
Queue Delay	0.0	0.0
Total Delay	26.8	8.3
LOS	C	A
Approach Delay	25.1	
Approach LOS	C	

Intersection Summary

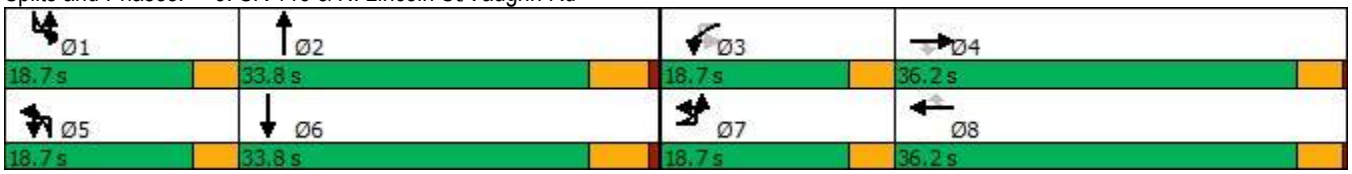
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	15	196	59	47	1	58	31	52	76	37	429	92
Future Volume (vph)	15	196	59	47	1	58	31	52	76	37	429	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		0		180		230		290		0
Storage Lanes		1		1		1		1		1		0
Taper Length (ft)		25				25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				0.99							1.00	
Frt				0.850				0.850			0.973	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1756	1900	1495	0	1689	1900	1196	0	1753	3148	0
Flt Permitted		0.950				0.247				0.950		
Satd. Flow (perm)	0	1756	1900	1476	0	439	1900	1196	0	1753	3148	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				104				104			23	
Link Speed (mph)			35				45				45	
Link Distance (ft)			437				359				1163	
Travel Time (s)			8.5				5.4				17.6	
Confl. Peds. (#/hr)				1								3
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	0%	8%	0%	7%	0%	35%	0%	9%	12%	8%
Adj. Flow (vph)	16	206	62	49	1	61	33	55	80	39	452	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	62	49	0	62	33	55	0	119	549	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				12	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Turn Type	Prot	Prot	NA	Perm	custom	Prot	NA	Perm	Prot	Prot	NA	
Protected Phases	7	7	4			3	8		5	5	2	
Permitted Phases				4	3			8				
Detector Phase	7	7	4	4	3	3	8	8	5	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	
Minimum Split (s)	14.7	14.7	36.2	36.2	14.7	14.7	36.2	36.2	13.7	13.7	33.8	
Total Split (s)	18.7	18.7	36.2	36.2	18.7	18.7	36.2	36.2	18.7	18.7	33.8	
Total Split (%)	17.4%	17.4%	33.7%	33.7%	17.4%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%	
Maximum Green (s)	15.0	15.0	32.0	32.0	15.0	15.0	32.0	32.0	15.0	15.0	28.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8	
All-Red Time (s)	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		3.7	4.2	4.2		3.7	4.2	4.2		3.7	5.8	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	75	399	70
Future Volume (vph)	3	75	399	70
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		285		0
Storage Lanes		1		0
Taper Length (ft)		25		
Lane Util. Factor	0.95	1.00	0.95	0.95
Ped Bike Factor				
Frt			0.978	
Flt Protected		0.950		
Satd. Flow (prot)	0	1526	3204	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	1526	3204	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			18	
Link Speed (mph)			45	
Link Distance (ft)			687	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	19%	12%	0%
Adj. Flow (vph)	3	79	420	74
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	82	494	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			12	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	11.0	11.0	10.0	
Minimum Split (s)	14.7	14.7	33.8	
Total Split (s)	18.7	18.7	33.8	
Total Split (%)	17.4%	17.4%	31.5%	
Maximum Green (s)	15.0	15.0	28.0	
Yellow Time (s)	3.7	3.7	4.8	
All-Red Time (s)	0.0	0.0	1.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		3.7	5.8	
Lead/Lag	Lead	Lead	Lag	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Recall Mode	None	None	None	None	None	None	None	None	None	None	Min	
Walk Time (s)			7.0	7.0			7.0	7.0			7.0	
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			21.0	
Pedestrian Calls (#/hr)			1	1			0	0			3	
Act Effct Green (s)		15.4	15.3	15.3		16.1	16.1	16.1		12.1	16.9	
Actuated g/C Ratio		0.22	0.22	0.22		0.23	0.23	0.23		0.18	0.25	
v/c Ratio		0.57	0.15	0.12		0.61	0.07	0.15		0.39	0.69	
Control Delay		37.9	26.9	0.6		60.0	25.8	1.6		37.0	31.0	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		37.9	26.9	0.6		60.0	25.8	1.6		37.0	31.0	
LOS		D	C	A		E	C	A		D	C	
Approach Delay			30.4				31.1				32.1	
Approach LOS			C				C				C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 68.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 30.9		Intersection LOS: C	
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBU	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	
Minimum Gap (s)	1.0	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	1.0	
Time To Reduce (s)	0.1	0.1	0.1	
Recall Mode	None	None	Min	
Walk Time (s)			7.0	
Flash Dont Walk (s)			21.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		12.8	17.3	
Actuated g/C Ratio		0.19	0.25	
v/c Ratio		0.29	0.60	
Control Delay		35.7	28.8	
Queue Delay		0.0	0.0	
Total Delay		35.7	28.8	
LOS		D	C	
Approach Delay			29.8	
Approach LOS			C	

Intersection Summary

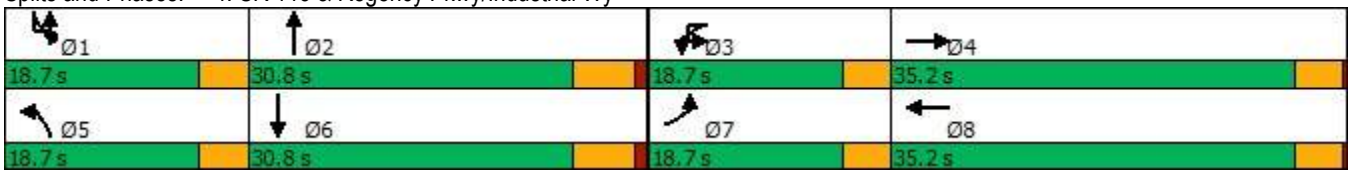
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	32	7	53	1	22	1	19	30	539	46	17	45
Future Volume (vph)	32	7	53	1	22	1	19	30	539	46	17	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0		190
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99										
Frt		0.868				0.857			0.988			
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1597	1523	0	0	1479	1178	0	1687	3304	0	0	1555
Flt Permitted	0.950				0.950			0.950				0.950
Satd. Flow (perm)	1597	1523	0	0	1479	1178	0	1687	3304	0	0	1555
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		58				21			8			
Link Speed (mph)		30				30			30			
Link Distance (ft)		736				904			473			
Travel Time (s)		16.7				20.5			10.8			
Confl. Bikes (#/hr)		1	2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	0%	22%
Adj. Flow (vph)	35	8	58	1	24	1	21	33	586	50	18	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	66	0	0	25	22	0	33	636	0	0	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		12				12			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	Prot
Protected Phases	7	4		3	3	8		5	2		1	1
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	1
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	13.7
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	18.7
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	18.1%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	15.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	3.7
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	0.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8			3.7
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	342	18
Future Volume (vph)	342	18
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.992	
Flt Protected		
Satd. Flow (prot)	3253	0
Flt Permitted		
Satd. Flow (perm)	3253	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	45	
Link Distance (ft)	1866	
Travel Time (s)	28.3	
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	10%	9%
Adj. Flow (vph)	372	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	392	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	27.8	
Total Split (s)	30.8	
Total Split (%)	29.8%	
Maximum Green (s)	25.0	
Yellow Time (s)	4.8	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	None
Walk Time (s)		7.0				7.0			7.0			
Flash Dont Walk (s)		24.0				24.0			15.0			
Pedestrian Calls (#/hr)		2				0			0			
Act Effct Green (s)	16.4	16.2			14.0	16.2		12.8	29.0			12.8
Actuated g/C Ratio	0.31	0.31			0.27	0.31		0.24	0.55			0.24
v/c Ratio	0.07	0.13			0.06	0.06		0.08	0.35			0.18
Control Delay	24.8	8.9			29.4	11.1		29.6	18.8			28.9
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	24.8	8.9			29.4	11.1		29.6	18.8			28.9
LOS	C	A			C	B		C	B			C
Approach Delay		14.4				20.8			19.3			
Approach LOS		B				C			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 52.4			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 45.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBT	SBR
Vehicle Extension (s)	0.2	
Minimum Gap (s)	1.0	
Time Before Reduce (s)	1.0	
Time To Reduce (s)	0.1	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	32.2	
Actuated g/C Ratio	0.61	
v/c Ratio	0.20	
Control Delay	15.6	
Queue Delay	0.0	
Total Delay	15.6	
LOS	B	
Approach Delay	17.6	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	2.2

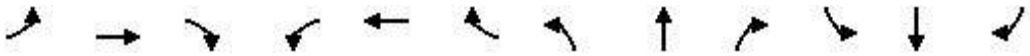
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	0	431	1	2	0	157	397	1	1	1	164	13
Future Vol, veh/h	7	0	431	1	2	0	157	397	1	1	1	164	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	0	20	13
Mvmt Flow	8	0	501	1	2	0	183	462	1	1	1	191	15

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1031	1032	-	1030	1039	463	206	0	0	-	463	0	0
Stage 1	201	203	-	829	829	-	-	-	-	-	-	-	-
Stage 2	830	829	-	201	210	-	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	188	235	0	142	158	603	1260	-	-	-	1109	-	-
Stage 1	743	737	0	254	274	-	-	-	-	-	-	-	-
Stage 2	328	388	0	621	578	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	165	201	-	126	135	603	1260	-	-	~	~	-	-
Mov Cap-2 Maneuver	165	201	-	126	135	-	-	-	-	-	-	-	-
Stage 1	635	737	-	217	234	-	-	-	-	-	-	-	-
Stage 2	278	332	-	621	578	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.9	33	2.4	
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1260	-	-	165	-	132	~	-	-
HCM Lane V/C Ratio	0.145	-	-	0.049	-	0.026	~	-	-
HCM Control Delay (s)	8.3	-	-	27.9	0	33	-	-	-
HCM Lane LOS	A	-	-	D	A	D	-	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-	0.1	~	-	-

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	16	32	92	7	40	141	514	133	117	464	83
v/c Ratio	0.10	0.03	0.06	0.11	0.01	0.08	0.32	0.44	0.20	0.14	0.39	0.15
Control Delay	30.7	23.6	0.2	30.4	23.8	0.3	33.6	27.3	6.8	30.6	26.8	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	23.6	0.2	30.4	23.8	0.3	33.6	27.3	6.8	30.6	26.8	8.3
Queue Length 50th (ft)	14	6	0	17	3	0	55	112	0	22	97	0
Queue Length 95th (ft)	45	21	0	52	13	0	150	218	43	63	201	36
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	1018	1078	1029	1037	1196	928	538	1830	978	956	1830	833
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	0.08	0.01	0.03	0.09	0.01	0.04	0.26	0.28	0.14	0.12	0.25	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	222	62	49	62	33	55	119	549	82	494
v/c Ratio	0.57	0.15	0.12	0.61	0.07	0.15	0.39	0.69	0.29	0.60
Control Delay	37.9	26.9	0.6	60.0	25.8	1.6	37.0	31.0	35.7	28.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.9	26.9	0.6	60.0	25.8	1.6	37.0	31.0	35.7	28.8
Queue Length 50th (ft)	86	23	0	24	12	0	47	112	31	96
Queue Length 95th (ft)	#287	62	0	#131	38	4	134	224	101	205
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	437	1010	833	109	1010	684	436	1477	380	1500
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.06	0.06	0.57	0.03	0.08	0.27	0.37	0.22	0.33

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	66	25	22	33	636	67	392
v/c Ratio	0.07	0.13	0.06	0.06	0.08	0.35	0.18	0.20
Control Delay	24.8	8.9	29.4	11.1	29.6	18.8	28.9	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	8.9	29.4	11.1	29.6	18.8	28.9	15.6
Queue Length 50th (ft)	7	2	5	0	7	81	15	24
Queue Length 95th (ft)	49	32	39	18	47	245	81	146
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	636	1072	540	822	615	2104	567	2078
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	0.06	0.06	0.05	0.03	0.05	0.30	0.12	0.19

Intersection Summary

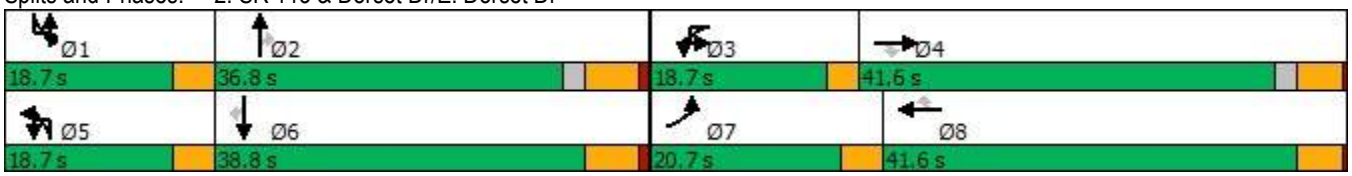
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	132	11	87	1	245	18	139	25	105	538	184	171
Future Volume (vph)	132	11	87	1	245	18	139	25	105	538	184	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160		195		195		200		320	235
Storage Lanes	2		1		2		1		1		1	2
Taper Length (ft)	25				25				25			25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.97
Ped Bike Factor			0.99								0.98	
Frt			0.850				0.850				0.850	
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	2968	1652	1553	0	3273	1900	1442	0	1776	3139	1583	3155
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	2968	1652	1532	0	3273	1900	1442	0	1776	3139	1558	3155
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			91				145				192	
Link Speed (mph)		35				35				45		
Link Distance (ft)		600				696				687		
Travel Time (s)		11.7				13.6				10.4		
Confl. Peds. (#/hr)			1								3	
Confl. Bikes (#/hr)			1								1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	18%	15%	4%	0%	7%	0%	12%	0%	2%	15%	2%	11%
Adj. Flow (vph)	138	11	91	1	255	19	145	26	109	560	192	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	11	91	0	256	19	145	0	135	560	192	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)		24				24				24		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	15
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Detector Phase	7	4	4	3	3	8	8	5	5	2	2	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7
Total Split (s)	20.7	41.6	41.6	18.7	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	3.7	4.6	4.6		3.0	4.6	4.6		3.7	5.8	5.8	3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	403	131
Future Volume (vph)	403	131
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		136
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	420	136
Shared Lane Traffic (%)		
Lane Group Flow (vph)	420	136
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min	Min	None
Walk Time (s)		7.0	7.0			7.0	7.0			7.0	7.0	
Flash Dont Walk (s)		30.0	30.0			30.0	30.0			24.0	24.0	
Pedestrian Calls (#/hr)		1	1			0	0			3	3	
Act Effct Green (s)	13.5	16.4	16.4		17.9	16.2	16.2		12.9	17.1	17.1	13.5
Actuated g/C Ratio	0.17	0.21	0.21		0.23	0.21	0.21		0.16	0.22	0.22	0.17
v/c Ratio	0.27	0.03	0.23		0.34	0.05	0.35		0.47	0.82	0.39	0.33
Control Delay	34.1	25.7	7.8		32.5	25.6	7.3		39.4	40.8	7.1	34.3
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	34.1	25.7	7.8		32.5	25.6	7.3		39.4	40.8	7.1	34.3
LOS	C	C	A		C	C	A		D	D	A	C
Approach Delay		23.7				23.5				33.3		
Approach LOS		C				C				C		

Intersection Summary	
Area Type:	Other
Cycle Length: 119.8	
Actuated Cycle Length: 78.7	
Natural Cycle: 115	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.82	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 62.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	17.7	17.7
Actuated g/C Ratio	0.22	0.22
v/c Ratio	0.60	0.33
Control Delay	31.9	7.9
Queue Delay	0.0	0.0
Total Delay	31.9	7.9
LOS	C	A
Approach Delay	28.0	
Approach LOS	C	

Intersection Summary

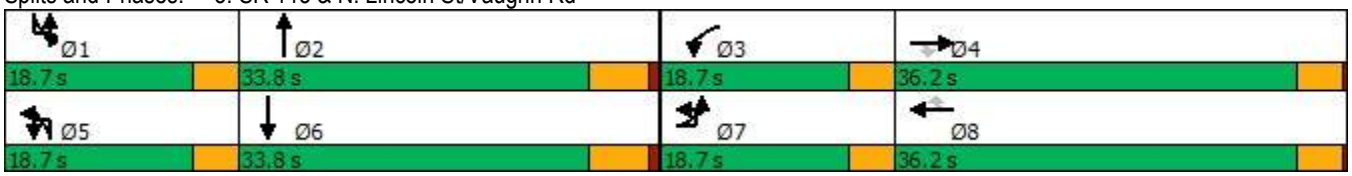
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	16	196	45	74	119	57	74	65	72	481	62	9
Future Volume (vph)	16	196	45	74	119	57	74	65	72	481	62	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		0	180		230		290		0	
Storage Lanes		1		1	1		1		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				0.99						1.00		
Frt				0.850			0.850			0.983		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1756	1900	1495	1687	1900	1196	0	1724	3176	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1756	1900	1476	1687	1900	1196	0	1724	3176	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				104			104			13		
Link Speed (mph)			35			45				45		
Link Distance (ft)			437			359				1163		
Travel Time (s)			8.5			5.4				17.6		
Confl. Peds. (#/hr)				1							3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	8%	7%	0%	35%	0%	9%	12%	8%	0%
Adj. Flow (vph)	17	211	48	80	128	61	80	70	77	517	67	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	228	48	80	128	61	80	0	147	584	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			12				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4			8					
Detector Phase	7	7	4	4	3	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0		11.0
Minimum Split (s)	14.7	14.7	36.2	36.2	14.7	36.2	36.2	13.7	13.7	33.8		14.7
Total Split (s)	18.7	18.7	36.2	36.2	18.7	36.2	36.2	18.7	18.7	33.8		18.7
Total Split (%)	17.4%	17.4%	33.7%	33.7%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%		17.4%
Maximum Green (s)	15.0	15.0	32.0	32.0	15.0	32.0	32.0	15.0	15.0	28.0		15.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8		3.7
All-Red Time (s)	0.0	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0		0.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		3.7	4.2	4.2	3.7	4.2	4.2		3.7	5.8		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	65	521	169
Future Volume (vph)	65	521	169
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	285		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor			
Frt		0.963	
Flt Protected	0.950		
Satd. Flow (prot)	1548	3188	0
Flt Permitted	0.950		
Satd. Flow (perm)	1548	3188	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		39	
Link Speed (mph)		45	
Link Distance (ft)		687	
Travel Time (s)		10.4	
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	19%	12%	0%
Adj. Flow (vph)	70	560	182
Shared Lane Traffic (%)			
Lane Group Flow (vph)	80	742	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Turn Type	Prot	NA	
Protected Phases	1	6	
Permitted Phases			
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	11.0	10.0	
Minimum Split (s)	14.7	33.8	
Total Split (s)	18.7	33.8	
Total Split (%)	17.4%	31.5%	
Maximum Green (s)	15.0	28.0	
Yellow Time (s)	3.7	4.8	
All-Red Time (s)	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.7	5.8	
Lead/Lag	Lead	Lag	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.2
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0		1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			7.0	7.0		7.0	7.0			7.0		
Flash Dont Walk (s)			25.0	25.0		25.0	25.0			21.0		
Pedestrian Calls (#/hr)			1	1		0	0			3		
Act Effct Green (s)		14.8	17.0	17.0	12.4	14.8	14.8		11.8	24.3		
Actuated g/C Ratio		0.20	0.23	0.23	0.17	0.20	0.20		0.16	0.32		
v/c Ratio		0.66	0.11	0.19	0.46	0.16	0.25		0.54	0.56		
Control Delay		43.5	26.8	4.6	40.6	29.3	5.5		43.1	27.0		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay		43.5	26.8	4.6	40.6	29.3	5.5		43.1	27.0		
LOS		D	C	A	D	C	A		D	C		
Approach Delay			32.5			27.6				30.3		
Approach LOS			C			C				C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 74.9			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Minimum Gap (s)	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	
Time To Reduce (s)	0.1	0.1	
Recall Mode	None	Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		21.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	12.1	19.8	
Actuated g/C Ratio	0.16	0.26	
v/c Ratio	0.32	0.85	
Control Delay	38.8	37.1	
Queue Delay	0.0	0.0	
Total Delay	38.8	37.1	
LOS	D	D	
Approach Delay		37.3	
Approach LOS		D	

Intersection Summary

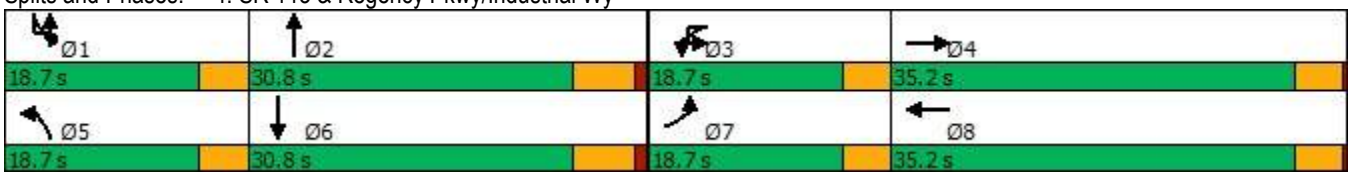
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	25	3	35	1	53	6	57	35	560	17	18	18
Future Volume (vph)	25	3	35	1	53	6	57	35	560	17	18	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0		190
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99				0.99						
Frt		0.862				0.864			0.996			
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1597	1528	0	0	1472	1190	0	1687	3349	0	0	1626
Flt Permitted	0.950				0.950			0.950				0.950
Satd. Flow (perm)	1597	1528	0	0	1472	1190	0	1687	3349	0	0	1626
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		36				59			3			
Link Speed (mph)		30				30			30			
Link Distance (ft)		736				904			473			
Travel Time (s)		16.7				20.5			10.8			
Confl. Peds. (#/hr)			1				1					
Confl. Bikes (#/hr)		1										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	0%	22%
Adj. Flow (vph)	26	3	36	1	55	6	59	36	583	18	19	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	39	0	0	56	65	0	36	601	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		12				12			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	Prot
Protected Phases	7	4		3	3	8		5	2		1	1
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	1
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	13.7
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	18.7
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	18.1%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	15.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	3.7
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	0.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8			3.7
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lead

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	600	40
Future Volume (vph)	600	40
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	3248	0
Flt Permitted		
Satd. Flow (perm)	3248	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	45	
Link Distance (ft)	1866	
Travel Time (s)	28.3	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	10%	9%
Adj. Flow (vph)	625	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	667	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	27.8	
Total Split (s)	30.8	
Total Split (%)	29.8%	
Maximum Green (s)	25.0	
Yellow Time (s)	4.8	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	None
Walk Time (s)		7.0				7.0			7.0			
Flash Dont Walk (s)		24.0				24.0			15.0			
Pedestrian Calls (#/hr)		1				1			0			
Act Effct Green (s)	14.3	16.6			14.3	19.6		13.0	30.7			13.0
Actuated g/C Ratio	0.27	0.31			0.27	0.37		0.24	0.57			0.24
v/c Ratio	0.06	0.08			0.14	0.14		0.09	0.31			0.10
Control Delay	29.8	9.7			29.0	8.7		30.2	18.1			30.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	29.8	9.7			29.0	8.7		30.2	18.1			30.2
LOS	C	A			C	A		C	B			C
Approach Delay		17.7				18.1			18.8			
Approach LOS		B				B			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 53.6			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 18.9		Intersection LOS: B	
Intersection Capacity Utilization 48.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Minimum Gap (s)	1.0	
Time Before Reduce (s)	1.0	
Time To Reduce (s)	0.1	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	4	
Act Effct Green (s)	30.7	
Actuated g/C Ratio	0.57	
v/c Ratio	0.36	
Control Delay	18.7	
Queue Delay	0.0	
Total Delay	18.7	
LOS	B	
Approach Delay	19.3	
Approach LOS	B	

Intersection Summary

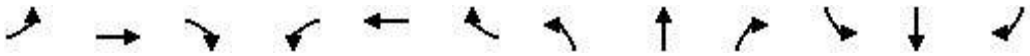
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	534	2	0	1	304	504	2	1	232	16
Future Vol, veh/h	6	0	534	2	0	1	304	504	2	1	232	16
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	20	13
Mvmt Flow	6	0	574	2	0	1	327	542	2	1	249	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1458	1458	-	1457	1465	543	266	0	0	544	0	0
Stage 1	260	260	-	1197	1197	-	-	-	-	-	-	-
Stage 2	1198	1198	-	260	268	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	93	131	0	66	80	544	1195	-	-	1035	-	-
Stage 1	689	697	0	147	171	-	-	-	-	-	-	-
Stage 2	200	261	0	572	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	73	95	-	52	58	544	1195	-	-	1035	-	-
Mov Cap-2 Maneuver	73	95	-	52	58	-	-	-	-	-	-	-
Stage 1	500	696	-	107	124	-	-	-	-	-	-	-
Stage 2	145	189	-	571	539	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	59	55.9	3.4	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1195	-	-	73	-	74	1035	-	-
HCM Lane V/C Ratio	0.274	-	-	0.088	-	0.044	0.001	-	-
HCM Control Delay (s)	9.1	-	-	59	0	55.9	8.5	0	-
HCM Lane LOS	A	-	-	F	A	F	A	A	-
HCM 95th %tile Q(veh)	1.1	-	-	0.3	-	0.1	0	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	11	91	256	19	145	135	560	192	178	420	136
v/c Ratio	0.27	0.03	0.23	0.34	0.05	0.35	0.47	0.82	0.39	0.33	0.60	0.33
Control Delay	34.1	25.7	7.8	32.5	25.6	7.3	39.4	40.8	7.1	34.3	31.9	7.9
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	34.1	25.7	7.8	32.5	25.6	7.3	39.4	40.8	7.1	34.3	31.9	7.9
Queue Length 50th (ft)	26	4	0	52	7	0	54	124	0	35	86	0
Queue Length 95th (ft)	80	19	36	135	26	44	161	252	54	100	191	49
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	665	850	832	820	933	782	351	1366	786	624	1366	673
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	0.21	0.01	0.11	0.31	0.02	0.19	0.38	0.41	0.24	0.29	0.31	0.20

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	228	48	80	128	61	80	147	584	80	742
v/c Ratio	0.66	0.11	0.19	0.46	0.16	0.25	0.54	0.56	0.32	0.85
Control Delay	43.5	26.8	4.6	40.6	29.3	5.5	43.1	27.0	38.8	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.5	26.8	4.6	40.6	29.3	5.5	43.1	27.0	38.8	37.1
Queue Length 50th (ft)	96	18	0	54	25	0	64	123	33	157
Queue Length 95th (ft)	#305	53	22	145	63	23	164	243	101	#345
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	379	876	736	364	876	607	372	1301	334	1309
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	0.05	0.11	0.35	0.07	0.13	0.40	0.45	0.24	0.57

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	39	56	65	36	601	38	667
v/c Ratio	0.06	0.08	0.14	0.14	0.09	0.31	0.10	0.36
Control Delay	29.8	9.7	29.0	8.7	30.2	18.1	30.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.8	9.7	29.0	8.7	30.2	18.1	30.2	18.7
Queue Length 50th (ft)	7	1	14	1	9	78	10	90
Queue Length 95th (ft)	39	23	70	31	50	228	53	258
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	581	1043	536	822	614	2083	592	2021
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	0.04	0.04	0.10	0.08	0.06	0.29	0.06	0.33

Intersection Summary

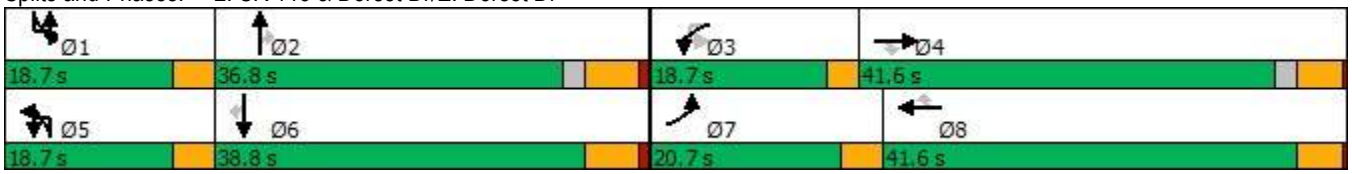
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	67	14	28	83	6	35	35	88	481	126	1	101
Future Volume (vph)	67	14	28	83	6	35	35	88	481	126	1	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160	195		195		200		320		235
Storage Lanes	2		1	2		1		1		1		2
Taper Length (ft)	25			25				25				25
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor			0.99			0.99						
Frt			0.850			0.850				0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	2968	1652	1553	3273	1900	1442	0	1780	3139	1583	0	3157
Flt Permitted	0.950			0.950				0.950				0.950
Satd. Flow (perm)	2968	1652	1531	3273	1900	1423	0	1780	3139	1583	0	3157
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			87			87				145		
Link Speed (mph)		35			35				45			
Link Distance (ft)		600			696				687			
Travel Time (s)		11.7			13.6				10.4			
Confl. Peds. (#/hr)			2			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	18%	15%	4%	7%	0%	12%	0%	2%	15%	2%	0%	11%
Adj. Flow (vph)	77	16	32	95	7	40	40	101	553	145	1	116
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	16	32	95	7	40	0	141	553	145	0	117
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(ft)		24			24				24			
Link Offset(ft)		0			0				0			
Crosswalk Width(ft)		16			16				16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	9	15		9	9	15
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases	7	4		3	8		5	5	2		1	1
Permitted Phases			4			8				2		
Detector Phase	7	4	4	3	8	8	5	5	2	2	1	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7	16.7
Total Split (s)	20.7	41.6	41.6	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Lost Time (s)	3.7	4.6	4.6	3.0	4.6	4.6		3.7	5.8	5.8		3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	416	72
Future Volume (vph)	416	72
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		83
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Peak Hour Factor	0.87	0.87
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	478	83
Shared Lane Traffic (%)		
Lane Group Flow (vph)	478	83
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	Min	Min	None	None
Walk Time (s)		7.0	7.0		7.0	7.0			7.0	7.0		
Flash Dont Walk (s)		30.0	30.0		30.0	30.0			24.0	24.0		
Pedestrian Calls (#/hr)		2	2		1	1			0	0		
Act Effct Green (s)	15.4	17.7	17.7	15.6	17.3	17.3		14.6	25.4	25.4		15.4
Actuated g/C Ratio	0.23	0.27	0.27	0.23	0.26	0.26		0.22	0.38	0.38		0.23
v/c Ratio	0.11	0.04	0.07	0.12	0.01	0.09		0.36	0.46	0.21		0.16
Control Delay	31.5	24.4	0.3	31.2	24.5	0.4		35.0	27.3	6.5		31.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay	31.5	24.4	0.3	31.2	24.5	0.4		35.0	27.3	6.5		31.3
LOS	C	C	A	C	C	A		C	C	A		C
Approach Delay		22.6			22.2				25.0			
Approach LOS		C			C				C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.8			
Actuated Cycle Length: 66.6			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 25.5		Intersection LOS: C	
Intersection Capacity Utilization 61.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	16.7	16.7
Actuated g/C Ratio	0.25	0.25
v/c Ratio	0.61	0.20
Control Delay	29.6	8.7
Queue Delay	0.0	0.0
Total Delay	29.6	8.7
LOS	C	A
Approach Delay	27.4	
Approach LOS	C	

Intersection Summary

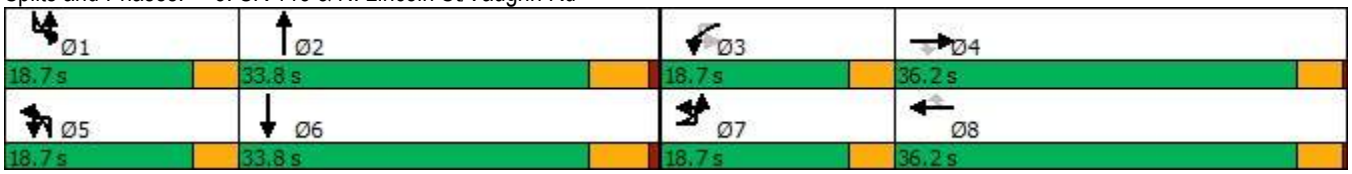
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Volume (vph)	29	218	59	47	1	58	31	52	76	37	451	92
Future Volume (vph)	29	218	59	47	1	58	31	52	76	37	451	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		0		180		230		290		0
Storage Lanes		1		1		1		1		1		0
Taper Length (ft)		25				25				25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95
Ped Bike Factor				0.99							1.00	
Frt				0.850				0.850			0.975	
Flt Protected		0.950				0.950				0.950		
Satd. Flow (prot)	0	1759	1900	1495	0	1689	1900	1196	0	1753	3154	0
Flt Permitted		0.950				0.234				0.950		
Satd. Flow (perm)	0	1759	1900	1476	0	416	1900	1196	0	1753	3154	0
Right Turn on Red				Yes				Yes				Yes
Satd. Flow (RTOR)				104				104			22	
Link Speed (mph)			35				45				45	
Link Distance (ft)			437				359				1163	
Travel Time (s)			8.5				5.4				17.6	
Confl. Peds. (#/hr)				1								3
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.95	0.95	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	3%	0%	8%	0%	7%	0%	35%	0%	9%	12%	8%
Adj. Flow (vph)	31	229	62	49	1	61	33	55	80	39	475	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	260	62	49	0	62	33	55	0	119	572	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right
Median Width(ft)			12				12				12	
Link Offset(ft)			0				0				0	
Crosswalk Width(ft)			16				16				16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9
Turn Type	Prot	Prot	NA	Perm	custom	Prot	NA	Perm	Prot	Prot	NA	
Protected Phases	7	7	4			3	8		5	5	2	
Permitted Phases				4	3			8				
Detector Phase	7	7	4	4	3	3	8	8	5	5	2	
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0	
Minimum Split (s)	14.7	14.7	36.2	36.2	14.7	14.7	36.2	36.2	13.7	13.7	33.8	
Total Split (s)	18.7	18.7	36.2	36.2	18.7	18.7	36.2	36.2	18.7	18.7	33.8	
Total Split (%)	17.4%	17.4%	33.7%	33.7%	17.4%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%	
Maximum Green (s)	15.0	15.0	32.0	32.0	15.0	15.0	32.0	32.0	15.0	15.0	28.0	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8	
All-Red Time (s)	0.0	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)		3.7	4.2	4.2		3.7	4.2	4.2		3.7	5.8	
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	

Lane Group	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Volume (vph)	3	75	414	70
Future Volume (vph)	3	75	414	70
Ideal Flow (vphpl)	1900	1900	1900	1900
Storage Length (ft)		285		0
Storage Lanes		1		0
Taper Length (ft)		25		
Lane Util. Factor	0.95	1.00	0.95	0.95
Ped Bike Factor				
Frt			0.978	
Flt Protected		0.950		
Satd. Flow (prot)	0	1526	3202	0
Flt Permitted		0.950		
Satd. Flow (perm)	0	1526	3202	0
Right Turn on Red				Yes
Satd. Flow (RTOR)			17	
Link Speed (mph)			45	
Link Distance (ft)			687	
Travel Time (s)			10.4	
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	19%	12%	0%
Adj. Flow (vph)	3	79	436	74
Shared Lane Traffic (%)				
Lane Group Flow (vph)	0	82	510	0
Enter Blocked Intersection	No	No	No	No
Lane Alignment	R NA	Left	Left	Right
Median Width(ft)			12	
Link Offset(ft)			0	
Crosswalk Width(ft)			16	
Two way Left Turn Lane				
Headway Factor	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9
Turn Type	Prot	Prot	NA	
Protected Phases	1	1	6	
Permitted Phases				
Detector Phase	1	1	6	
Switch Phase				
Minimum Initial (s)	11.0	11.0	10.0	
Minimum Split (s)	14.7	14.7	33.8	
Total Split (s)	18.7	18.7	33.8	
Total Split (%)	17.4%	17.4%	31.5%	
Maximum Green (s)	15.0	15.0	28.0	
Yellow Time (s)	3.7	3.7	4.8	
All-Red Time (s)	0.0	0.0	1.0	
Lost Time Adjust (s)		0.0	0.0	
Total Lost Time (s)		3.7	5.8	
Lead/Lag	Lead	Lead	Lag	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	
Recall Mode	None	None	None	None	None	None	None	None	None	None	Min	
Walk Time (s)			7.0	7.0			7.0	7.0			7.0	
Flash Dont Walk (s)			25.0	25.0			25.0	25.0			21.0	
Pedestrian Calls (#/hr)			1	1			0	0			3	
Act Effct Green (s)		17.1	15.3	15.3		17.1	15.3	15.3		12.0	16.6	
Actuated g/C Ratio		0.25	0.22	0.22		0.25	0.22	0.22		0.17	0.24	
v/c Ratio		0.60	0.15	0.12		0.61	0.08	0.16		0.39	0.74	
Control Delay		38.1	27.1	0.6		61.3	26.3	1.7		37.4	32.6	
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Total Delay		38.1	27.1	0.6		61.3	26.3	1.7		37.4	32.6	
LOS		D	C	A		E	C	A		D	C	
Approach Delay			31.3				31.7				33.4	
Approach LOS			C				C				C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 69.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 31.9		Intersection LOS: C	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBU	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	0.2	
Minimum Gap (s)	1.0	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	1.0	
Time To Reduce (s)	0.1	0.1	0.1	
Recall Mode	None	None	Min	
Walk Time (s)			7.0	
Flash Dont Walk (s)			21.0	
Pedestrian Calls (#/hr)			0	
Act Effct Green (s)		12.8	17.0	
Actuated g/C Ratio		0.18	0.24	
v/c Ratio		0.29	0.64	
Control Delay		36.1	29.6	
Queue Delay		0.0	0.0	
Total Delay		36.1	29.6	
LOS		D	C	
Approach Delay			30.5	
Approach LOS			C	

Intersection Summary

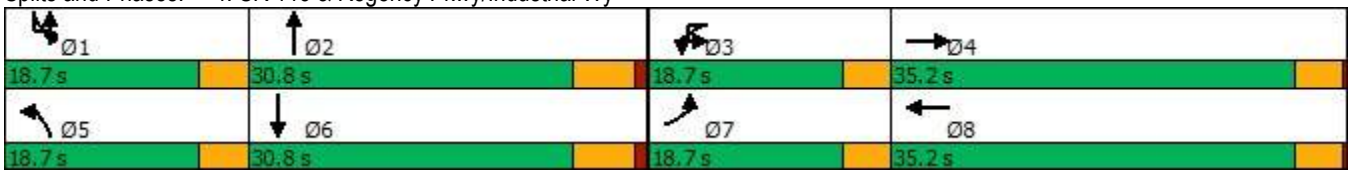
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	32	7	53	1	22	1	19	30	542	46	17	45
Future Volume (vph)	32	7	53	1	22	1	19	30	542	46	17	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0		190
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99										
Frt		0.868				0.857			0.988			
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1597	1523	0	0	1479	1178	0	1687	3304	0	0	1555
Flt Permitted	0.950				0.950			0.950				0.950
Satd. Flow (perm)	1597	1523	0	0	1479	1178	0	1687	3304	0	0	1555
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		58				21			8			
Link Speed (mph)		30				30			30			
Link Distance (ft)		736				904			473			
Travel Time (s)		16.7				20.5			10.8			
Confl. Bikes (#/hr)		1	2									
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	0%	22%
Adj. Flow (vph)	35	8	58	1	24	1	21	33	589	50	18	49
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	66	0	0	25	22	0	33	639	0	0	67
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		12				12			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	Prot
Protected Phases	7	4		3	3	8		5	2		1	1
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	1
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	13.7
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	18.7
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	18.1%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	15.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	3.7
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	0.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8			3.7
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	352	18
Future Volume (vph)	352	18
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.993	
Flt Protected		
Satd. Flow (prot)	3257	0
Flt Permitted		
Satd. Flow (perm)	3257	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	5	
Link Speed (mph)	45	
Link Distance (ft)	1866	
Travel Time (s)	28.3	
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.92	0.92
Heavy Vehicles (%)	10%	9%
Adj. Flow (vph)	383	20
Shared Lane Traffic (%)		
Lane Group Flow (vph)	403	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	27.8	
Total Split (s)	30.8	
Total Split (%)	29.8%	
Maximum Green (s)	25.0	
Yellow Time (s)	4.8	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	
Lead-Lag Optimize?	Yes	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	None
Walk Time (s)		7.0				7.0			7.0			
Flash Dont Walk (s)		24.0				24.0			15.0			
Pedestrian Calls (#/hr)		2				0			0			
Act Effct Green (s)	16.4	16.2			14.0	16.2		12.8	29.1			12.8
Actuated g/C Ratio	0.31	0.31			0.27	0.31		0.24	0.55			0.24
v/c Ratio	0.07	0.13			0.06	0.06		0.08	0.35			0.18
Control Delay	24.8	8.9			29.4	11.1		29.6	18.8			29.0
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	24.8	8.9			29.4	11.1		29.6	18.8			29.0
LOS	C	A			C	B		C	B			C
Approach Delay		14.4				20.9			19.3			
Approach LOS		B				C			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 52.5			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.35			
Intersection Signal Delay: 18.3		Intersection LOS: B	
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBT	SBR
Vehicle Extension (s)	0.2	
Minimum Gap (s)	1.0	
Time Before Reduce (s)	1.0	
Time To Reduce (s)	0.1	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	1	
Act Effct Green (s)	32.3	
Actuated g/C Ratio	0.62	
v/c Ratio	0.20	
Control Delay	15.6	
Queue Delay	0.0	
Total Delay	15.6	
LOS	B	
Approach Delay	17.5	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	7	0	437	1	2	0	174	414	1	1	1	170	13
Future Vol, veh/h	7	0	437	1	2	0	174	414	1	1	1	170	13
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Free	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	0	20	13
Mvmt Flow	8	0	508	1	2	0	202	481	1	1	1	198	15

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	1095	1096	-	1094	1103	482	213	0	0	-	482	0	0
Stage 1	208	210	-	886	886	-	-	-	-	-	-	-	-
Stage 2	887	886	-	208	217	-	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	-	2.2	-	-
Pot Cap-1 Maneuver	170	215	0	127	143	588	1252	-	-	-	1091	-	-
Stage 1	736	732	0	233	255	-	-	-	-	-	-	-	-
Stage 2	304	365	0	615	573	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	147	180	-	111	120	588	1252	-	-	~	~	-	-
Mov Cap-2 Maneuver	147	180	-	111	120	-	-	-	-	-	-	-	-
Stage 1	618	732	-	195	214	-	-	-	-	-	-	-	-
Stage 2	252	306	-	615	573	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	36.7	2.5	
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	147	-	117	~	-	-
HCM Lane V/C Ratio	0.162	-	-	0.055	-	0.03	~	-	-
HCM Control Delay (s)	8.4	-	-	30.9	0	36.7	-	-	-
HCM Lane LOS	A	-	-	D	A	E	-	-	-
HCM 95th %tile Q(veh)	0.6	-	-	0.2	-	0.1	~	-	-

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	302	5	0	167	0	35
Future Vol, veh/h	302	5	0	167	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	328	5	0	182	0	38

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	167
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	-	0	848
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	848
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	848	-	-	-
HCM Lane V/C Ratio	0.045	-	-	-
HCM Control Delay (s)	9.4	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

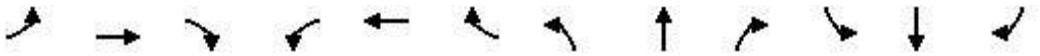
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	10	3	634	505	15
Future Vol, veh/h	23	10	3	634	505	15
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	-	100	-	-	-
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	25	11	3	689	549	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	908	283	565	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	351	-	-	-	-	-
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	275	714	1003	-	-	-
Stage 1	537	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	274	714	1003	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	535	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1003	-	337	-	-
HCM Lane V/C Ratio	0.003	-	0.106	-	-
HCM Control Delay (s)	8.6	-	17	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	16	32	95	7	40	141	553	145	117	478	83
v/c Ratio	0.11	0.04	0.07	0.12	0.01	0.09	0.36	0.46	0.21	0.16	0.61	0.20
Control Delay	31.5	24.4	0.3	31.2	24.5	0.4	35.0	27.3	6.5	31.3	29.6	8.7
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	31.5	24.4	0.3	31.2	24.5	0.4	35.0	27.3	6.5	31.3	29.6	8.7
Queue Length 50th (ft)	14	6	0	18	3	0	56	122	0	22	100	0
Queue Length 95th (ft)	46	22	0	54	13	0	153	235	44	64	206	36
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	898	1069	1021	915	1186	921	475	1815	976	843	1815	826
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	0.09	0.01	0.03	0.10	0.01	0.04	0.30	0.30	0.15	0.14	0.26	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	260	62	49	62	33	55	119	572	82	510
v/c Ratio	0.60	0.15	0.12	0.61	0.08	0.16	0.39	0.74	0.29	0.64
Control Delay	38.1	27.1	0.6	61.3	26.3	1.7	37.4	32.6	36.1	29.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	27.1	0.6	61.3	26.3	1.7	37.4	32.6	36.1	29.6
Queue Length 50th (ft)	102	23	0	24	12	0	47	118	31	101
Queue Length 95th (ft)	#350	62	0	#133	38	4	134	235	101	213
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	431	995	822	102	995	675	430	1457	374	1476
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	0.06	0.06	0.61	0.03	0.08	0.28	0.39	0.22	0.35

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	66	25	22	33	639	67	403
v/c Ratio	0.07	0.13	0.06	0.06	0.08	0.35	0.18	0.20
Control Delay	24.8	8.9	29.4	11.1	29.6	18.8	29.0	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	8.9	29.4	11.1	29.6	18.8	29.0	15.6
Queue Length 50th (ft)	7	2	5	0	7	82	15	24
Queue Length 95th (ft)	49	32	39	18	47	246	81	150
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	635	1072	538	821	614	2103	566	2081
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	0.06	0.06	0.05	0.03	0.05	0.30	0.12	0.19

Intersection Summary

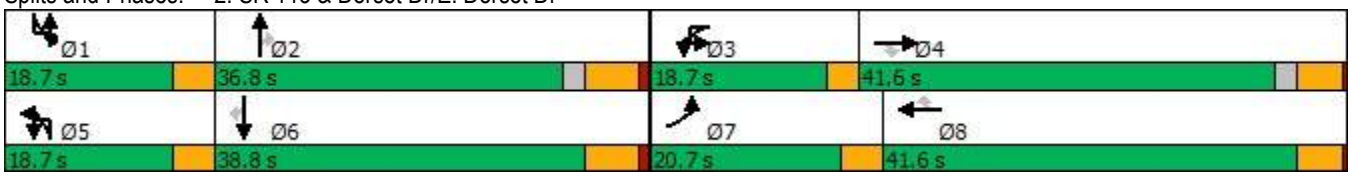
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (vph)	132	11	87	1	255	18	139	25	105	560	191	171
Future Volume (vph)	132	11	87	1	255	18	139	25	105	560	191	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		160		195		195		200		320	235
Storage Lanes	2		1		2		1		1		1	2
Taper Length (ft)	25				25				25			25
Lane Util. Factor	0.97	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.97
Ped Bike Factor			0.99								0.98	
Frt			0.850				0.850				0.850	
Flt Protected	0.950				0.950				0.950			0.950
Satd. Flow (prot)	2968	1652	1553	0	3273	1900	1442	0	1776	3139	1583	3155
Flt Permitted	0.950				0.950				0.950			0.950
Satd. Flow (perm)	2968	1652	1532	0	3273	1900	1442	0	1776	3139	1558	3155
Right Turn on Red			Yes				Yes				Yes	
Satd. Flow (RTOR)			91				145				199	
Link Speed (mph)		35				35				45		
Link Distance (ft)		600				696				687		
Travel Time (s)		11.7				13.6				10.4		
Confl. Peds. (#/hr)			1								3	
Confl. Bikes (#/hr)			1								1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	18%	15%	4%	0%	7%	0%	12%	0%	2%	15%	2%	11%
Adj. Flow (vph)	138	11	91	1	266	19	145	26	109	583	199	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	11	91	0	267	19	145	0	135	583	199	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	Left
Median Width(ft)		24				24				24		
Link Offset(ft)		0				0				0		
Crosswalk Width(ft)		16				16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	9	15		9	15
Turn Type	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot	NA	Perm	Prot
Protected Phases	7	4		3	3	8		5	5	2		1
Permitted Phases			4				8				2	
Detector Phase	7	4	4	3	3	8	8	5	5	2	2	1
Switch Phase												
Minimum Initial (s)	13.0	12.0	12.0	13.0	13.0	12.0	12.0	12.0	12.0	10.0	10.0	13.0
Minimum Split (s)	16.7	41.6	41.6	16.0	16.0	41.6	41.6	15.7	15.7	36.8	36.8	16.7
Total Split (s)	20.7	41.6	41.6	18.7	18.7	41.6	41.6	18.7	18.7	36.8	36.8	18.7
Total Split (%)	17.3%	34.7%	34.7%	15.6%	15.6%	34.7%	34.7%	15.6%	15.6%	30.7%	30.7%	15.6%
Maximum Green (s)	17.0	37.0	37.0	15.7	15.7	37.0	37.0	15.0	15.0	31.0	31.0	15.0
Yellow Time (s)	3.7	4.1	4.1	3.0	3.0	4.1	4.1	3.7	3.7	4.8	4.8	3.7
All-Red Time (s)	0.0	0.5	0.5	0.0	0.0	0.5	0.5	0.0	0.0	1.0	1.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	3.7	4.6	4.6		3.0	4.6	4.6		3.7	5.8	5.8	3.7
Lead/Lag	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag	Lead

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	435	131
Future Volume (vph)	435	131
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		135
Storage Lanes		1
Taper Length (ft)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3139	1369
Flt Permitted		
Satd. Flow (perm)	3139	1369
Right Turn on Red		Yes
Satd. Flow (RTOR)		136
Link Speed (mph)	45	
Link Distance (ft)	967	
Travel Time (s)	14.7	
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	15%	18%
Adj. Flow (vph)	453	136
Shared Lane Traffic (%)		
Lane Group Flow (vph)	453	136
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	24	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6
Switch Phase		
Minimum Initial (s)	10.0	10.0
Minimum Split (s)	38.8	38.8
Total Split (s)	38.8	38.8
Total Split (%)	32.4%	32.4%
Maximum Green (s)	33.0	33.0
Yellow Time (s)	4.8	4.8
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	5.8	5.8
Lead/Lag	Lag	Lag

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Minimum Gap (s)	1.0	1.0	1.0	2.0	2.0	1.0	1.0	1.0	1.0	3.0	3.0	1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.2	1.2	1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min	Min	None
Walk Time (s)		7.0	7.0			7.0	7.0			7.0	7.0	
Flash Dont Walk (s)		30.0	30.0			30.0	30.0			24.0	24.0	
Pedestrian Calls (#/hr)		1	1			0	0			3	3	
Act Effct Green (s)	13.5	16.4	16.4		17.9	16.2	16.2		12.9	17.6	17.6	13.5
Actuated g/C Ratio	0.17	0.21	0.21		0.23	0.20	0.20		0.16	0.22	0.22	0.17
v/c Ratio	0.27	0.03	0.23		0.36	0.05	0.35		0.47	0.84	0.40	0.33
Control Delay	34.3	26.0	7.8		32.8	25.8	7.4		39.8	41.5	7.0	34.6
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay	34.3	26.0	7.8		32.8	25.8	7.4		39.8	41.5	7.0	34.6
LOS	C	C	A		C	C	A		D	D	A	C
Approach Delay		23.9				23.9				33.7		
Approach LOS		C				C				C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 119.8			
Actuated Cycle Length: 79.3			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 29.3		Intersection LOS: C	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: SR 113 & Dorset Dr/E. Dorset Dr



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	0.2	0.2
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	1.2	1.2
Time To Reduce (s)	0.1	0.1
Recall Mode	Min	Min
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	26.0	26.0
Pedestrian Calls (#/hr)	0	0
Act Effct Green (s)	18.2	18.2
Actuated g/C Ratio	0.23	0.23
v/c Ratio	0.63	0.32
Control Delay	32.5	7.8
Queue Delay	0.0	0.0
Total Delay	32.5	7.8
LOS	C	A
Approach Delay	28.6	
Approach LOS	C	

Intersection Summary

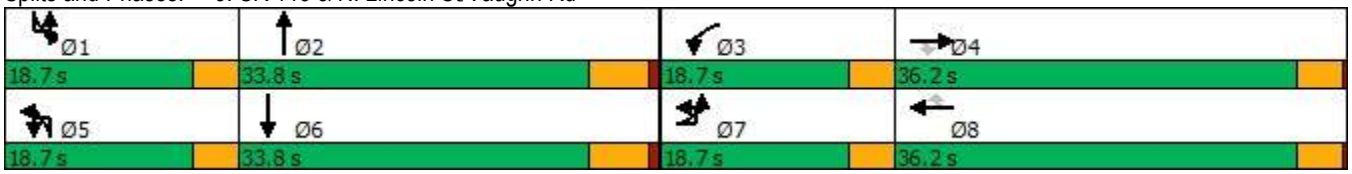
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (vph)	25	210	45	74	119	57	74	65	72	495	62	9
Future Volume (vph)	25	210	45	74	119	57	74	65	72	495	62	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		0	180		230		290		0	
Storage Lanes		1		1	1		1		1		0	
Taper Length (ft)		25			25				25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	0.95
Ped Bike Factor				0.99						1.00		
Frt				0.850			0.850			0.983		
Flt Protected		0.950			0.950				0.950			
Satd. Flow (prot)	0	1758	1900	1495	1687	1900	1196	0	1724	3176	0	0
Flt Permitted		0.950			0.950				0.950			
Satd. Flow (perm)	0	1758	1900	1476	1687	1900	1196	0	1724	3176	0	0
Right Turn on Red				Yes			Yes				Yes	
Satd. Flow (RTOR)				104			104			12		
Link Speed (mph)			35			45				45		
Link Distance (ft)			437			359				1163		
Travel Time (s)			8.5			5.4				17.6		
Confl. Peds. (#/hr)				1							3	
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	3%	0%	8%	7%	0%	35%	0%	9%	12%	8%	0%
Adj. Flow (vph)	27	226	48	80	128	61	80	70	77	532	67	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	253	48	80	128	61	80	0	147	599	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA
Median Width(ft)			12			12				12		
Link Offset(ft)			0			0				0		
Crosswalk Width(ft)			16			16				16		
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	9	15		9	9
Turn Type	Prot	Prot	NA	Perm	Prot	NA	Perm	Prot	Prot	NA		Prot
Protected Phases	7	7	4		3	8		5	5	2		1
Permitted Phases				4			8					
Detector Phase	7	7	4	4	3	8	8	5	5	2		1
Switch Phase												
Minimum Initial (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	10.0	10.0	10.0		11.0
Minimum Split (s)	14.7	14.7	36.2	36.2	14.7	36.2	36.2	13.7	13.7	33.8		14.7
Total Split (s)	18.7	18.7	36.2	36.2	18.7	36.2	36.2	18.7	18.7	33.8		18.7
Total Split (%)	17.4%	17.4%	33.7%	33.7%	17.4%	33.7%	33.7%	17.4%	17.4%	31.5%		17.4%
Maximum Green (s)	15.0	15.0	32.0	32.0	15.0	32.0	32.0	15.0	15.0	28.0		15.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	4.8		3.7
All-Red Time (s)	0.0	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	1.0		0.0
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Lost Time (s)		3.7	4.2	4.2	3.7	4.2	4.2		3.7	5.8		
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead	Lag		Lead

Lane Group	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (vph)	65	563	169
Future Volume (vph)	65	563	169
Ideal Flow (vphpl)	1900	1900	1900
Storage Length (ft)	285		0
Storage Lanes	1		0
Taper Length (ft)	25		
Lane Util. Factor	1.00	0.95	0.95
Ped Bike Factor			
Frt		0.965	
Flt Protected	0.950		
Satd. Flow (prot)	1548	3189	0
Flt Permitted	0.950		
Satd. Flow (perm)	1548	3189	0
Right Turn on Red			Yes
Satd. Flow (RTOR)		36	
Link Speed (mph)		45	
Link Distance (ft)		687	
Travel Time (s)		10.4	
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor	0.93	0.93	0.93
Heavy Vehicles (%)	19%	12%	0%
Adj. Flow (vph)	70	605	182
Shared Lane Traffic (%)			
Lane Group Flow (vph)	80	787	0
Enter Blocked Intersection	No	No	No
Lane Alignment	Left	Left	Right
Median Width(ft)		12	
Link Offset(ft)		0	
Crosswalk Width(ft)		16	
Two way Left Turn Lane			
Headway Factor	1.00	1.00	1.00
Turning Speed (mph)	15		9
Turn Type	Prot	NA	
Protected Phases	1	6	
Permitted Phases			
Detector Phase	1	6	
Switch Phase			
Minimum Initial (s)	11.0	10.0	
Minimum Split (s)	14.7	33.8	
Total Split (s)	18.7	33.8	
Total Split (%)	17.4%	31.5%	
Maximum Green (s)	15.0	28.0	
Yellow Time (s)	3.7	4.8	
All-Red Time (s)	0.0	1.0	
Lost Time Adjust (s)	0.0	0.0	
Total Lost Time (s)	3.7	5.8	
Lead/Lag	Lead	Lag	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2		0.2
Minimum Gap (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	3.0		1.0
Time Before Reduce (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0
Time To Reduce (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1		0.1
Recall Mode	None	None	None	None	None	None	None	None	None	Min		None
Walk Time (s)			7.0	7.0		7.0	7.0			7.0		
Flash Dont Walk (s)			25.0	25.0		25.0	25.0			21.0		
Pedestrian Calls (#/hr)			1	1		0	0			3		
Act Effct Green (s)		15.9	18.2	18.2	12.2	14.7	14.7		11.6	26.1		
Actuated g/C Ratio		0.20	0.23	0.23	0.16	0.19	0.19		0.15	0.34		
v/c Ratio		0.71	0.11	0.19	0.48	0.17	0.26		0.57	0.56		
Control Delay		46.2	27.4	4.5	42.2	30.2	5.6		45.3	26.8		
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0		
Total Delay		46.2	27.4	4.5	42.2	30.2	5.6		45.3	26.8		
LOS		D	C	A	D	C	A		D	C		
Approach Delay			35.0			28.6				30.4		
Approach LOS			D			C				C		

Intersection Summary			
Area Type:	Other		
Cycle Length: 107.4			
Actuated Cycle Length: 77.8			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 33.6		Intersection LOS: C	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: SR 113 & N. Lincoln St/Vaughn Rd



Lane Group	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	
Vehicle Extension (s)	0.2	0.2	
Minimum Gap (s)	1.0	3.0	
Time Before Reduce (s)	1.0	1.0	
Time To Reduce (s)	0.1	0.1	
Recall Mode	None	Min	
Walk Time (s)		7.0	
Flash Dont Walk (s)		21.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)	11.9	21.9	
Actuated g/C Ratio	0.15	0.28	
v/c Ratio	0.34	0.85	
Control Delay	40.2	37.0	
Queue Delay	0.0	0.0	
Total Delay	40.2	37.0	
LOS	D	D	
Approach Delay		37.3	
Approach LOS		D	

Intersection Summary

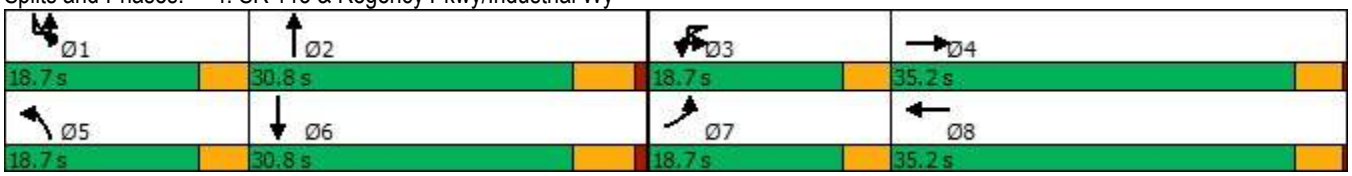
Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	25	3	35	1	53	6	57	35	570	17	18	18
Future Volume (vph)	25	3	35	1	53	6	57	35	570	17	18	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0		250		0	115		0		190
Storage Lanes	1		0		1		0	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	1.00	0.95	0.95	0.95	1.00
Ped Bike Factor		0.99				0.99						
Frt		0.862				0.864			0.996			
Flt Protected	0.950				0.950			0.950				0.950
Satd. Flow (prot)	1597	1528	0	0	1472	1190	0	1687	3349	0	0	1626
Flt Permitted	0.950				0.950			0.950				0.950
Satd. Flow (perm)	1597	1528	0	0	1472	1190	0	1687	3349	0	0	1626
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		36				59			3			
Link Speed (mph)		30				30			30			
Link Distance (ft)		736				904			473			
Travel Time (s)		16.7				20.5			10.8			
Confl. Peds. (#/hr)			1				1					
Confl. Bikes (#/hr)		1										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	13%	29%	4%	0%	23%	0%	40%	7%	7%	19%	0%	22%
Adj. Flow (vph)	26	3	36	1	55	6	59	36	594	18	19	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	39	0	0	56	65	0	36	612	0	0	38
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	R NA	Left
Median Width(ft)		12				12			12			
Link Offset(ft)		0				0			0			
Crosswalk Width(ft)		16				16			16			
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	9	15		9	15		9	9	15
Turn Type	Prot	NA		Prot	Prot	NA		Prot	NA		Prot	Prot
Protected Phases	7	4		3	3	8		5	2		1	1
Permitted Phases												
Detector Phase	7	4		3	3	8		5	2		1	1
Switch Phase												
Minimum Initial (s)	11.0	11.0		11.0	11.0	11.0		10.0	10.0		10.0	10.0
Minimum Split (s)	14.7	35.2		14.7	14.7	35.2		13.7	27.8		13.7	13.7
Total Split (s)	18.7	35.2		18.7	18.7	35.2		18.7	30.8		18.7	18.7
Total Split (%)	18.1%	34.0%		18.1%	18.1%	34.0%		18.1%	29.8%		18.1%	18.1%
Maximum Green (s)	15.0	31.0		15.0	15.0	31.0		15.0	25.0		15.0	15.0
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7		3.7	4.8		3.7	3.7
All-Red Time (s)	0.0	0.5		0.0	0.0	0.5		0.0	1.0		0.0	0.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Lost Time (s)	3.7	4.2			3.7	4.2		3.7	5.8			3.7
Lead/Lag	Lead	Lag		Lead	Lead	Lag		Lead	Lag		Lead	Lead

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	607	40
Future Volume (vph)	607	40
Ideal Flow (vphpl)	1900	1900
Storage Length (ft)		0
Storage Lanes		0
Taper Length (ft)		
Lane Util. Factor	0.95	0.95
Ped Bike Factor	1.00	
Frt	0.991	
Flt Protected		
Satd. Flow (prot)	3248	0
Flt Permitted		
Satd. Flow (perm)	3248	0
Right Turn on Red		Yes
Satd. Flow (RTOR)	6	
Link Speed (mph)	45	
Link Distance (ft)	1866	
Travel Time (s)	28.3	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		
Peak Hour Factor	0.96	0.96
Heavy Vehicles (%)	10%	9%
Adj. Flow (vph)	632	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	674	0
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane	Yes	
Headway Factor	1.00	1.00
Turning Speed (mph)		9
Turn Type	NA	
Protected Phases	6	
Permitted Phases		
Detector Phase	6	
Switch Phase		
Minimum Initial (s)	10.0	
Minimum Split (s)	27.8	
Total Split (s)	30.8	
Total Split (%)	29.8%	
Maximum Green (s)	25.0	
Yellow Time (s)	4.8	
All-Red Time (s)	1.0	
Lost Time Adjust (s)	0.0	
Total Lost Time (s)	5.8	
Lead/Lag	Lag	

Lane Group	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes		Yes	Yes		Yes	Yes
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2		0.2	0.2		0.2	0.2
Minimum Gap (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time Before Reduce (s)	1.0	1.0		1.0	1.0	1.0		1.0	1.0		1.0	1.0
Time To Reduce (s)	0.1	0.1		0.1	0.1	0.1		0.1	0.1		0.1	0.1
Recall Mode	None	None		None	None	None		None	Min		None	None
Walk Time (s)		7.0				7.0			7.0			
Flash Dont Walk (s)		24.0				24.0			15.0			
Pedestrian Calls (#/hr)		1				1			0			
Act Effct Green (s)	14.3	16.6			14.3	19.6		13.0	30.8			13.0
Actuated g/C Ratio	0.27	0.31			0.27	0.36		0.24	0.57			0.24
v/c Ratio	0.06	0.08			0.14	0.14		0.09	0.32			0.10
Control Delay	29.9	9.7			29.1	8.7		30.3	18.2			30.2
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			0.0
Total Delay	29.9	9.7			29.1	8.7		30.3	18.2			30.2
LOS	C	A			C	A		C	B			C
Approach Delay		17.8				18.1			18.8			
Approach LOS		B				B			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 103.4			
Actuated Cycle Length: 53.7			
Natural Cycle: 95			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.36			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 4: SR 113 & Regency Pkwy/Industrial Wy



Lane Group	SBT	SBR
Lead-Lag Optimize?	Yes	
Vehicle Extension (s)	0.2	
Minimum Gap (s)	1.0	
Time Before Reduce (s)	1.0	
Time To Reduce (s)	0.1	
Recall Mode	Min	
Walk Time (s)	7.0	
Flash Dont Walk (s)	15.0	
Pedestrian Calls (#/hr)	4	
Act Effct Green (s)	30.8	
Actuated g/C Ratio	0.57	
v/c Ratio	0.36	
Control Delay	18.7	
Queue Delay	0.0	
Total Delay	18.7	
LOS	B	
Approach Delay	19.4	
Approach LOS	B	

Intersection Summary

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	0	550	2	0	1	315	515	2	1	248	16
Future Vol, veh/h	6	0	550	2	0	1	315	515	2	1	248	16
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	-	-	Free	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	29	0	11	100	100	0	21	15	100	0	20	13
Mvmt Flow	6	0	591	2	0	1	339	554	2	1	267	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1512	1512	-	1511	1519	555	284	0	0	556	0	0
Stage 1	278	278	-	1233	1233	-	-	-	-	-	-	-
Stage 2	1234	1234	-	278	286	-	-	-	-	-	-	-
Critical Hdwy	7.39	6.5	-	8.1	7.5	6.2	4.31	-	-	4.1	-	-
Critical Hdwy Stg 1	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.39	5.5	-	7.1	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.761	4	-	4.4	4.9	3.3	2.389	-	-	2.2	-	-
Pot Cap-1 Maneuver	85	121	0	60	73	535	1177	-	-	1025	-	-
Stage 1	673	684	0	139	164	-	-	-	-	-	-	-
Stage 2	191	251	0	558	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	66	86	-	47	52	535	1177	-	-	1025	-	-
Mov Cap-2 Maneuver	66	86	-	47	52	-	-	-	-	-	-	-
Stage 1	479	683	-	99	117	-	-	-	-	-	-	-
Stage 2	136	179	-	557	528	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	65.4	60.6	3.5	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1177	-	-	66	-	68	1025	-	-
HCM Lane V/C Ratio	0.288	-	-	0.098	-	0.047	0.001	-	-
HCM Control Delay (s)	9.3	-	-	65.4	0	60.6	8.5	0	-
HCM Lane LOS	A	-	-	F	A	F	A	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	315	13	0	323	0	23
Future Vol, veh/h	315	13	0	323	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	14	0	351	0	25

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	178
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	-	0	834
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	834
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	834	-	-	-
HCM Lane V/C Ratio	0.03	-	-	-
HCM Control Delay (s)	9.5	-	-	-
HCM Lane LOS	A	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

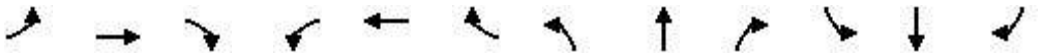
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	7	9	680	704	42
Future Vol, veh/h	14	7	9	680	704	42
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	-	100	-	-	-
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	15	8	10	739	765	46

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1178	406	811	0	-	0
Stage 1	788	-	-	-	-	-
Stage 2	390	-	-	-	-	-
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	184	594	811	-	-	-
Stage 1	409	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	594	811	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	404	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	811	-	237	-	-
HCM Lane V/C Ratio	0.012	-	0.096	-	-
HCM Control Delay (s)	9.5	-	21.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	138	11	91	267	19	145	135	583	199	178	453	136
v/c Ratio	0.27	0.03	0.23	0.36	0.05	0.35	0.47	0.84	0.40	0.33	0.63	0.32
Control Delay	34.3	26.0	7.8	32.8	25.8	7.4	39.8	41.5	7.0	34.6	32.5	7.8
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	34.3	26.0	7.8	32.8	25.8	7.4	39.8	41.5	7.0	34.6	32.5	7.8
Queue Length 50th (ft)	27	4	0	55	7	0	55	130	0	35	94	0
Queue Length 95th (ft)	81	19	36	140	26	43	161	264	56	100	207	49
Internal Link Dist (ft)		520			616			607			887	
Turn Bay Length (ft)	150		160	195		195	200		320	235		135
Base Capacity (vph)	660	843	826	814	926	777	348	1355	786	619	1355	668
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	0.21	0.01	0.11	0.33	0.02	0.19	0.39	0.43	0.25	0.29	0.33	0.20

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	253	48	80	128	61	80	147	599	80	787
v/c Ratio	0.71	0.11	0.19	0.48	0.17	0.26	0.57	0.56	0.34	0.85
Control Delay	46.2	27.4	4.5	42.2	30.2	5.6	45.3	26.8	40.2	37.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.2	27.4	4.5	42.2	30.2	5.6	45.3	26.8	40.2	37.0
Queue Length 50th (ft)	113	19	0	57	26	0	67	127	35	171
Queue Length 95th (ft)	#347	53	22	145	63	23	164	251	101	#384
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	358	825	700	343	825	578	351	1228	315	1235
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	0.71	0.06	0.11	0.37	0.07	0.14	0.42	0.49	0.25	0.64

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	39	56	65	36	612	38	674
v/c Ratio	0.06	0.08	0.14	0.14	0.09	0.32	0.10	0.36
Control Delay	29.9	9.7	29.1	8.7	30.3	18.2	30.2	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	9.7	29.1	8.7	30.3	18.2	30.2	18.7
Queue Length 50th (ft)	7	1	14	1	9	81	10	91
Queue Length 95th (ft)	39	23	70	31	50	233	53	262
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	581	1041	535	821	614	2081	591	2019
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	0.04	0.04	0.10	0.08	0.06	0.29	0.06	0.33

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	260	62	49	62	33	55	119	572	82	510
v/c Ratio	0.61	0.13	0.11	0.60	0.08	0.15	0.40	0.70	0.29	0.60
Control Delay	36.3	24.9	0.6	61.5	28.5	0.9	38.9	30.4	36.3	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.3	24.9	0.6	61.5	28.5	0.9	38.9	30.4	36.3	27.3
Queue Length 50th (ft)	104	22	0	25	12	0	48	116	32	100
Queue Length 95th (ft)	#268	58	2	#127	42	0	#152	222	100	194
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	603	1186	960	104	1025	709	305	1540	283	1599
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	0.43	0.05	0.05	0.60	0.03	0.08	0.39	0.37	0.29	0.32

Intersection Summary

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

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	253	48	80	128	61	80	147	599	80	787
v/c Ratio	0.70	0.11	0.19	0.47	0.18	0.24	0.59	0.55	0.33	0.84
Control Delay	42.6	26.1	4.8	42.3	32.0	2.6	47.9	26.4	39.9	35.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.6	26.1	4.8	42.3	32.0	2.6	47.9	26.4	39.9	35.0
Queue Length 50th (ft)	114	19	0	57	26	0	67	128	35	174
Queue Length 95th (ft)	#264	49	23	#154	66	7	#208	236	99	315
Internal Link Dist (ft)		357			279			1083		607
Turn Bay Length (ft)	275			180		230	290		285	
Base Capacity (vph)	507	1080	883	295	864	618	252	1348	242	1398
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	0.50	0.04	0.09	0.43	0.07	0.13	0.58	0.44	0.33	0.56

Intersection Summary

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

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	39	56	65	36	612	38	674
v/c Ratio	0.06	0.08	0.14	0.14	0.09	0.32	0.10	0.36
Control Delay	30.6	10.0	29.6	9.0	30.8	17.9	30.8	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	10.0	29.6	9.0	30.8	17.9	30.8	18.4
Queue Length 50th (ft)	6	1	14	1	9	81	10	91
Queue Length 95th (ft)	41	24	72	33	52	232	54	260
Internal Link Dist (ft)		656		824		393		1786
Turn Bay Length (ft)	150		250		115		190	
Base Capacity (vph)	437	1045	404	824	422	2325	406	2256
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	0.06	0.04	0.14	0.08	0.09	0.26	0.09	0.30

Intersection Summary

Appendix C

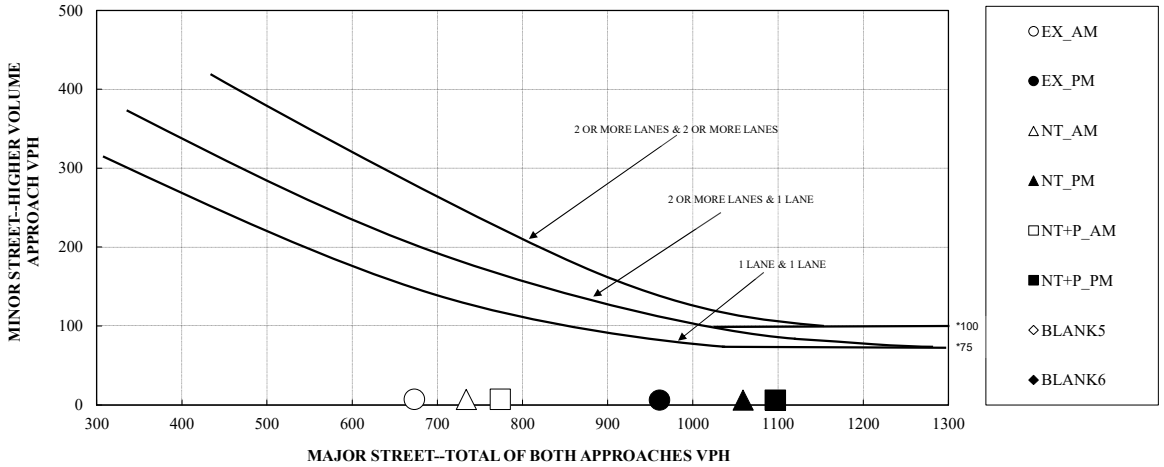
Signal Warrant Worksheets

CA SIGNAL WARRANT 3 ANALYSIS

SCENARIOS: "AM/PM PEAK HOUR" CONDITIONS

FIGURE 4C-4 WARRANT 3 PEAK HOUR (70% FACTOR)

(COMMUNITIES LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREETS)
(CALIFORNIA MUTCD 2014 Edition)



Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

SCENARIO	APPROACH(ES)		WARRANT MET?
	MAJOR	MINOR	
EX_AM	673	7	NO
EX_PM	961	6	NO
NT_AM	734	7	NO
NT_PM	1059	6	NO
NT+P_AM	774	7	NO
NT+P_PM	1097	6	NO
BLANK5	0	0	
BLANK6	0	0	

Note: Major approach is the total of both approaches. Minor approach is the highest of both approaches.

Date: **May 12, 2023** Intersection No.: **1**

Intersection: **SR 113 & I-80 Ramps/Auction Ln**

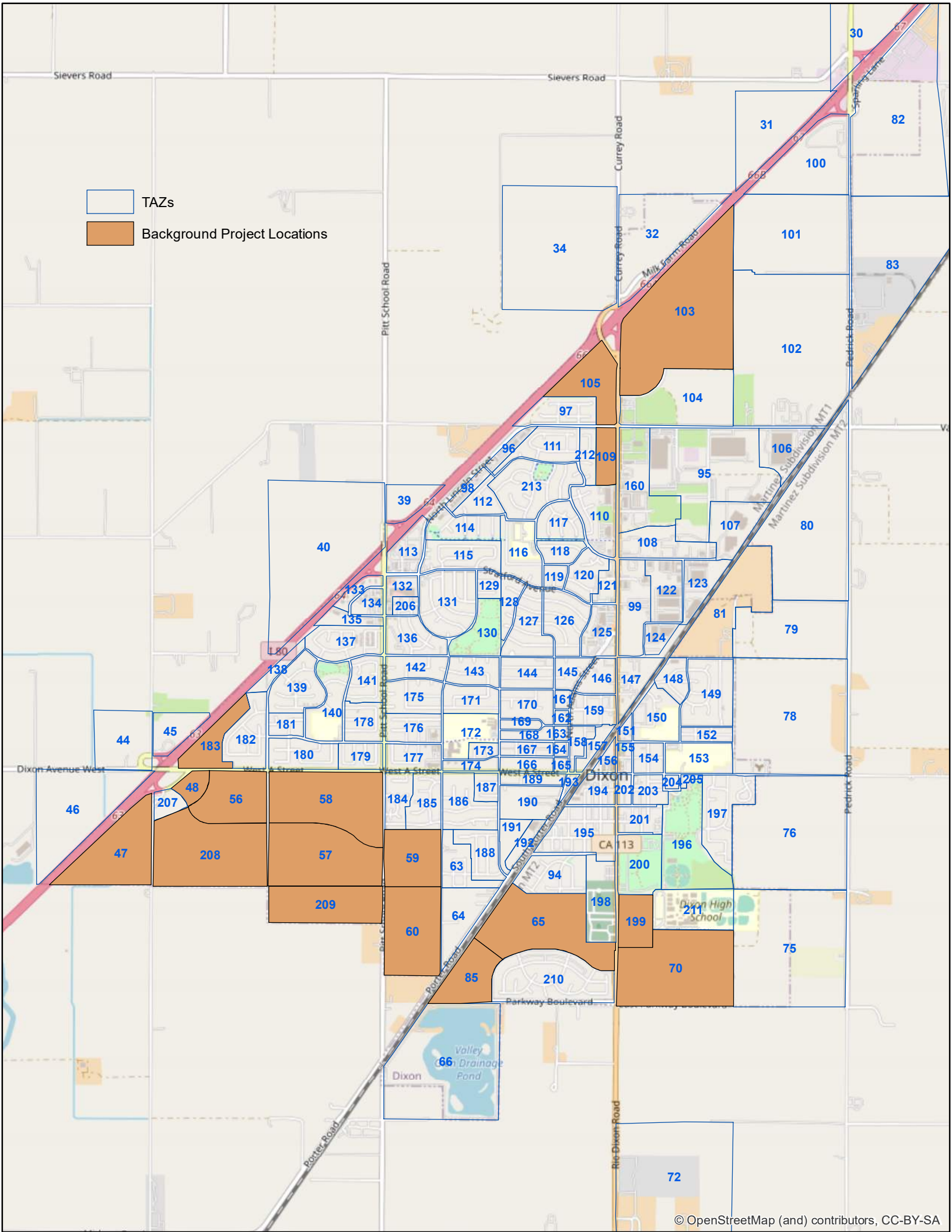
Number of lanes on MAJOR street: **1**

Number of lanes on MINOR street: **1**

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME

Appendix D

Background Projects Map


TAZs
Background Project Locations
Sievers Road
Currey Road
Pitt School Road
Milk Farm Road
Pedrick Road
Martinez Subdivision MT1
Martinez Subdivision MT2
Dixon Avenue West
West A Street
Porter Road
Parkway Boulevard
Dixon
Dixon High School
Valley Drainage Pond
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Appendix E

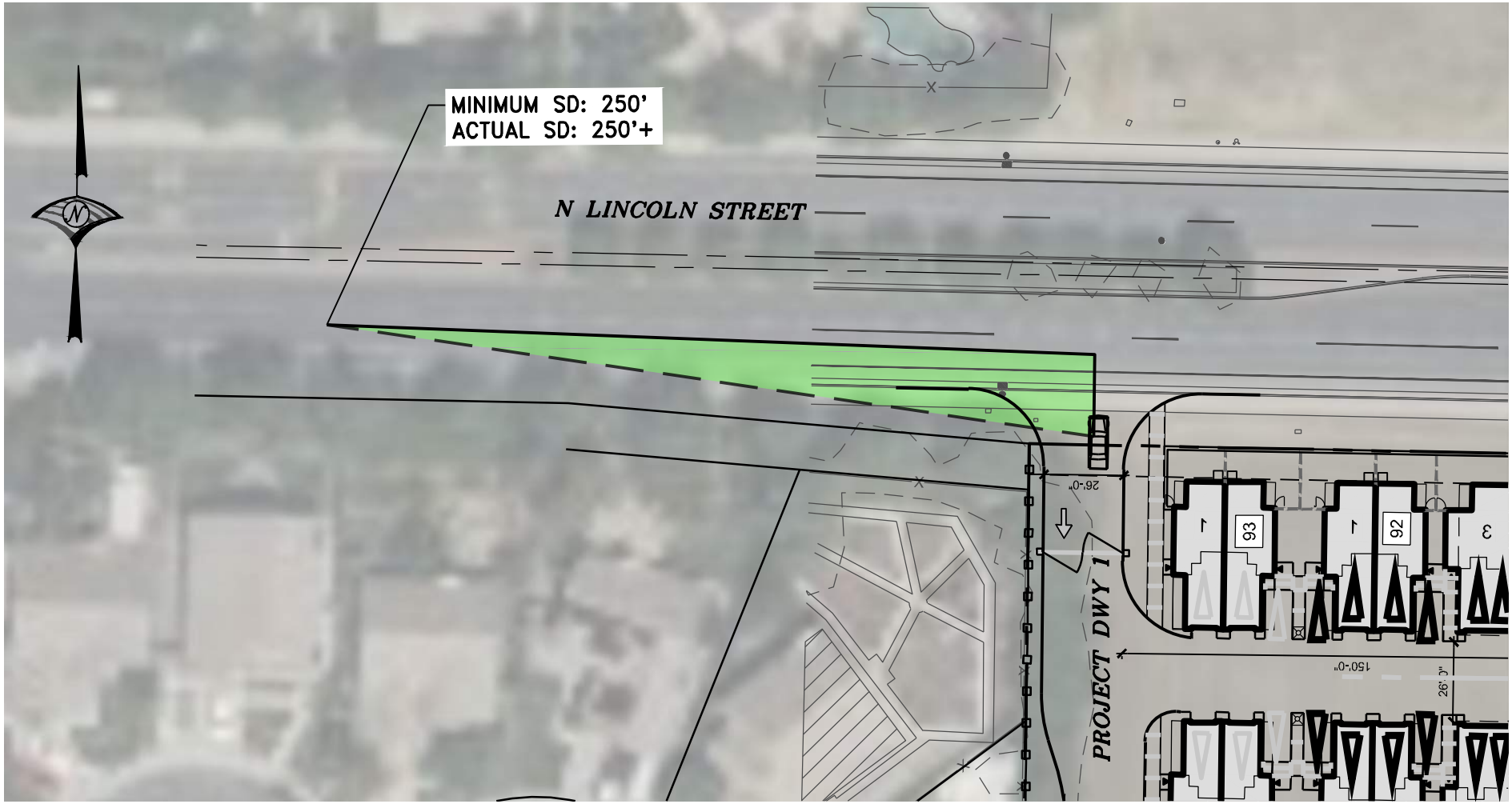
Project Sight Distance Exhibits

INDEPENDENCE AT DIXON

SIGHT DISTANCE - PROJECT DRIVEWAY 1 & N LINCOLN ST

DIXON CALIFORNIA

MAY, 2023



50' 25' 0 50'

SCALE: 1" = 50'

LEGEND

VISIBLE AREA

LINE OF SIGHT

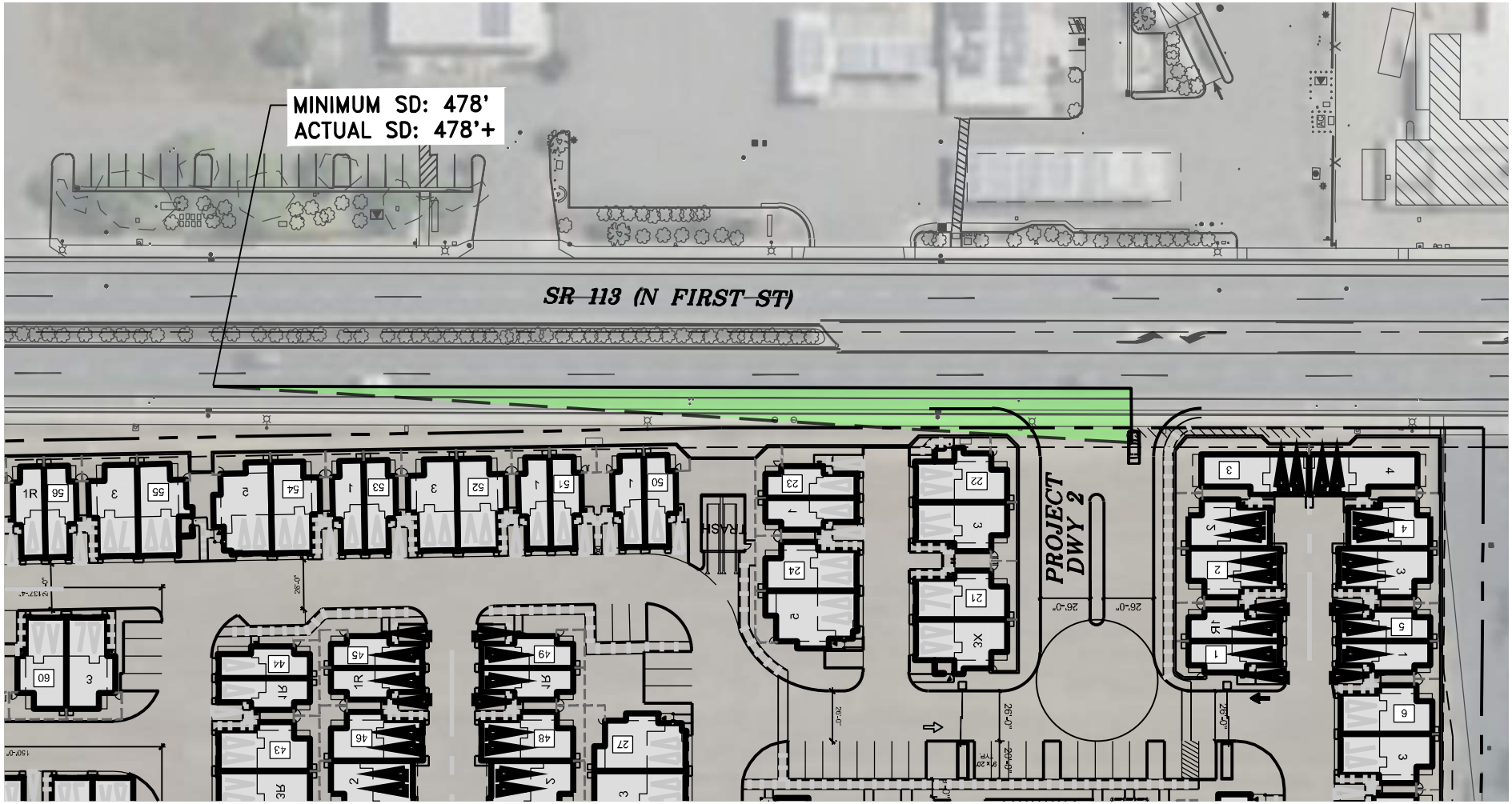
WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St, Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767

INDEPENDENCE AT DIXON

SIGHT DISTANCE - SR 113 & PROJECT DRIVEWAY 2

DIXON **CALIFORNIA**

MAY, 2023



80' 40' 0 80'

SCALE: 1" = 80'

LEGEND

VISIBLE AREA

LINE OF SIGHT

WOOD RODGERS
BUILDING RELATIONSHIPS ONE PROJECT AT A TIME
3301 C St, Bldg. 100-B Tel 916.341.7760
Sacramento, CA 95816 Fax 916.341.7767

Appendix F

SWITRS Collision History

CASE_ID	ACCIDENT_YEAR	PROC_DATE	JURIS	COLLISION_DATE	COLLISION_TIME	OFFICER_ID	REPORTING_DISTRICT	DAY_OF_WEEK	CHP_SHIFT	POPULATION
8688096	2018	20181018	4802	20180327	1915	1264		2	5	3
8709544	2018	20181029	4802	20180327	729	1259		2	5	3
8829121	2019	20190416	4802	20190308	1329	1211	4802	5	5	3
8831759	2019	20200527	4802	20190107	1800	1281	SOLAN	1	5	3
8860699	2018	20190624	4802	20181106	644	1229		2	5	3
9125926	2019	20200812	4802	20190821	1850	1291	4802	3	5	3
9125932	2019	20200812	4802	20190916	2100	1261	FAIRF	1	5	3
9125950	2019	20200820	4802	20190727	1630	1170	DIXON	6	5	3
9125964	2019	20200923	4802	20191113	1930	1291		3	5	3
9130291	2019	20200923	4802	20190826	1313	1260		1	5	3
9132848	2020	20200826	4802	20200129	1830	1261	FAIRF	3	5	3
9132864	2020	20200826	4802	20200302	1305	1276	4802	1	5	3
9136495	2020	20200901	4802	20200403	1215	1302		5	5	3
9141971	2019	20200923	4802	20191130	1856	1276		6	5	3
9142225	2020	20201009	4802	20200610	1436	1291		3	5	3
9143242	2020	20200915	4802	20200225	1136	1229		2	5	3
9149463	2020	20201009	4802	20200621	1429	1315	4802	7	5	3
9180024	2020	20201203	4802	20201019	1741	1258		1	5	3
9180025	2020	20201203	4802	20201002	750	1264	4802	5	5	3
9192582	2020	20210127	4802	20201204	2020	1260		5	5	3
9225546	2020	20210304	4802	20201226	2222	1290		6	5	3
9267368	2021	20210616	4802	20210522	1742	1290		6	5	3
9276968	2021	20210608	4802	20210330	2310	1288	4802	2	5	3
9276969	2021	20210608	4802	20210331	1701	1262		3	5	3
9303957	2021	20210913	4802	20210720	1147	1314		2	5	3
9312274	2021	20210913	4802	20210808	2122	1320	4802	7	5	3
9386369	2021	20220112	4802	20211207	1609	1318	4802	2	5	3
9386673	2021	20220105	4802	20211223	1849	1314		4	5	3
9409641	2022	20220315	4802	20220221	617	1260		1	5	3
9409645	2022	20220315	4802	20220208	2128	1290	4802	2	5	3
9410138	2022	20220429	4802	20220129	1231	1291	FAIRF	6	5	3
9414198	2022	20220318	4802	20220129	1230	1291	FAIRF	6	5	3
9419821	2022	20220421	4802	20220313	906	1276		7	5	3
9419822	2022	20220421	4802	20220304	1434	1259	SOLAN	5	5	3
9419830	2022	20220421	4802	20220311	931	1259	SOLAN	5	5	3
9436946	2022	20220516	4802	20220418	1230	1260		1	5	3
9458212	2022	20220614	4802	20220416	1513	1291	FAIRF	6	5	3
9479139	2022	20220819	4802	20220722	1949	1314		5	5	3
9479140	2022	20220817	4802	20220616	1609	1321	SOLAN	4	5	3
9493257	2022	20220923	4802	20220824	1352	1290		3	5	3
9504959	2022	20221103	4802	20221020	1609	1299	FAIRF	4	5	3
9533172	2022	20230119	4802	20221121	1638	1288	4802	1	5	3
9535325	2022	20230211	4802	20221231	1715	1299		6	5	3
9546096	2022	20230209	4802	20221221	825	1277		3	5	3
9546100	2022	20230209	4802	20221206	1047	1260		2	5	3

CASE_ID	CNTY_CITY_LOC	SPECIAL_COND	BEAT_TYPE	CHP_BEAT_TYPE	CITY_DIVISION_LAPD	CHP_BEAT_CLASS	BEAT_NUMBER	PRIMARY_RD	SECONDARY_RD
8688096	4802	0	0	0		0	2	N 1ST ST	E DORSET DR
8709544	4802	0	0	0		0	2	N 1ST ST	RT 113 S
8829121	4802	0	0	0		0		NORTH 1ST ST	NORTH LINCOLN ST
8831759	4802	0	0	0		0	2	RT 113	DORSET DR
8860699	4802	0	0	0		0		DOREST DR	N 1ST ST
9125926	4802	0	0	0		0	2	NORTH 1ST ST	VAUGH RD
9125932	4802	0	0	0		0	2	NORTH 1ST ST	DORSET DR
9125950	4802	0	0	0		0	2	DORSET DR	N FIRST ST
9125964	4802	0	0	0		0	2	DORSET DR	N 1ST ST
9130291	4802	0	0	0		0		VAUGHN RD	RT 113 S
9132848	4802	0	0	0		0	2	RT 113	N 1ST ST
9132864	4802	0	0	0		0	32	N 1ST ST	VAUGHN RD
9136495	4802	0	0	0		0	3	N 1ST ST	N LINCOLN ST
9141971	4802	0	0	0		0		NORTH 1ST ST	NORTH LINCOLN ST
9142225	4802	0	0	0		0		N 1ST ST	DORSET DR
9143242	4802	0	0	0		0	3	NORTH LINCOLN ST	REGENCY PKWY
9149463	4802	0	0	0		0 DP2		N 1ST ST	REGENCY PKWY
9180024	4802	0	0	0		0	3	N 1ST ST	N LINCOLN ST
9180025	4802	0	0	0		0	3	N 1ST ST	DORSET DR
9192582	4802	0	0	0		0		N 1ST ST	E DORSET DR
9225546	4802	0	0	0		0		N 1ST ST	N LINCOLN ST
9267368	4802	0	0	0		0		N 1ST ST	VAUGHN RD
9276968	4802	0	0	0		0	3	NORTH LINCOLN ST	REGENCY PKWY
9276969	4802	0	0	0		0		N LINCOLN ST	REGENCY PKWY
9303957	4802	0	0	0		0	3	NORTH 1ST ST	DORSET DR
9312274	4802	0	0	0		0 DP3		N 1ST ST	INDUSTRIAL WY
9386369	4802	0	0	0		0	3	RT 113	AUCTION LN
9386673	4802	0	0	0		0	3	NORTH 1ST ST	E DORSET DR
9409641	4802	0	0	0		0		RT 113	AUCTION LN
9409645	4802	0	0	0		0	3	N 1ST ST	VAUGHN RD
9410138	4802	0	0	0		0	3	VAUGHIN RD	N 1ST ST
9414198	4802	0	0	0		0	3	N 1ST ST	VAUGHN RD
9419821	4802	0	0	0		0 DP3		RT 113	E DORSET DR
9419822	4802	0	0	0		0	3	N 1ST ST	AUCTION LN
9419830	4802	0	0	0		0	3	N 1ST ST	AUCTION LN
9436946	4802	0	0	0		0		N LINCOLN ST	N 1ST ST
9458212	4802	0	0	0		0	3	DORSET DR	NORTH 1ST ST
9479139	4802	0	0	0		0	3	N 1ST ST	E DORSET DR
9479140	4802	0	0	0		0	1	N 1ST ST	E DORSET DR
9493257	4802	0	0	0		0		VAUGHN RD	N LINCOLN ST
9504959	4802	0	0	0		0	3	NORTH 1ST ST	DORSET DR
9533172	4802	0	0	0		0	2	N LINCOLN ST	LINCOLN CT
9535325	4802	0	0	0		0	3	N LINCOLN ST	REGENCY PKWY
9546096	4802	0	0	0		0		N 1ST ST	AUCTION LN
9546100	4802	0	0	0		0		N 1ST ST	AUCTION LN

CASE_ID	DISTANCE	DIRECTION	INTERSECTION	WEATHER_1	WEATHER_2	STATE_HWY_IND	CALTRANS_COUNTY	CALTRANS_DISTRICT	STATE_ROUTE	ROUTE_SUFFIX
8688096	0		Y	A	-	Y	SOL	4	113	-
8709544	0		Y	A	-	Y	SOL	4	113	-
8829121	0		Y	B	-	N				
8831759	300	S	N	A	-	Y	SOL	4	113	-
8860699	157	E	N	A	-	N				
9125926	0		Y	A	-					
9125932	0		Y	A	-					
9125950	120	E	N	A	-					
9125964	0		Y	A	-	Y	SOL	4	113	-
9130291	40	E	N	A	-	Y	SOL	4	113	-
9132848	827	W	N	A	-	Y	SOL	4	80	-
9132864	200	N	N	A	G	Y	SOL	4	113	-
9136495	24	N	N	A	-	Y	SOL	4	113	-
9141971	185	N	N	C	-	Y	SOL	4	113	-
9142225	66	N	N	A	-	Y	SOL	4	113	-
9143242	0		Y	A	-	N				
9149463	0		Y	A	-	Y	SOL	4	113	-
9180024	0		Y	A	-	Y	SOL	4	113	-
9180025	0		Y	A	-	Y	SOL	4	113	-
9192582	0		Y	A	-	Y	SOL	4	113	-
9225546	0		Y	A	-	Y	SOL	4	113	-
9267368	0		Y	A	-	N				
9276968	246	W	N	A	G					
9276969	0		Y	A	-					
9303957	45	S	N	A	-	N				
9312274	238	S	N	A	-	Y	SOL	4	113	-
9386369	58	W	N	A	-	Y	SOL	4	113	-
9386673	284	N	N	B	-	N				
9409641	500	W	N	A	-	Y	SOL	4	113	-
9409645	0		Y	A	-	Y	SOL	4	113	-
9410138	184	E	N	A	-	N				
9414198	43	N	N	A	-	Y	SOL	4	113	-
9419821	0		Y	A	-	Y	SOL	4	113	-
9419822	9	S	N	A	-	Y	SOL	4	113	-
9419830	240	N	N	A	-	Y	SOL	4	80	-
9436946	20	W	N	A	-	N				
9458212	0		Y	A	-	N				
9479139	71	E	N	A	-	N				
9479140	0		Y	A	-	Y	SOL	4	113	-
9493257	247	E	N	A	-	Y	SOL	4	113	-
9504959	48	S	N	A	-	N				
9533172	137	W	N	A	-	N				
9535325	0		Y	B	C					
9546096	0		Y	E	-	Y	SOL	4	113	-
9546100	0		Y	A	-	Y	SOL	4	113	-

CASE_ID	POSTMILE_PREFIX	POSTMILE	LOCATION_TYPE	RAMP_INTERSECTION	SIDE_OF_HWY	TOW_AWAY	COLLISION_SEVERITY	NUMBER_KILLED	NUMBER_INJURED
8688096	-	20.93	H	-	N	N	0	0	0
8709544	-	19.64	H	-	S	N	0	0	0
8829121							0	0	0
8831759	-	20.87	H	-	S	N	0	0	0
8860699						N	0	0	0
9125926							0	0	0
9125932							0	0	0
9125950							0	0	0
9125964	-	20.944	I	5	S		0	0	0
9130291	-	20.8	I	6	N		0	0	0
9132848	-	38.437	R	4	W	Y	0	0	0
9132864	-	20.84	H	-	N	N	0	0	0
9136495	-	20.832	H	-	S	Y	0	0	0
9141971	-	20.85	H	-	S		0	0	0
9142225	-	20.95	H	-	N	Y	0	0	0
9143242							0	0	0
9149463	-	20.23	H	-	S	N	0	0	0
9180024	-	20.8	I	5	S	N	0	0	0
9180025	-	20.87	H	-	N	Y	0	0	0
9192582	-	20.944	I	5	N	N	0	0	0
9225546	-	20.8	I	5	S	Y	4	0	1
9267368						N	0	0	0
9276968							0	0	0
9276969							0	0	0
9303957						Y	0	0	0
9312274	-	20.17	H	-	N	Y	0	0	0
9386369	-	21.12	I	5	S	Y	4	0	2
9386673						N	0	0	0
9409641	-	21.23	H	-	S	N	0	0	0
9409645	-	20.86	H	-	S	N	0	0	0
9410138						N	0	0	0
9414198	-	20.81	H	-	S		0	0	0
9419821	-	20.944	I	5	N	N	0	0	0
9419822	-	21.12	I	5	N	Y	4	0	1
9419830	-	38.18	R	2	E	N	0	0	0
9436946						N	0	0	0
9458212							4	0	3
9479139						N	4	0	4
9479140	-	20.944	I	5	S	Y	4	0	1
9493257	-	20.8	I	6	N	N	0	0	0
9504959						N	0	0	0
9533172						N	0	0	0
9535325							0	0	0
9546096	-	21.12	I	5	N		0	0	0
9546100	-	21.12	I	5	S		0	0	0

CASE_ID	PARTY_COUNT	PRIMARY_COLL_FACTOR	PCF_CODE_OF_VIOL	PCF_VIOL_CATEGORY	PCF_VIOLATION	PCF_VIOL_SUBSECTION	HIT_AND_RUN	TYPE_OF_COLLISION
8688096	2	A	-	3	22350		N	C
8709544	2	A	-	3	22350		N	C
8829121	2	A	-	8	22107		N	B
8831759	3	A	-	3	22350		N	C
8860699	1	A	-	3	22350		N	E
9125926	2	A	-	3	22350		N	C
9125932	2	A	-	9	21804	A	N	B
9125950	2	A	-	9	21804	A	N	D
9125964	2	A	-	12	21453	A	M	B
9130291	2	A	-	3	22350		N	C
9132848	2	A	-	5	21650		N	A
9132864	2	A	-	3	22350		N	C
9136495	2	A	-	4	21703		N	C
9141971	2	A	-	1	23152	A	N	C
9142225	2	A	-	8	22107		N	C
9143242	2	A	-	8	22107		M	C
9149463	2	A	-	3	22350		N	C
9180024	2	A	-	12	21453	A	N	B
9180025	2	A	-	6	21750	A	N	B
9192582	2	A	-	9	21453	C	N	D
9225546	2	A	-	9	21453	C	N	A
9267368	2	A	-	8	22107		N	B
9276968	1	D	-	0			N	B
9276969	2	A	-	9	21802	A	N	D
9303957	2	A	-	12	21453	A	N	D
9312274	1	A	-	1	23152	A	N	E
9386369	2	A	-	9	21801	A	N	A
9386673	2	A	-	8	22107		M	B
9409641	1	A	-	3	22350		N	E
9409645	2	D	-	0			N	C
9410138	2	A	-	5	21650		N	A
9414198	2	A	-	3	22350		N	C
9419821	1	A	-	8	22107		N	E
9419822	2	A	-	9	21801	A	N	D
9419830	2	A	-	9	21801	A	N	D
9436946	2	A	-	21	22106		N	H
9458212	2	B	-	22			N	D
9479139	2	A	-	3	22350		N	C
9479140	2	A	-	9	21453	C	N	A
9493257	2	A	-	8	22107		N	D
9504959	2	A	-	3	22350		N	C
9533172	2	A	-	1	23152	A	N	A
9535325	2	A	-	8	22107		M	D
9546096	2	A	-	9	21802	A	N	-
9546100	2	A	-	8	22107		N	A

CASE_ID	MVIW	PED_ACTION	ROAD_SURFACE	ROAD_COND_1	ROAD_COND_2	LIGHTING	CONTROL_DEVICE	CHP_ROAD_TYPE	PEDESTRIAN_ACCIDENT
8688096	C	A	A	H	-	B	A		0
8709544	C	A	A	-	-	A	D		0
8829121	C	A	A	H	-	A	A		0
8831759	C	A	A	H	-	C	D		0
8860699	I	A	A	H	-	A	D		0
9125926	C	A	A	H	-	A	A		0
9125932	C	A	A	H	-	C	A		0
9125950	C	A	A	H	-	A	D		0
9125964	C	A	A	H	-	C	A		0
9130291	C	A	A	H	-	A	A		0
9132848	D	A	A	H	-	C	D		0
9132864	C	A	A	H	-	A	D		0
9136495	C	A	A	H	-	A	A		0
9141971	C	A	B	H	-	C	A		0
9142225	E	A	A	H	-	A	A		0
9143242	C	A	A	H	-	A	A		0
9149463	C	A	A	H	-	A	A		0
9180024	C	A	A	H	-	A	A		0
9180025	D	A	A	H	-	A	A		0
9192582	C	A	A	H	-	C	D		0
9225546	D	A	A	H	-	C	A		0
9267368	C	A	A	H	-	A	A		0
9276968	I	A	A	H	-	C	D		0
9276969	C	A	A	H	-	A	A		0
9303957	C	A	A	H	-	A	A		0
9312274	I	A	A	H	-	C	D		0
9386369	C	A	-	H	-	A	A		0
9386673	C	A	B	H	-	C	D		0
9409641	I	A	A	H	-	B	D		0
9409645	C	A	A	H	-	B	A		0
9410138	C	A	A	H	-	A	A		0
9414198	C	A	A	H	-	A	A		0
9419821	I	A	-	H	-	A	A		0
9419822	C	A	A	H	-	A	D		0
9419830	D	A	A	H	-	A	D		0
9436946	C	A	A	H	-	A	A		0
9458212	E	A	A	H	-	A	D		0
9479139	C	A	A	H	-	A	A		0
9479140	C	A	A	H	-	A	A		0
9493257	C	A	A	H	-	A	A		0
9504959	C	A	A	H	-	A	A		0
9533172	E	A	A	H	-	A	D		0
9535325	C	A	B	H	-	C	D		0
9546096	C	A	A	H	-	A	A		0
9546100	C	A	B	H	-	A	D		0

CASE_ID	BICYCLE_ACCIDENT	MOTORCYCLE_ACCIDENT	TRUCK_ACCIDENT	NOT_PRIVATE_PROPERTY	ALCOHOL_INVOLVED	STWD_VEHTYPE_AT_FAULT
8688096			Y	Y		F
8709544				Y		A
8829121				Y		-
8831759				Y		A
8860699				Y		A
9125926				Y		A
9125932				Y	Y	A
9125950				Y		A
9125964				Y		-
9130291			Y	Y		G
9132848				Y	Y	A
9132864				Y		D
9136495				Y		A
9141971				Y	Y	A
9142225			Y	Y		A
9143242				Y		-
9149463				Y	Y	A
9180024				Y		A
9180025				Y		A
9192582				Y		A
9225546				Y		A
9267368				Y		A
9276968				Y		-
9276969				Y		A
9303957				Y		A
9312274				Y	Y	A
9386369				Y		A
9386673				Y	Y	-
9409641				Y		D
9409645				Y		-
9410138				Y		A
9414198				Y	Y	A
9419821				Y		A
9419822				Y		A
9419830			Y	Y		A
9436946			Y	Y		F
9458212				Y		A
9479139			Y	Y		A
9479140			Y	Y		F
9493257				Y		A
9504959				Y		A
9533172				Y	Y	A
9535325				Y		-
9546096				Y		B
9546100				Y		A

CASE_ID	CHP_VEHTYPE_AT_FAULT	COUNT_SEVERE_INJ	COUNT_VISIBLE_INJ	COUNT_COMPLAINT_PAIN	COUNT_PED_KILLED	COUNT_PED_INJURED	COUNT_BICYCLIST_KILLED
8688096	27	0	0	0	0	0	0
8709544	1	0	0	0	0	0	0
8829121		0	0	0	0	0	0
8831759	1	0	0	0	0	0	0
8860699	7	0	0	0	0	0	0
9125926	1	0	0	0	0	0	0
9125932	1	0	0	0	0	0	0
9125950	1	0	0	0	0	0	0
9125964		0	0	0	0	0	0
9130291	24	0	0	0	0	0	0
9132848	1	0	0	0	0	0	0
9132864	22	0	0	0	0	0	0
9136495	1	0	0	0	0	0	0
9141971	1	0	0	0	0	0	0
9142225	1	0	0	0	0	0	0
9143242		0	0	0	0	0	0
9149463	1	0	0	0	0	0	0
9180024	1	0	0	0	0	0	0
9180025	1	0	0	0	0	0	0
9192582	1	0	0	0	0	0	0
9225546	1	0	0	1	0	0	0
9267368	1	0	0	0	0	0	0
9276968	-	0	0	0	0	0	0
9276969	1	0	0	0	0	0	0
9303957	1	0	0	0	0	0	0
9312274	1	0	0	0	0	0	0
9386369	1	0	0	2	0	0	0
9386673	99	0	0	0	0	0	0
9409641	23	0	0	0	0	0	0
9409645	-	0	0	0	0	0	0
9410138	1	0	0	0	0	0	0
9414198	1	0	0	0	0	0	0
9419821	1	0	0	0	0	0	0
9419822	1	0	0	1	0	0	0
9419830	1	0	0	0	0	0	0
9436946	26	0	0	0	0	0	0
9458212	1	0	0	3	0	0	0
9479139	1	0	0	4	0	0	0
9479140	26	0	0	1	0	0	0
9493257	1	0	0	0	0	0	0
9504959	1	0	0	0	0	0	0
9533172	1	0	0	0	0	0	0
9535325	99	0	0	0	0	0	0
9546096	8	0	0	0	0	0	0
9546100	1	0	0	0	0	0	0

CASE_ID	COUNT_BICYCLIST_INJURED	COUNT_MC_KILLED	COUNT_MC_INJURED	PRIMARY_RAMP	SECONDARY_RAMP	LATITUDE	LONGITUDE
8688096	0	0	0	-	-		
8709544	0	0	0	-	-		
8829121	0	0	0	-	-		
8831759	0	0	0	-	-		
8860699	0	0	0	-	-		
9125926	0	0	0	-	-		
9125932	0	0	0	-	-	38.46927	121.82249
9125950	0	0	0	-	-		
9125964	0	0	0	-	-	38.46927	121.82246
9130291	0	0	0	-	-		
9132848	0	0	0	-	-		
9132864	0	0	0	-	-		
9136495	0	0	0	-	-	38.46738	121.82246
9141971	0	0	0	-	-	38.46738	121.82248
9142225	0	0	0	-	-	38.46927	121.82246
9143242	0	0	0	-	-	38.46739	121.82551
9149463	0	0	0	-	-	38.45902	121.82251
9180024	0	0	0	-	-	38.46738	121.82246
9180025	0	0	0	-	-	38.46927	121.82246
9192582	0	0	0	-	-		
9225546	0	0	0	-	-	38.46738	121.82246
9267368	0	0	0	-	-		
9276968	0	0	0	-	-	38.46739	121.82548
9276969	0	0	0	-	-	38.46739	121.82548
9303957	0	0	0	-	-	38.46927	121.82246
9312274	0	0	0	-	-	38.45902	121.82251
9386369	0	0	0	-	-		
9386673	0	0	0	-	-		
9409641	0	0	0	-	-	38.47185	121.82228
9409645	0	0	0	-	-	38.46738	121.82246
9410138	0	0	0	-	-	38.46738	121.82229
9414198	0	0	0	-	-		
9419821	0	0	0	-	-	38.46927	121.82246
9419822	0	0	0	-	-		
9419830	0	0	0	-	-		
9436946	0	0	0	-	-	38.46738	121.82246
9458212	0	0	0	-	-	38.46962	121.82328
9479139	0	0	0	-	-		
9479140	0	0	0	-	-		
9493257	0	0	0	-	-	38.46738	121.822
9504959	0	0	0	-	-	38.46927	121.82246
9533172	0	0	0	-	-	38.45406	121.8359
9535325	0	0	0	-	-	38.46739	121.82551
9546096	0	0	0	-	-		
9546100	0	0	0	-	-		